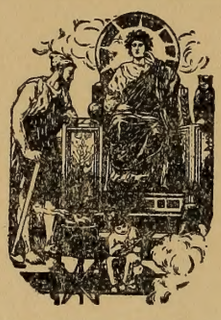
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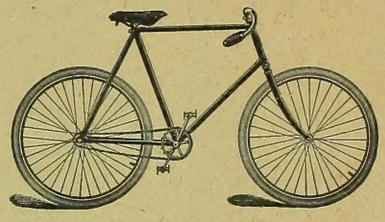
THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 1

....CHICAGO, AUGUST 1, 1895. ..



Union Crackajack.

Did we hear some one say '96?

Well, yes. We shall be on deck then, and on the quarter-deck, too!

No one who has ridden, seen, or examined the

Union Crackajack

will question the fact that what we make goes, and goes fast, too. Watch us.

Union Cycle Mfg. Co., 239-243 Columbus Ave.,

Boston, Mass.



The Tire Business

IS OUR SPECIALTY.

WE CAN TELL YOU ALL ABOUT IT FROM START TO FINISH.



WE MANUFACTURE

AKRON



AND——

BOOKLETS,
SAMPLES, AND
POLITE LETTERS
FREE.
WRITE US.

TIRES

The B. F. Goodrich Co.,

AKRON RUBBER WORKS,

SELLING AGENTS:
The Columbia Rubber Works Co.
New York—65 Reade St.
Chicago—159 Lake St.

AKRON, OHIO.





The Vim Tire is Fast. ===enough said

It has the 'pebble tread.'

Sanger Rides Them.

BOSTON WOVEN HOSE & RUBBER CO.

BOSTON. CHICAGO. SAN FRANCISCO. NEW YORK.

Another Addition Three Stories

40 x 100

Has been added to the W. S. C. H. factory.

It Beats All How This Factory Grows.

WHY IS IT?

SEE that W. S. C. H. is on the bottom bracket

of the wheel you buy.

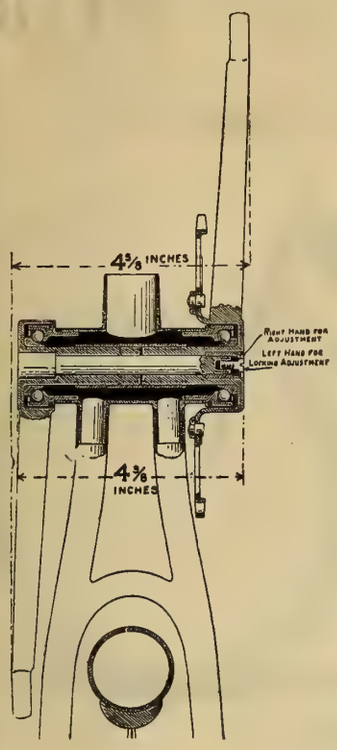
THE Harman-Schulz Cycle House.

MANUFACTURERS OF

The Cataract and The White City

101-105 N. Lincoln St. cor. Kinzie, 116-128 N. Lincoln St., and 616-622 Austin Ave.,

CHICAGO.



"THE MIAMI"



Do you want a '95 wheel that will be up to date in '96?

Look at this crank hanger, with the ball races in the hubs or bosses of the cranks, making them from one and one-fourth to two inches farther apart in the same width of tread than any other wheel made.

STRICTLY HIGH GRADE. **LIST, $100.**

The Miami Cycle Mfg. Co.

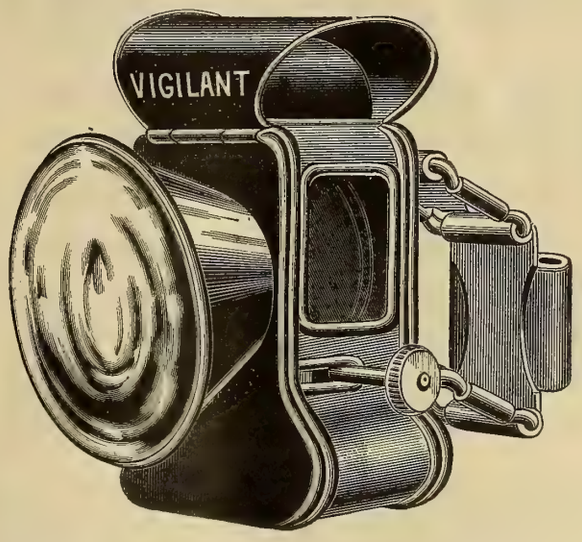
Chicago Agency,
Cor. 34th and State Sts.

MIDDLETOWN, OHIO, U. S. A.

Mention The Bearings

LAMPS LAMPS

ALWAYS THE BEST.



ALWAYS THE BEST.

THE POND-COTTLE CO.

OFFICE AND FACTORY,
26-28 W. RANDOLPH ST., - - - CHICAGO.

LAMPS LAMPS

Mention The Bearings

The.... DAYTON

HIGHEST GRADE, $100

Catalogue of

Dayton Bicycles

mailed on application.
Correspondence solicited with the

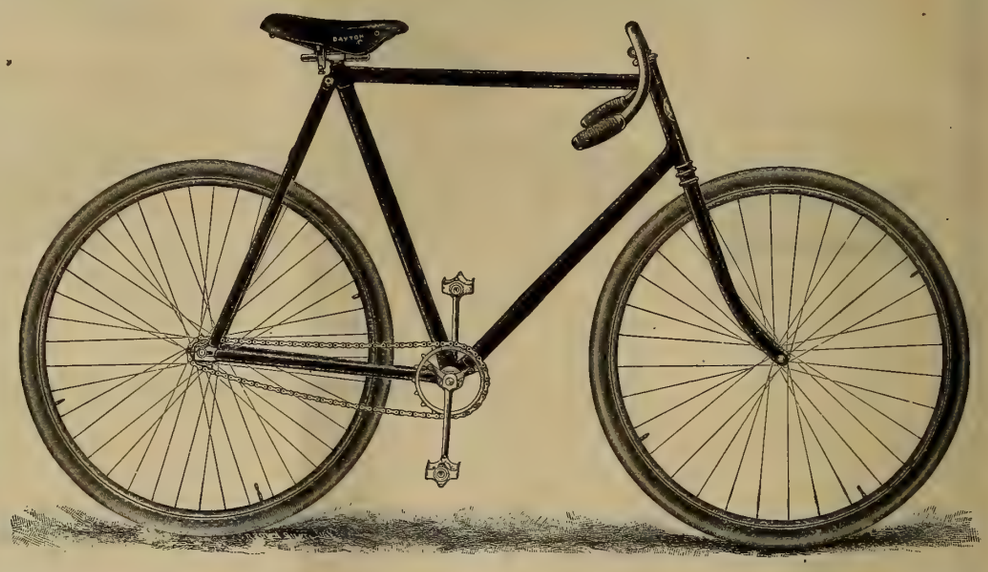
Best Dealers

who are looking for the

Best Wheel

and one which offers the greatest advantage for the

Season of 1896.



THE 1896 WHEEL.

THE DAVIS SEWING MACHINE CO., = = = Dayton, Ohio.

Mention The Bearings.

SAGER · SADDLES



A 1.

Go where you will you see them on nine-tenths of the high-grade wheels. Indeed it is almost a confession of inferiority for a wheel to carry anything else.



PNEUMATIC PADS.
Beware of Felt Imitations.
PRICE $2.

READ THIS AND CONSIDER:

Sager Saddles Predominated.

At the Chicago show 548 wheels were shown. There were also a number of tandems and quads, so that the total number of saddles exhibited on wheels was 560. Of these 165 were from the factory of the Sager Mfg. Co., of Rochester, N. Y. The saddle which made the nearest approach to the Sager in popularity was shown upon 139 wheels. These two, therefore, were on over half of the wheels exhibited; the other half was divided among a dozen different manufacturers. At the New York show 459 wheels were shown. Of these 168 were equipped with Sager saddles against 109 for the next most popular saddle. Ten manufacturers at Chicago exhibited Sagers exclusively. No other make was exhibited exclusively by more than five manufacturers. At the New York show eleven manufacturers exhibited Sagers, and no other make was exhibited by more than eight. It is also well to note that the Sager saddles were shown on very few of the cheap wheels, but were almost invariably used upon the high-grade machines.—THE BEARINGS, Feb. 8, '95.

SAGER MFG. CO., = Rochester, N. Y.

Mention The Bearings

...1896...

"The Henley"

HENLEY BICYCLE WORKS,

RICHMOND, IND.

Mention The Bearings

Profitable.

Search all over the cycling world and you can't find bicycles that it will pay you better to handle than

"Imperial Wheels"

—the go-lightly kind.

They pay because they're prime favorites with wheelmen everywhere. Our free catalogue will tell you all about them.

AMES & FROST COMPANY, Blackhawk St. and Cherry Ave., CHICAGO, ILL.

Mention The Bearings

THE CLEVELAND

PERFECT PRODUCTION, PROGRESSIVE POLICY, PERSISTENT PUSH, PROMINENT PRIME POINTS

OUR SUCCESS OF YOUR SUCCESS

Take a retrospective look at the 1895 season. THE CLEVELAND leads as usual.

ESTABLISHED REPUTATION. ..... GREAT POPULARITY.

We simply suggest that you will find it to your interest to correspond with us.

H. A. LOZIER & CO., CLEVELAND, OHIO.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
1724 No. Broad St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

Mention The Bearings



NOVICES WIN

...on a...

National Bicycle

SO DO THE "BEES."

AT ASBURY PARK, NATIONALS WON 4 firsts, 2 seconds in heats; 1 first, 2 seconds, 1 third in races. The first was a novice.

AT LOUISVILLE, KY., EVANS, of Lansing, WON
1-2-mile B handicap in 1:00 3-5;
1-mile B handicap in 2:09 3-5.

National Cycle Mfg. Co., Makers,

BAY CITY, MICH.

Mention The Bearings

THE MAJESTIC

LIGHT ROADSTER BICYCLE.

IMMEDIATE DELIVERIES.



Choice of leading tires.
Thoroughly guaranteed.
Detachable Sprocket.
Adjustable Handle-bar.
Double Fork Crown.
High Humber Frame.
Barrel Bracket.
Weight 22 lbs.
Highest Grade.
Narrow Tread.
List $75.



WHAT MORE CAN YOU WANT?

HULBERT BROS. & Co

Manufacturers of Bicycles and Bicycle Sundries,

26 West 23d Street, NEW YORK.

Mention The Bearings

YES

We have been snowed in and drifted under, but we are thawed out; and, having increased our facilities, are now able to supply

ELECTRIC TIRES PROMPTLY

These tires are made in single and double tube, and are very fine in quality, and also very fine in price. Our valve (the Duryea) simply leads the world. We also make the DURYEA DETACHABLE TIRE, single and double tube. If you are interested, write us.

THE INDIANA RUBBER & INSULATED WIRE CO.,

MARION, INDIANA.

Mention The Bearings

Two JORDAN SPECIALS

Jordan Special, Model A, from 9 to 13 lbs.
" " Model B, from 15 to 18 "
" " Model C, from 19 to 23 "

AGENCY FOR THE SANGER RACER AND TELEGRAM CYCLES. FROM 14 TO 23 LBS.

COME AND SEE THE
TELEGRAM TANDEM,
35 POUNDS.

Largest and Oldest Repair Shop
In the West.



Louis Jordan, 71-73 E. Randolph St., Chicago.

Mention The Bearings

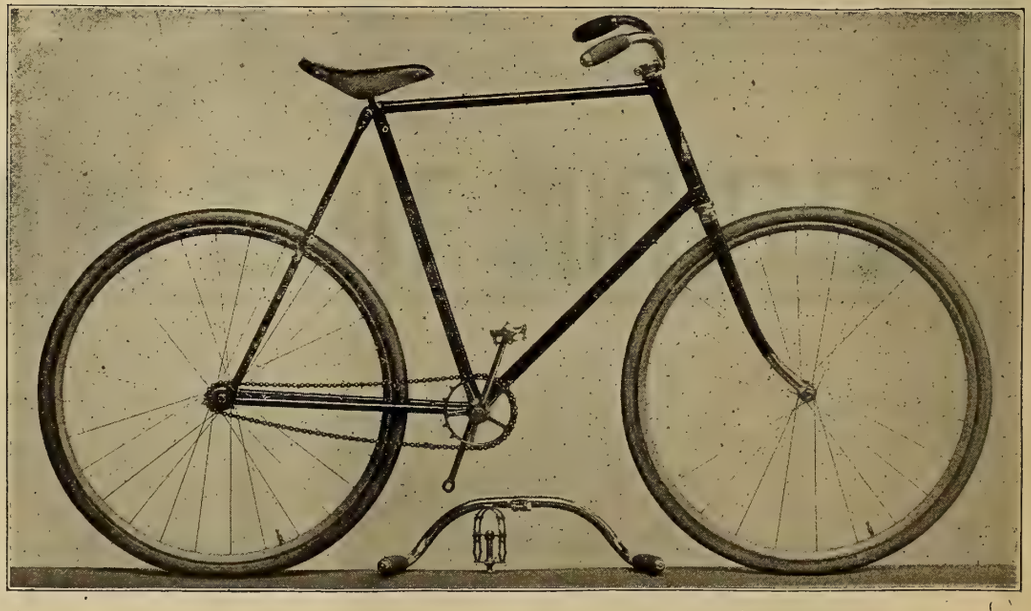
THE MUNGER....

Sold in Chicago by

Alex. H. Revell & Co.
Wabash Ave. and Adams St.

Graham Cycle Co.
601 W. Madison St.

They were looking for a wheel
to sell to the elite of Chicago
and found it.



MUNGER CYCLE MFG. CO.

INDIANAPOLIS, IND.

Mention The Bearings

Gardiner

At Williamsport, Pa.
First, ⅓-mile open.
First, ½-mile open.
First, 1-mile open.

At Steubenville, Ohio.
First, ½-mile open.
First, 1-mile open.

Defeats all crack Class B men.

Wins everything in the National Circuit races.

The Thistle

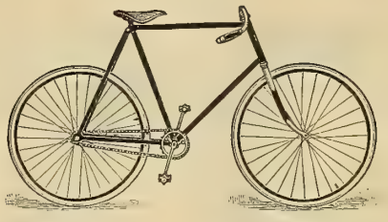
Gardiner Rides a THISTLE.

Excelsior Supply Company,

276-278 Wabash Ave., CHICAGO.

Mention The Bearings

Napoleons are Superb





LA GRANGE, ILL., ROAD RACE

Geo. Mitchell, 1st place and 2d time.

BATTLE CREEK ROAD RACE

P. B. Wilson, 2d time.
C. V. Dasey, 3d time.

The Jenkins Cycle Co., Manufacturers of High-Class Bicycles,

18 and 20 Custom House Place, Chicago.

Mention The Bearings

The Universal Expression of our Agents:

Customers more than ENTHUSIASTIC over

NEW WHEEL.

NEW IDEAS....

"The Viking"



Catching on? Well, a little.
How about the agency for '96?
Good things go quick.
Better mail your application today.

Union Mfg. Co.

TOLEDO, OHIO.

Mention The Bearings

DON'T! DON'T! DO NOT!



MAKE A MARTYR OF YOURSELF,

And ruin your joints, also those in your bicycle, in hill climbing, etc., all because your dealer is a back number and advises you to use the old single-geared chestnut. For all purposes,

The "J. & R." Changeable Gear

Makes bicycle riding a pleasure. With it you can save your wind and muscle and leave all competitors behind.

Applicable to any Bicycle. **Price $20 Applied.** **Send for Catalogue.**

Manufactured by

The McElwaine-Richards Co.

Ask your dealer for it; or if there is no dealer within reach, crate your rear wheel and express to us at NOBLESVILLE, IND., and we will put "J. & R." hub in and allow you expressage one way.

INDIANAPOLIS, IND.

Mention The Bearings

CHICAGO-NEW YORK RECORD

Broken by GEO. W. WOLFE

...on a **Smalley**

In 6 Days, 3 Hours, and 5 Minutes.

Mr. Wolfe left the Victoria Hotel, Chicago, at 3:10 a. m., Monday, July 22, and arrived at "The World" Building, New York, at 7:15 a. m., Sunday, July 28. He was carefully checked by "The Bearings."

Plymouth Cycle Mfg. Co.

PLYMOUTH, IND.

SOME VICTORIES WON ON "THE ORIENT."

MAYSVILLE, KY. 3 firsts. Kimble.	ILION, N. Y. 2 firsts.	LYNN, MASS. 15-mile road race, time prize. Burns Pierce.	DAYTON, OHIO—June 8. 2 firsts, 2 seconds, 1 third.	There is but ONE wheel which embodies all the most approved speed features.
WALTHAM, June 17. 1 first. 1 second, 1 third.	COLUMBUS, O. 1 first. 5 seconds and thirds.	July 4. NEWTON CENTER, MASS. 1 mile handicap } from 2 mile handicap } scratch	MANSFIELD, MASS. 3 Orient riders won 8 prizes July 4.	
HOLLEY, N. Y. 5½ miles. McCargo.	ROCHESTER, N. Y. 22-mile road race from scratch, 1:05:17 McDonnell.	July 4. HIGHLANDVILLE, MASS. Hill-climbing contest. F. Marriott.	FOXBORO, MASS. 9-mile road race, time prize Time, 24:44. T. E. Tarment.	7-16 balls. Tool steel bearings. Narrow tread. The proper rake.
ROCHESTER, N. Y. 100 miles, 4:50:32. A. B. McDonald.	RUTLAND, VT. 10-mile road race from scratch. J. J. Kingsley.	ROCHESTER, N. Y. Lake View Wheelmen's 2d annual road race. 1st prize, Clark. 1st time prize, McDonald. Time, 54:57.	FRANKLIN, MASS.—July 4. 3 firsts and tied track record. T. E. Tarment.	The Class A men all know it.
CLINTON, MASS. 3 firsts. 1 second.	SYRACUSE, N. Y. 2 firsts, 1 second, W. E. Shaw.		HOLLEY, N. Y.—July 4. Time prize in road race. McCargo.	The Class B men all dread it.
MAYSVILLE, KY. ½-mile state champ. Kimble.	UTICA, N. Y. ½-mile handicap, first.	BINGHAMTON, N. Y. 1-mile tandem. Rulifson and Randall. 1st prize,	ONE LOUISVILLE RIDER has won 11 firsts, 5 seconds, 2 thirds this season on the Orient.	It is THE ORIENT The wheel of the day.
HOLLEY, N. Y. 15-mile road race. 1st time and 2d prize.	SO. FRAMINGHAM, MASS. 2-mile handicap from scratch. W. S. Reynollds.	LOUISVILLE, KY. 1st and Louisville state championship. Kimble.	There are many light wheels on the market.	
PORTLAND, ME. ½-mile and 1-mile state championship.	WILKESBARRE, PA. 2 seconds. Class B.	July 4. LOUISVILLE, KY. 10-mile road race, 25:27 by a dark horse.	There are many stiff wheels on the market.	SO. FRAMINGHAM, MASS. July 5. 3 firsts, 1 second.
BATH, ME., June 19. 7 firsts, 5 seconds, 3 thirds. Won every race.	WALTHAM, MASS. 3 firsts. 3 seconds.	NASHVILLE, TENN. 1 first, 1 second. Kimble.	There are many high-grade wheels on the market.	NATICK, MASS. 2 firsts. 1 second.

If you want
to make
a success of Racing
in any form,
you MUST ride an

"Orient."

THE WALTHAM MFG. CO.

WALTHAM, MASS.

Mention The Bearings

None better the wide world o'er.

The PHOENIX....

Made by.....
Stover Bicycle Mfg. Co., Freeport, Ill.
Eastern Branch:
575 Madison Ave., New York.

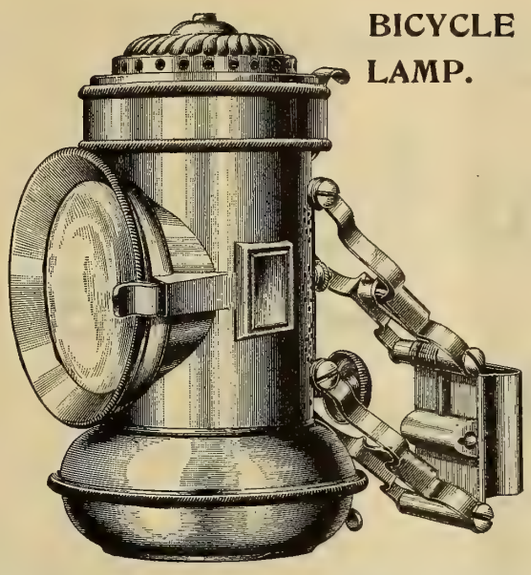
A model of exquisite grace
and great strength.

Worth double this amount in comparison with any other.

Price=$5.00

"CYCLOPS"

BICYCLE LAMP.



For KEROSENE OR ANY GOOD QUALITY OF ILLUMINATING OIL.

BUILT FOR USE!

Here is a bicycle lamp which fully meets every purpose of such an article. That means: It will give a splendid light, will not blow or jar out, does not become overheated, and will neither smoke nor smell.

WE GUARANTEE THIS

It also has the merit of being the handsomest, best finished, and strongest Bicycle Lamp now made; likewise, the distinction of being easy to handle and keep clean, and of having a large oil reservoir, so it will burn continuously from 8 to 10 hours without trimming. Is made entirely of brass, elegantly nickeled and polished; has patent lock to secure it to bracket, bell-shaped reflector (the correct thing), ruby side lights, and a powerful lens. Weight, less than 13 ounces. It is a perfect jewel of a lamp, and will give complete satisfaction to the dealer handling it, and to the riders who use it.

☞ **Liberal Discount to the Trade.**

MANHATTAN BRASS COMPANY, Manufacturers,

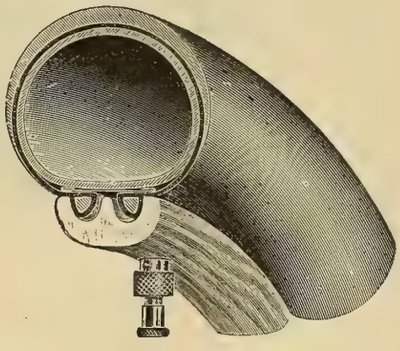
WESTERN SALES DEPARTMENT,
132 and 134 Lake St., CHICAGO.

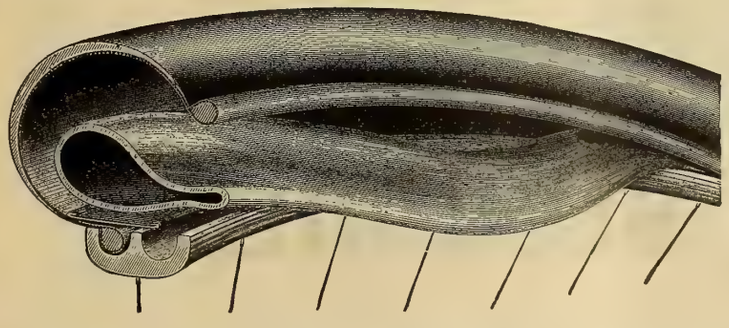
Mention The Bearings.

L. C. SMITH TIRES

They Are! They Are! They Are!

ALL RIGHT.





As the season advances, the value of the **L. C. Smith Tire** is fully demonstrated.

The **L. C. Smith** is the only detachable tire that will not cause wooden rims to split. If you do not believe so, give it a trial, or ask some of the **thousands** who have.

COMFORTABLE.
SAFE. --- FAST.

The L. C. Smith Tire Co., Syracuse, N. Y.

MENTION THE BEARINGS

WESTERN DEALERS

If you want the BEST LINE of medium-priced bicycles, write us for prices on

Crawford and Sunbeam Cycles

Sell like hot cakes.
Make hay while the sun shines.

PRICES:
$40, $50, $60, $75.
Catalogues Free.

JULIUS ANDRAE & SONS CO.
Western Distributers,
Milwaukee, Wis., U. S. A.

BICYCLE SUNDRIES

If you are actively engaged in the bicycle business we can interest you in our line of sundries.

Write for catalogue and

SPECIAL PRICE LIST.

BEST GOODS.
LARGEST STOCK.
LOWEST PRICES.

BICYCLE SUNDRIES

Julius Andrae & Sons Co., Milwaukee, Wis., U. S. A.

Andrae Cycles Never Disappoint

Andrae Cycles Never Disappoint

"In this Connection."

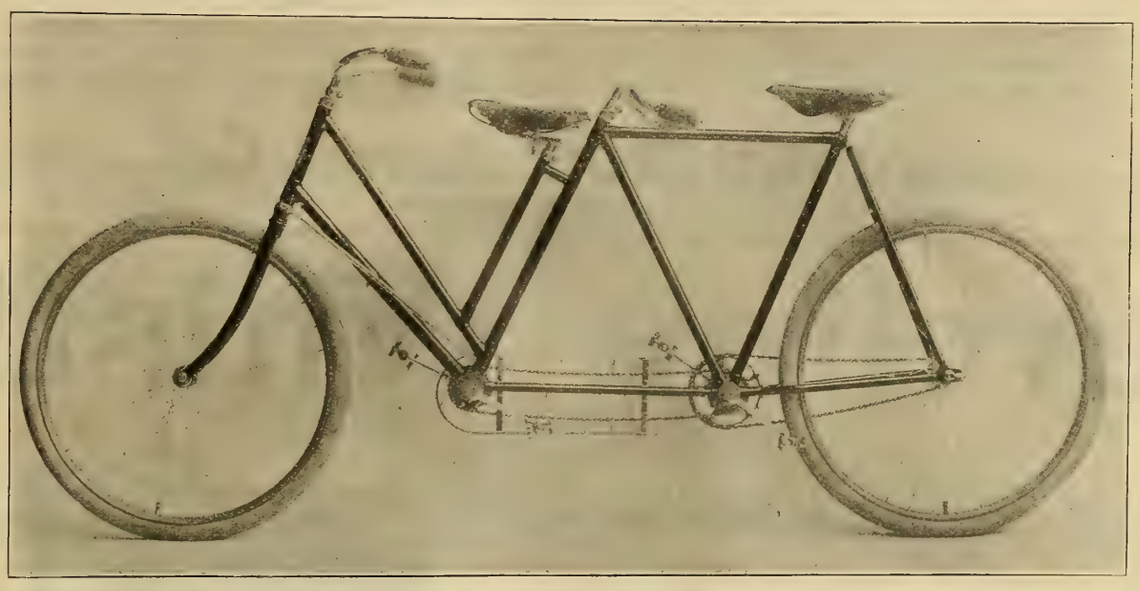
It is needless to state that

THE ANDRAE CYCLE

is not one of the oldest bicycles on earth. For that reason the more betoken it should be the best. It was not said unadvisedly that "old things have passed away and all things have become new." Profiting by old methods, the latest is always the best.

We have made important additions to our equipment and are prepared to maintain, and even strengthen, the **recognized reputation** of **The Andrae** for excellence of mechanical design and construction, combined with the highest efficiency.

A bicycle can not be **cheap unless** it is **good.**
When in doubt, buy **The Andrae.**



THE ANDRAE TANDEM.

For the first time in 1895 we are prepared to ship Andrae Light Roadsters from stock.
Next week Ladies' and Tandems from stock.

CATALOGUE TELLS ALL ABOUT ANDRAES, FREE.

Winona, Minn., Road Race, 60 Miles, Time Prize won on an Andrae.

JULIUS ANDRAE & SONS CO.,

Milwaukee, Wis., U. S. A.

Andrae Cycles Never Disappoint

Andrae Cycles Never Disappoint

Experienced Riders

Will fully appreciate the many exclusive Remington improvements introduced in our '95 models

Viz.: Narrow tread, ball retainers, dust-proof bearings, new pedals, and the most effective adjustable handle-bar ever offered.

PRICES.

Men's,

$100 $90. $75.

26-in. Boys',

$50.



PRICES.

Ladies',

$100. $75.

26-in. Girls',

$50.

22-lb. Road Racer with narrow tread 4 5-8 in. wide.

Dealers are directly benefited and their sales largely increased by handling bicycles having an unquestioned and well-established reputation. It is so with REMINGTONS. Send for illustrated '95 catalogue free. Agents wanted in unoccupied territory.

Factories:
Ilion, N. Y.

Remington Arms Co.

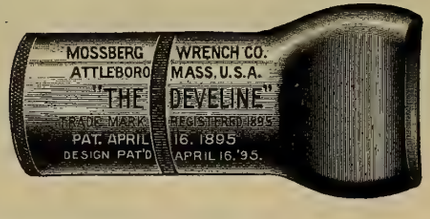
313-315 Broadway, N. Y. City.

Mention The Bearings

Develine Whistles

Ready for delivery. Can fill order same day received. We have a large quantity ready for instant shipment.

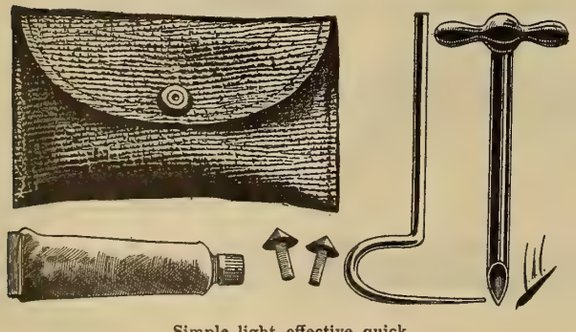
No delay here.



Actual Size.

The Heywood Repair Tool

Instantly repairs either single or inner tube tires of any make.



Simple, light, effective, quick.
Perfect repairs instantly performed.

Retail price, $1. Terms to dealers on application.

10c. each

POSTPAID.

$1.00 per doz. $10.00 per gross.

Cash with order or C. O. D.

Heywood Sundry Co.

48 Van Buren Street, CHICAGO.

Over the hills of Western Pennsylvania.....



The March...

SHOWS ITS WONDERFUL SUPERIORITY IN STANCHNESS, CONSTRUCTION, AND SPEED.

C. G. Keenan, on a 20-lb. March, wins the Pittsburg-Beaver Falls Road Race.

The Tandem Race at Beaver Falls was won by Snell and Smith on a MARCH TANDEM.

This man Justice at Pittsburg knows a good wheel. We would like to have more agents like him.

For the first time this season we can ship with any degree of promptness.

The March=Davis Cycle Co.

98 N. Clinton St., CHICAGO.

Chicago Tip & Tire Co.

BICYCLE MATERIAL AND SUPPLIES

WESTERN AGENTS.

The Boston Woven Hose & Rubber Co.==Makers of the VICI Locking Tires, EVER-TIGHT Molded Inner-Tube Tire, and the NEVER-SLIP Hand-Made Inner-Tube Tire, with a Complete Line of Repairs and Parts

Elastic Tip Company==Makers of Cycle Specialties—CELEBRATED WOOD RIM CEMENT; ELASTIC CEMENT in ½, ¾, and 1-inch tube; ELASTIC CEMENT by the barrel for quantity buyers; MIDGET REPAIR OUTFIT; LITTLE GEM REPAIR OUTFIT; Wrenches and Oil Cans; Cork Handles; Corkaline Handles; Bicycle Spokes and Nipples.

Snell Cycle Fittings Co.==Makers of Complete Frames, Machine Parts, Bottom Brackets, Hubs, Pedals, Rims, Oil-Hole Covers, Lubricators, Fork-Sides, Chains, and Lamps.

Shelby Steel Tube Co.==Makers of Cold-Drawn Steel Tube.

E. J. Lobdell==Maker of the Second Growth Hickory Rims.

In addition to the above we carry a Complete Line of Saddles, Tool Bags, and Sundries of every description.

CHICAGO TIP & TIRE CO., 152 AND 154 LAKE STREET, CHICAGO.

"I'll warrant you he is no less than what we say he is."

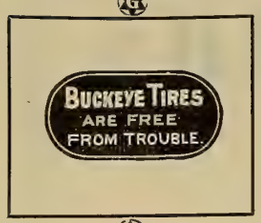


The Brightest Star in the Bicycle Firmament

Strongest Frame and Truest Bearings.

of 1895 is the Gendron—the highest type of bicycle construction—which for lightness and strength cannot be surpassed; a wheel that will stand up on all kinds of roads, and is not either an experiment or a vision; a wheel whose chief points are rigidity, strength, lightness, durability, speed, and style. Agents, you'd better "hitch your chariot to our star" and come our way. Riders, if you want an ideal mount, get a

Gendron No. 19 fitted with Buckeye Tires



—the tires that are free from trouble—the tires you can repair without a tub of water or a tool chest—the tires that will not fail you when you need them most. You've experienced it, no doubt—ten miles from anywhere—puncture—just enough goo-goo for patch—nothing to stick tire on again—pump up and ride—tire creeps—cuts off valve stem—d——!!?*†?‡*!!—walk home or rent a wagon. Moral: Get a tire not dependent upon cement or inflation for security, that will not blow out or creep, and keep on riding. We supply that kind on Gendron bicycles.

GENDRON IRON WHEEL CO., TOLEDO, OHIO.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
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GARDINER, FIRST; BALD, SECOND.

That was the Order at Columbus—Largest Field of the Year—Close Finishes.

COLUMBUS, OHIO, July 27.—It is a fact that races on a mile track are seldom interesting. The national circuit meet of the Columbus Wheel Club which occurred today proved the exception. While the men could not be seen on the backstretch for clouds of dust and an impending rain storm, the finishes were exciting and interesting. With a gale blowing down the long stretch large gears counted. Tom Eddy, of Columbus, ran away with the 1⅛ mile handicap with an 80 gear, and Eddy is a lightly built man. The club usually gives its meet on Labor Day, and they will give one this year on that date. This date rightfully belonged to Cleveland, but that city could not care for it without a new track. The Columbus Wheel Club was late in making preparations for its meet, but managed to secure through donations the majority of its prizes. Probably 2,000 people failed to make much of a showing in the large grand stands. Every contest was a final. No heats needed to be run on

A Track Ninety Feet Wide

on the stretch. Eight races were run; three in B and five in A. Sid Black gave a trick-riding performance, and Guy C. Stoltz, a thirteen-year-old lad from Marion, made his second appearance before the public. This lad had never seen one of the well-known trick riders perform, and a feature of his performance was an amazing number of new tricks. He was loudly applauded.

The mile open was undoubtedly the race of the day and was a victory for Chicago's pride, Arthur Gardiner, who is rapidly demonstrating his ability to contest on equal terms with all the best men of America. There could be no doubt of the result of today's race, as Gardiner placed a good two lengths between himself and fifteen men who finished as under a blanket behind him. It was the largest field that has faced a starter this year in a scratch event. There were eighteen men—representing almost as many cities—

From California to New York and Canada,

Eddy, Columbus; Rigby, Toledo; Murphy, Brooklyn; L. C. Johnson, Cleveland; Bliss, Chicago; McLeod, Brantford, Canada; Bald and Callahan, Buffalo; Macdonald, New York; Ziegler, San Jose, Cal.; Brown, Cleveland; Gardiner, Chicago; Kiser, Dayton; Scott, New York; Jenny, Utica; Davidson, Toronto; Titus, New York; Trimmer, Portsmouth, Ohio; all faced the starter in the order named, from the pole out. There was provision made for no pacemakers, and Trimmer, who is a much larger man than even Sanger, played angel, and carried the men to the three-quarter pole, against that hard win in a little over two minutes. Then Gardiner from the third position in the line made the jump and rapidly pulled away from Jenny, who was in the second position in the line. Bald and Callahan both started from near the rear of the line and rounded into the long stretch, coming like mad with the wind on their back. But Gardiner had the wind on his back as well, and work as he might the

"Cannon Ball" Could Not Overcome That Lead.

Callahan worked along with Bald, and on the way down the stretch Titus closed with them. Bald had the two at his side and so close together that Callahan claimed that he beat Titus, after the judges had given Titus the decision. Gardiner was first. two lengths ahead of Bald, and Titus was third; Callahan, fourth; Kiser, fifth; Murphy, sixth, and Jenny, seventh, all inches apart only, and nearly the entire field within the same distance of each other. The last quarter was ridden in the good time of :27, but three-fifths of a second behind the competition flying start record.

Immediately after this contest Dent and Oakey, a local tandem team, went a fast quarter in the face of the wind, doing :25⅕ from a standing start. Murphy rode a quarter in :27, and G. A. Phillips in :26.

When the two-mile open race was called most of the men had put on their regulation clothes and only ten men appeared. The track was muddy from a recent shower and the race was not fast but speedy for the track.

At the Last Quarter Murphy Came Away and Won

by two lengths from L. C. Johnson, who was a half length ahead of Monte Scott, with Kiser fourth.

The mile and one-eighth handicap had seventeen starters. Macdonald, Titus, and Maddox on the thirty-yard mark were virtual scratch men. Sims had forty yards, L. C. Johnson fifty, and the others were strung out. Maddox and Sims quit at the half. Cooper started around the bunch, which finally formed a solid mass swinging into the stretch. Tom Eddy with an 80 gear was in favorable position and came strongly, defeating Scott by half a length. Titus was in third position at Scott's side, and Cooper was fourth.

In the mile open, Class A, with five starters, four managed to fall together in the rush for the tandem, and Schrein, being the only survivor, went ahead and finished the ride. Mundhenck and P. W. Klinger mounted their wheels and took second and third prizes far behind the winner. McKeon and Ellis did not continue. McKeon won three of the Class A contests and proved himself every inch a rider.

Summaries.

One-mile open, 2:40, Class A.—E. S. McKeon, first; Fred Mundhenck, second; P. W. Klinger, third. Time, 2:25.

One and one-eighth-mile handicap, Class B, seventeen starters.—Tom Eddy, 120 yards, first; Earl Kiser, 90 yards, second; Monte Scott, 80 yards, third; F. J. Titus, 30 yards, fourth; Tom Cooper, 70 yards, fifth. Time, 2:29⅘.

One-mile 2:40 class, Class A, nine starters.—Fred Mundhenck, first; W. J. Klinger, second; E. C. Kimball, third; Forest Biglow, fourth. Time, 2:45⅖.

One-mile open, Class B, eighteen starters.—Arthur Gardiner, first; E. C. Bald, second; F. J. Titus, third; L. A. Callahan, fourth. Time, 2:28⅘. Kiser, Murphy, Jenny, McLeod, Rigby, Scott, Bliss, Davidson, Ziegler, L. C. Johnson, Eddy, Macdonald, Brown, and Trimmer also ran in order named.

One and one-eighth-mile handicap, Class A.—E. D. McKeon, 30 yards, first; W. J. Klinger, scratch, second; Fred Mundhenck, 40 yards, third; F. C. Schrein, scratch, fourth, Time, 2:45⅗.

Three-mile state championship.—F. C. Schrein, first; W. J. Klinger, second; A. B. Ellis, third, F. J. Murphy, fourth. Time, 8:58⅕.

Two-mile open, Class B.—C. M. Murphy, first; L. C, Johnson, second; Monte Scott, third; Earl Kiser, fourth. Time, 5:44⅕. Davidson, Phillips, Maddox, McLeod, De Cardy, and Eddy also ran in order named.

Two and one-quarter mile handicap, Class A.—E. D. McKeon, 50 yards, first; Forest Biglow, 30 yards, second; Robert Lindmueller, 30 yards, third; John Hedges, 150 yards, fourth. Time, 5:53⅗.

ALLENTOWN'S CLASS A MEET.

ALLENTOWN, PA., July 27.—The race meet of the Allen Wheelmen this afternoon, at Manhattan Park, was handicapped so much by the rain storm which struck this section that the track was too heavy for fast riding, and the one-mile club handicap and one-mile handicap, Class A, had to be abandoned. C. W. Krick, the Reading flier, carried off the honors, winning both the half-mile and one-mile open events from a large field.

Summaries.

Half-mile open.—L. W. Krick, first; Ray Dawson, second; L. Everett, third. Time, 1:17⅕.

One-mile boys.—A. Shain, first; C. Weiss, second; Charles Readinger, third. Time, 2:57⅕.

One-mile open.—C. W. Krick, first; Ray Dawson, second; W. J. Daubenspeck, third; A. C. Ruth, fourth. Time, 2:45.

TOOK A NOVEL RIDE.

VIRGINIA CITY, NEV., July 25.—The first bicycle trip underground, in this region, was made a few nights ago by a party of riders composed of C. C. Hopkins, traveling salesman for T. H. B. Varney, of San Francisco, William Cann, Jr., and wife, the Rambler agent in this city, and a newspaper man.

The party rode Ramblers from the mouth of the Sutro tunnel through the tunnel to the shaft station on the 1,750 level of the Connecticut, California, and Virginia mine, a distance of about four miles. The ride consumed about fifty minutes and was made on a tandem and two single wheels. The party rode over the planking between the tracks of the tunnel and although the temperature was pretty high in some places (104 degrees), the party made the trip with very little fatigue and enjoyed the novel experience greatly.

The Chicago *Times-Herald* has promoted a horseless carriage contest similar to the one run in France. The race will be run November 2 from Milwaukee to Chicago. Five thousand dollars worth of prizes will be hung up.

The first cycle record was established in England by a cyclist named Whiting; four miles were run in 16:30.

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BALD AND GARDINER.

They Watch Each Other so Closely at Newark that Others Run Away with the Prizes—Good Racing.

NEWARK, OHIO, July 27.—Newark had poor luck last season in giving a national circuit race meet. Rain interfered the first, the second, and the third time, and the meet was finally given up altogether. The city was late in applying for a sanction this season, but after securing one pushed matters ahead with a vim. An association was formed, styled the Newark Cycle Association. This is composed of the business men of the city, and has as its object the promotion of annual cycle meets for benefits to be derived in advertising the city. It is big odds that not one of Newark's population who attended the meet, 2,500 strong, regrets that the city gave the cycle race meet. Seven events were run, four in Class B and three in Class A, and every one of them ended in a hair-raising finish. Surprises came thick and fast, that is, surprises for those in the know and posted on cycle racing. The Class A races were more nearly one-sided than was expected.

The Newark Track was Famous

when horse racing was at its height. It is a half-mile of a sandy material and, although a little dusty, could not have been better than it was today. In pre-historic times the track inclosure and the surroundings constituted a fortification of the mound builders. Around the track is a mound probably twenty feet high at places, with a moat on both sides. This is exactly a circle, and is a mile to the inch in circumference measured on the top. It is the fact that this mound measures exactly a mile that has made it famous the world over, as the mound builders, who are supposed to have belonged to the Aztec race, had no such scale of measurement as that of the present day. Great trees surmount the mound, and the track inclosure is a thick grove. For this reason no very clear description of the races can be given as the men were practically out of sight when on the backstretch. The surprises today came in the half-mile open, one-mile open, and one-mile handicap. In the half-mile open, Bald, who rarely competes in any other but the mile open contest, was a competitor. Gardiner was also a competitor, and

These Two Celebrated Riders Watched Each Other.

So closely was this watch maintained that Ziegler was enabled to gain two lengths' lead rounding the last turn. Gardiner was watching Bald, and expecting him to go after Ziegler every moment; Bald was watching Gardiner also. Meanwhile Ziegler won the contest in a hard drive down the stretch, and Jenny, Murphy, L. C. Johnson, and Rigby fought hard for the other positions, finishing short distances apart in the order named. Bald and Gardiner played watch-dog in the mile open, but in this case Charlie Murphy had held close to the turn rounding into the stretch, and the other two had swung wide. This last turn was a sharp one, and in all cases the field broke almost abreast in coming around, some being able to hold closer than others. With his length lead, Murphy cut a terrible clip down the stretch and Bald, with Gardiner at his side, fought gamely to take up the slack. As the tape was crossed, Murphy was a length ahead of Bald, who was the narrowest possible margin ahead of Gardiner, and Louis Callahan was fourth, with Titus only inches behind him, and Ziegler close up in sixth position. Davidson came in several lengths back and Macdonald quit. The contest was paced by Van Herik and Bainbridge, of Chicago, on a tandem.

Davidson Beat the Gun

on the first start and the field was called back. On the second attempt the gun did not go off and every man in the field but Macdonald was guilty of the same act. Buckby was shoving Macdonald, and, as Manager Windle had been the loudest in yelling for a callback, Buckby smiled. On the third attempt Davidson was first away but was overtaken by Bald, who gained the position on the tandem, Gardiner on his rear wheel, Davidson, Callahan, Murphy, Titus, Macdonald, and Ziegler following in the order named. These positions were maintained until the tandem dropped at the three-quarters, when the field bunched. Murphy's time was 2:09⅘—good, considering the fact that the early part of the last quarter was not fast, and that a strong wind blew in the faces of the riders on the backstretch. For the 2:10 Class B mile Bliss, Brown, Callahan, Sims, Cooper, Tom Eddy, L. C. Johnson, and Macdonald qualified. This was their order on the tape from the pole out at the start.

Sims Made the Jump at the Quarter,

but the entire field rounded into the stretch with him side by side, and a pretty battle ensued. It was anybody's race to fifty yards from home, when Tom Cooper came away with a rush and landed the prize with two lengths to spare. Tom Eddy, of Columbus, who is riding surprisingly well, beat Callahan a half length for second position. Bliss was close in fourth place, and L. C. Johnson was fifth.

Fred C. Schrein, of Toledo, secured the half and one mile open A contests, and from scratch in the mile handicap ran second, defeating his fellow scratch men, Ellis, of Oberlin, and W. J. Klinger. Lee Richardson succeeded in riding a half mile against his own world's record of 1:52⅗—wheel and man backward—doing 1:43⅗. This is one minute better than the world's record which he established last year at Fort Wayne, and the lad is capable of doing still better. There were thirty-three Class B men entered in today's contests, and twenty-one Class A.

Summaries.

One-mile, 2:10 class, Class B, final heat.—Tom Cooper, first; T. R. Eddy, second; L. A. Callahan, third. Time, 2:48⅕. Also finished in the order named, Bliss, E. C. Johnson, Macdonald, Sims, and Brown.

One-mile open, Class A, nine starters.—Fred Schrein, first; E. D. McKeon, second Fred Mundhenck, third. Time, 1:12.

Half-mile open, Class B, first heat, eight starters.—Earl Kiser, first; E. C. Bald, second; Arthur Gardiner, third; C. M. Murphy, fourth. Time, 1:09. Second heat, seven starters.—E. C. Johnson, first; Otto Ziegler, second; F. J. Jenny, third; F. H. Rigby, fourth. Time, 1:18⅗. Final heat.—Otto Ziegler, first; E. C. Bald, second; Arthur Gardiner, third. Time, 1:14⅘. Also finished in the order named, Jenny, Murphy, Johnson, Rigby, and Kiser.

One-mile handicap, Class A, twelve starters.—E. D. McKeon, 30 yards, first; Fred Schrein, scratch, second; A. B. Ellis, scratch, third; Harvey McCreary, 100 yards, fourth. Time, 2:14⅗.

One-mile open, Class B, eight starters.—Harley Davidson, first; E. C. Bald, second; Arthur Gardiner, third; L. A. Callahan, fourth. Time, 2:51⅕. Second heat, six starters.—C. M Murphy, first; Ray Macdonald, second; F. J. Titus, third; Otto Ziegler, fourth. Time, 2:50⅕. Final heat.—C. M. Murphy, first; E. C. Bald, second; Arthur Gardiner, third. Time, 2:09⅘. Also finished in the order named, Titus, Ziegler, and Davidson. Macdonald quit.

One-mile open, Class A, seven starters.—Fred Schrein, first; P. M. Klinger, second; E. D. McKeon, third; W. J. Klinger, fourth. Time, 2:35.

One-mile handicap, Class B, fifteen starters.—Earl Kiser, 90 yards, first; T. R. Eddy, 120 yards, second; W. F. Sims, 40 yards, third; L. C. Johnson, 50 yards, fourth. Time, 2:07⅗.

ST. LOUIS RIDERS PERMANENTLY SUSPENDED.

ST. LOUIS, MO., July 29.—Unsanctioned Sunday races continue to flourish here in spite of Chairman Gideon's edicts, and the list of suspended racing men grows larger each week. This week he visited the full limit of his wrath on four cyclists, by suspending them permanently from competing in track races. Their names are J. F. Barsaloux, Will Gardiner, George Stork, and Joseph Laux, all members of the Victor Cycling Club. Chairman Gideon further states that he will permanently suspend any racing men competing with them, and blacklist any track or organization that accepts their entries. The majority of the trade do not countenance the Sunday picnic races, but the organizations giving the races are beyond their influence, and the riders who compete are without ambition farther than the winning of the invaluable prizes that are offered at these affairs. They are mostly members of the Victor Cycling Club, an organization that once bade fair to be the most prominent club in the city, but their stand on

The Sunday Racing Question

has caused internal dissensions in the club, depleting their membership and bringing them notoriety instead of prominence. It now remains to be seen what the result will be of the latest move on Chairman Gideon's part; possibly it may be that some of the riders may have some farther ambition in the racing line, and refuse to compete with those who have been permanently suspended. If such is the case, Sunday racing will practically be put a stop to, as the four who have been permanently suspended have been most prominent in these races, almost invariably competing; and if it dwindles down to contests between them, the organizations giving the races will refuse to put bicycle races on their programmes on account of the small fields.

The Daylight Parade

next Saturday will be the greatest demonstration in its line that has ever been given here and the most conservative estimates are that at least 1,000 wheelmen will be in line; and some more sanguine claim that its number will be nearer 3,000. The letter carriers and militia will both have divisions in the parade, and quite a number of the dealers will have floats. A number of the most prominent business and professional men have been appointed aids to the marshal in the parade, and it is surprising the willingness with which they accept the positions and express their willingness to do all in their power to make the parade a success. Mayor Walbridge, the street and park commisioners, the sprinkling superintendent, and a number of other prominent city officials have been invited to and will review the parade from the St. Louis Cycling Club house.

All the committees of the Associated Cycling Club in charge of the diamond tournament are working like beavers to make a greater success than the meet last year. It will be held on the Pastime track, on which the short turn has been banked three feet higher and it is now as

Fast and Safe

as could be desired. There will be four Class A and three Class B events in which diamonds to the value of $1,000 will be given. Entry blanks are now out and entries for the handicap events will close on Saturday, August 27, and for the open events on August 22.

The South Side Cycle Club's road race which was to have been held on last Saturday was postponed for two weeks on account of rain.

New clubs are springing up every week, and it would take a Philadelphia lawyer to keep track of them. Few of them have club quarters at present, but some of them seem to be quite flourishing, notably the Kenneths, who, while their membership is not very large, have become a League club, and have made application for membership in the Associated Cycling Clubs. The West End Athletic Club, that has taken the place of the defunct Pastime Club, occupying their old clubhouse and having the track at DeHodiament, is now on its feet, and the opening will take place on August 14.

When a cyclist desires to go upon a tour of several days duration he should train a little; take a little spin every day, increasing the distance gradually; at the end of a few days he is sufficiently trained and can start without fear.

BANKER IS DEFEATED.

He Tries New Tactics in a Big Race and Gets Beaten—Barden Wins the Big Prize.

PARIS, July 19.—Last Sunday's races at the Buffalo track were not up to expectations, or was the attendance as large as usual. A great number of race meetings had been organized in the provinces, last Sunday being the French Fourth of July and a big fete day, thus preventing the coming together of some of the best riders. This detracted somewhat from the sport.

The chief event of the day was to be the meeting of Banker and Barden, the latter having just returned from England, blooming with the laurels of his recent record rides in the old country.

Barden's late splendid performances on distances varying between one and ten miles show that he is almost invincible in paced races on those distances, and people were curious to know how he would comport himself in an open race, and whether he would be able to resist the furious onslaught of the crack sprinters in the last 200 or 300 meters.

What interested sporting men, however, above all, was to see what sort of a showing he would make with Banker, whose grand victory over Protin, the Belgian crack, was still fresh in their minds. Both men were in splendid trim, and the time seemed propitious to make a comparison.

The race in which the two cracks rode was the "Grand Prix du 14 Juillet," a scratch race of 2,000 meters, in which several other good men also took part. The race was run off in heats, semi-finals, and a final, comprising the first two winners of the semi-finals and the fastest loser. The first heat resulted in an easy win for Barden, whose opponents were Mercier, Kuhling, and Luciani. Barden's time for the last lap, :23⅗, was good considering the strong wind. Heat number two brought out Banker and Ascanio. The American led from start to finish, just playing with his man, and won as he liked. Muringer, T. Reboul, and Fournier finished in the order named in the third heat, and Dumond just managed to defeat Louvet and the crack Gougoltz in heat number four.

The fifth and last heat was the longest, as all three men, Jacquelin, M. Farman, and Baras, adopted waiting tactics. More than once the men came almost to a standstill. In the last lap but one Baras tried to get away but he soon fell back and it was not until halfway round the final lap that Jacquelin rushed ahead and was never caught.

The first semi-final went to Barden, who followed Dumond and Muringer round until bell ring when he took the lead and simply romped in.

Jacquelin, Banker, and Mercier competed in the second semi-final. All three went at a moderate pace for the first five laps. Once the last lap entered Jacquelin went off with a fearful rush, the other two close behind. In the backstretch Banker jumped, with the object of taking the lead, but Mercier didn't intend to let him pass, and in leaving the pole to get round Jacquelin he caused Banker to run wide. This gave Jacquelin a decided advantage and as he shot into the straight he had a clear lead of four or five lengths.

Banker "ducked" his head and went for all he was worth, but he couldn't overtake the speedy Frenchman, who won by half a wheel.

The defeat of Banker caused a tremendous surprise, and, worst of all, not being the fastest loser, he couldn't qualify for the final. The race thus lost most of its interest and the disappointment was great.

The final went to Barden. The English crack took the lead at bell ring and made the last circuit at a terrible clip. Despite all his efforts Jacquelin couldn't get on equal terms with the foreigner, but the margin was a very small one at the finish; so small, indeed, that the sporting director thought that the Frenchman was the victor and gave the signal to the band to strike up the "Marseillaise." This they did, but before they had accomplished half a dozen bars hooting, whistling, and derisive laughter drowned their strains. A rush was made for the band stand and the music stopped. Banker out of the way the race appeared a sure thing for the French crack. It is a pity Banker made such a blunder in his heat. He is manifestly better than Jacquelin and Mercier, and the way he caught up the lost ground in the homestretch goes to prove it.

He ought to have known by experience that with good riders, not necessarily first class, it is extremely imprudent to await the last corner before trying to pass. The homestretch is so short on the Buffalo track that the winning post is reached before one has time to fully let out. Under these conditions it is very difficult to pass two men. It is to be hoped that he will profit by the lesson, and that the next time he races at Buffalo he will not get left out in the cold by experimenting with new tactics.

Two minor events, a scratch race of 2,000 meters and a 900-meter handicap, completed the day's programme.

RACING AT OMAHA.

OMAHA, NEB., July 29.—The second bicycle meet of the University Club's summer-half-holiday series occurred here on Saturday, July 27, and was pronounced a "howling success" from start to finish, the attendance being the best, both as to quantity and quality, that has ever marked an open-air meet in this city.

Some disappointment was manifested at the non-appearance of Pixley, Denman, and Hayman, but as all three were "piled up in a heap" the evening before while practicing, and as all were more or less bruised and cut up, they were unable to take part in the races. On the last lap of the mile open Patterson and Holloway, of Plattsmouth, had a hard fall, in which Holloway received an ugly gash in the back of the head.

An amusing side issue to the programme was an exhibition quarter of a mile by "Baby" Bliss, who weighs 502 pounds and who rides a 24-pound America. Baby Bliss visited Hanscom Park and Courtland Beach on Sunday, taking a swim at the latter place, thus causing the people to think the old Missouri was overflowing its banks, but it was noticed that the "little kitten" rode to and from both places on a motor car, the grade being a little too steep for the Chicago giant.

Summaries.

One-mile novice, final heat.—Rathman, first; Snyder, second; Kelly, third. Time, 2:42.
Half-mile open.—Frederickson, first; Patterson, second; Burdick, third. Time, 1:10.
One-mile, messenger boys.—Brown, first; McNider, second. Time, 2:40.
One-mile open.—Frederickson, first; Burdick, second; Gadke, third. Time, 2:45.
Five-mile military race, light marching order.—Corporal Sha, Company A, Second U. S. Infantry, first; Private Danzer, Company F, Second U. S. Infantry, second. Time, 16:15⅕.
Ten-mile open.—Frederickson, first; Carraher, second; Rathman, third. Time, 28:44⅗.

The new bicycle track into which the Charles Street baseball park was transformed has been completed, and men are already training upon it for coming races. It looks like training in a gigantic dish or platter, for the sides and ends are elevated away out of a level, but this is supposed to add to the speed of the riders in turning corners. The first event will be a six-day amateur race, after the style of the one recently run at the Coliseum only it will certainly be faster, the track being 10 per cent speedier than the Coliseum route. The best known amateurs of the state and Iowa have been invited to join in the push for speed and prizes.

HOT RACING AT SALT LAKE.

SALT LAKE CITY, UTAH, July 24.—The tri-state meet at Becks Hot Springs track here today drew a crowd of 3,000 people. The races were all hotly contested and eight state records were lowered. The times made show that the track is one of the fastest in the country, and the visitors from California and Colorado were enthusiastic over the natural cement surface, which they declare to be the fastest they have ever ridden on.

McCrea, Alexander, and Wells, of California; Park and Renshaw, of Colorado, and Thatcher, Weiler, and Evans, the Utah riders, were in the half-mile open, Class B. Wells won easily in 1:03⅘, a new state record. Hyde, the local Class A crack, as usual won the third-mile, Class A, open in :44⅗, breaking the Utah record and missing world's record by one-fifth second. T. S. Jensen, a local Class B man, won the 2:30 mile from Park and Alexander in 2:18, lowering the unpaced mile competition record. The one-mile open, Class B, was

The Event of the Day,

all of the fast men from the three states, with the exception of Weiler and Thatcher, being entered. Two-thirds of the race was paced by tandem, and the fight came on the finish. Wells was looked upon as a winner, but McCrea made a splendid ride, and came in an easy winner, with Renshaw second and Evans third. Wells, seeing he was out of it, dropped out on the homestretch. Time, 2:05⅕, state record.

"Little" Jensen, fifteen years of age, and weighing under 100 pounds, made, under the circumstances, the most wonderful performance of the day. He won first time in the mile, Class A, unpaced record race, making the mile without pacemakers in 2:13,

Only Two-fifth Seconds Outside World's Record

for Class A. The final event was the Class B mile invitation for local riders. The first two laps were paced by tandem. Weiler won in a hard fight, defeating Thatcher, Evans, and Jensen. Time, 2:06⅖.

Renshaw made an attempt for the world's unpaced mile record, and made the distance in 2:12, a new state record. J. D. Park, paced by two tandems, set up a new state record for the paced mile of 2:00⅖.

Wells and Alexander leave for Denver tomorrow and will ride there August 3. Wells will go from there east to join some team on the national circuit. He is riding in good form and ought to show up well in the east. Renshaw and Park have also returned to Denver, and McCrea will go to the coast to race next month.

ARRANGING A CALIFORNIA CIRCUIT.

SAN FRANCISCO, CAL., July 27.—The most important move in northern California cycling circles, that has taken place for some time, assumed definite shape during the past week, in the formation of a racing circuit embracing thirteen of the principal towns of this part of the state.

The circuit will be known as the *Pacific Cyclist* circuit, but whether that paper is backing the scheme, or whether a large San Francisco dealer is engineering it, nobody seems to know. Editor Ravlin is now making the circuit, arranging details, and if the original plan is carried out the circuit will open during the first week of August and end up at San Jose on September 9.

The circuit will take in the following towns: Stockton, Sacramento, Woodland, Marysville, Dixon, Napa, St. Helena, Santa Rosa, Petaluma, Oakland, San Francisco, Watsonville, and San Jose.

There are either good horse tracks or bicycle tracks at all of these towns, and the promoters intend to vary the racing programme with attempts at record making. Bicycle races are so few and far between in this part of the state that the racers do not have the opportunity to keep in condition, and for that reason, as much as any other, has the new circuit scheme been worked up.

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GEO. K. BARRETT, EDITOR.

LEAGUE MEET FOR TOLEDO.

The matter of a League meet, although still a great way off, is still worthy of some consideration. It is an indisputable fact that the west is entitled to some consideration. Although Toledo can not be said to be a western town as far as the country is concerned, still it is a western town in the matters pertaining to the League. The far west is as yet in its infancy in the matter of League membership and it would seem to have no just claims to recognition so soon after Denver. Toledo is well located as to the center of membership, and in addition to its location is well able to look after the welfare of the visitors, should she be chosen. A guarantee fund of $10,000 has already been assured. There are a number of manufacturers who, in addition to the money they subscribe to the entertainment fund, would each do much to entertain the visitors. The hotel accommodations are of the best, and the location is such that the visitors would have many advantages in the way of trips on the surrounding waters—and the League member has lately been educated on the water question. League meets in the larger cities are questionable successes, owing to the lack of general interest. Toledo in point of size, location, hotel accommodations, and sincerity is entitled to consideration. And, all in all, it would seem that the League could not do better than to give the meet to Toledo.

KANSAS BREEDS FOOLS.

There are fools in bleeding Kansas just the same as there are right here in Chicago. The only difference is that the Kansas fools are more foolish than other fools. We say so advisedly and we will give our reasons. Out in Emporia the fathers of the city became convinced that bicycles were an unmitigated nuisance and decided to muzzle them thoroughly, figuratively speaking, and proceeded to pass an ordinance which allowed the wheelmen to propel their machines almost as fast as a babe can crawl. They were compelled to carry lights, and bells were a necessity, inasmuch as the ordinance provided that every wheelman must ring one before going over any street crossing. The wheelmen regarded the ordinance as vicious and extreme, and made no pretensions of obeying all its mandates. The mayor was "with them," and yet there were frequent arrests and many fines were imposed for violations of the ordinance, at all of which the assinine city fathers laughed in wicked glee. Finally the mayor came to the rescue of the wheelmen. He said that the only way to get rid of an obnoxious law was to rigidly enforce it, and enforce it he did. He gave orders that the policemen carry it out to the letter under pain of instant dismissal. The result was that over a hundred wheelmen were summoned to appear in court for trial. Not only were wheelmen summoned but wheelwomen as well. And here came the rub. The petted daughters of the leading families, and they all ride wheels, did not relish the idea of appearing in a police court. Sad and tearful they went to their papas about it, and their papas excused themselves long enough to go into another room and swear good round oaths. The idea of their daughters being dragged to a police court because of the nonsensical whims of a rascally set of common councilmen! It was an outrage. When the daughter of Maj. Calvin Hood, president of the Emporia National Bank, leading candidate for the United States Senate, and a man reputed to be the wealthiest in the state, told her paternal ancester about the outrage, he said some things which would not look well in print and vowed that he would get even with every man in the council who voted for the ordinance, and told his daughter to never mind about going to court. Then the daughter of ex-Gov. C. V. Eskridge told her father about the scandal and he was madder than Major Hood, if such a thing were possible, and he said he would see whether he had any political influence or not. Then Miss Whitney told her paterfamilias about how she would have to go to court and Col. H. C. Whitney, chief of the secret service bureau under General Grant, said some really unkind things about petty ward politicians, and vowed vengeance. To keep things lively and fresh in the minds of the outraged daughters and papas, the wheelmen turned the town into a circus. They carried torches, engine headlights, enormous gongs, dinner bells and cowbells, and made night hideous. The good citizens who do not ride bicycles asked what it was all about and the newspapers told them. The people said it was an outrage.

Now the councilmen are asking "Where they are at?"

"TO THE PURE ALL THINGS ARE PURE."

So said the Redeemer of the world and yet a minister of the gospel, who is supposed to follow in the footsteps of his Master, sees or pretends to see a great evil in the adoption of bloomer costumes by the ladies of the country. It is a grave charge to make against a teacher of the Good Book, to say that he is seeking cheap notoriety, but in the case of the Atlanta, Ga., man, who has begun a crusade against wheelwomen of the country, we think the charge is justifiable. We recall no part of the scriptures that prescribes what manner of dress shall be worn by women, and, if we are not at fault, the dress that our sensation monger from Atlanta wears is quite as different from that used by Jesus as the dress of the modern bicycle girl is different from that worn by the Virgin Mary. If woman is to be allowed no latitude in the matter of dress why is it that men should be allowed so much. The Atlanta minister would have us believe that it is a "personal devil," whatever that may be, that prompts the woman of today to don the bloomer costume. If such is really the case, then personal devils are very plentiful just now. On mature thought it seems nothing short of miraculous that thousands on thousands of women all over the world should be so afflicted and we shall refuse to take the preacher's word for it, preferring to believe that the majority of women are good and pure, and that "a good tree can not bring forth evil fruit."

To those women who still believe that they can ride wheels in the costumes best adapted for it and still remain womanly women, we recommend the words of the Savior, "I say unto you, take no thought for your life, what ye shall eat, or what ye shall drink; nor yet for your body, what ye shall put on. Is not the life more than meat and the body more than raiment?"

And now the latest calamity howlers are the Parisian booksellers, who claim that the bicycle has diverted thousands who used to spare the time and cash for books. I presume the optician will be the next to raise his voice, because he finds that the people are saving their eyesight by not reading so many books, and by getting out in the open air. It reminds one of the house that Jack built. One far reaching effect of the wheel is its influence for good roads and its consequent improvement in real estate values. In New Jersey the good roads experiments have been so abundantly justified financially that the extension of the system is only a matter of a short time. In the past it has been difficult to extend the building limit beyond three-quarters of a mile from the station. Farther than this the people will not walk, and the horse-car or trolley has followed. But this is not always possible in small towns, and the general use of the wheel has tendered to enlarge the radius of action. It is a not uncommon sight to see wheels collected around the station in the early morning and at night.

One of the things that does a great deal to discourage a large number of the young riders is the practice of seeking advertising for a comparatively insignificant performance and thus spoiling their chances for future handicaps. We have in mind a number of good young riders who in an endeavor to bring their names before the makers of the wheels they ride have come to us and asked for special mention, "to jolly the house," as they expressed it. The result has been that they have been assigned places near scratch in all of the races since, while in reality they are not fast enough to be anywhere near the mark on which they have been placed. As a result they ride in a number of races and in the end get discouraged. It does not pay to get a better reputation than one is capable of upholding.

The latest member of Class B to cast his fortunes with the professionals is A. W. Porter, who is capable of riding well up in the procession with the best in the country. The list is gradually increasing, and by the time the season is over there will be enough really speedy men in the professional ranks to insure the placing of professional events on all the programmes of the national circuit next season. Already we have Sanger, Tyler, Johnson, Weinig, Baker, Wheeler, Berlo, Silvie, and O'Connor. And the list will constantly be added to. Professional racing will be a big

feature of next season's racing, regardless of what the League may do in the way of abolishing Class B.

Eddie Bald has at last found a competitor worthy his steel. Previous to the advent of Arthur Gardiner on the national circuit, Bald had things pretty much his own way, having won eleven out of thirteen one-mile open events in which he had competed. Since Gardiner appeared on the scene, however, it has been different. Gardiner may be depended on to beat the Buffalo flier quite as often as he is beaten by him. To add to the interest several other of the speed merchants have shown greatly improved form, and any one of a half-dozen are liable at any time to shoot across the tape first in the final heat of an open race on the circuit.

The Boston Press Cycling Club officers are not what would be called in Chicago at all "smooth." They gave checks to certain Class B racing men and then, when Chairman Gideon asked for a peep at their books, found themselves in the position of having to play the Judas Iscariot act or go without sanctions in the future. They did not betray the innocent B's,



but tried to dodge the question, but proved to be poor dodgers. Now they are thinking.

Each day brings the news of a number of new concerns that are about to invest from $10,000 to $100,000 in the manufacture of bicycles. Have they all gotten their material contracted for? There is already a tendency to refuse orders for material calling for delivery on certain dates. Is some one running a corner in material or is the output of the supply houses really contracted for?

They are all coming to it. The Independence Trotting Association has decided that horse racing is no longer a sufficient feature to draw big crowds, and has added a programme of four Class A events to each of its three days' trotting programmes to be run August 20 to 22, setting aside $1,000 for prizes.

We respectfully call General Scofield's attention to the action of the Eighth New York Battalion in mounting an entire company on wheels, his opinion that wheels were of no use to military men to the contrary notwithstanding.

One dealer explaining why he was not done by a swindler who recently worked Cycle Row for a number of wheels, said that he was poor and doing business on "a hesitating plan."

Who next is to have the honor (?) of breaking the record from Chicago to New York? Who pays the fiddler?

Took Four Wheels to Finish.

INDIANAPOLIS, IND., July 29.—E. S. Aker won the road race to Mathews yesterday winning a lot valued at $125, and making an average time for the seventy-five miles of sixteen miles an hour. It required four machines to complete the victory, and the last sixteen miles were ridden in forty-nine minutes. Aker rode a Waverley at the start, but running into a calf at Pendleton and suffering a breakdown, he borrowed another wheel. This broke down at Anderson, but nothing daunted he borrowed a third wheel there and rode to Muncie, and when it underwent a fate similar to the others he borrowed a 17-pound Munger and finished in fine style, apparently fresh and able for another trip. The time was 4:30:00.

Monmouth Races.

The race meet at Monmouth, Ill., which was originally scheduled for a couple of weeks ago was run off on the 30th. A number of Chicago riders were on hand and managed to figure prominently in the division of spoils, most of which were unset diamonds. Sam Cox captured the quarter-mile open. C. V. Dasey, A. E. Wood, and M. Nelson finished in the order named in the mile open, A. E. Wood got second to L. E. Lange in the half-mile open, the latter capturing the two-mile open as well. E. C. Bode, of the Peerless Mfg. Co., is in town and reports a steady business in his firm's wheels.

Taylor, who rejoices in the sobriquet of "Old Hoss," clipped four hours off of the record from Detroit to Chicago riding the distance in thirty hours. Much of this road lies through a sandy country and is not the pleasantest riding in the world.

An English rider rode off a dock into the sea. He was rescued, but his rescuers refused to give him his wheel, claiming it as salvage. The owner has applied to the courts to recover his property.

The first hotel in the world to have a sign to attract wheelmen is the Hotel du Commerce, of Rouen, France.

Joyeux has finished his long journey around France. He made about 185 miles per day.

CHOICE SPORT AT MANSFIELD.

Coulter Rides a Great Exhibition Mile—Gardiner Beats Bald Again—Titus Gets the Half-Mile Open.

MANSFIELD, OHIO, July 29.—Mansfield provided for 7,000 of its people today some of the choicest sport that has been put up in the cycling game this season. The track was perfect but a cross wind blew on the stretches and retarded the men at the turns. Large fields were the rule in every contest and every finish was warm to a surprising degree. This city is the home of Clinton R. Coulter and the people turned out en masse to welcome their favorite. Coulter left this city last summer on a bicycle tour to the Pacific coast. En route, he stopped at Denver and as a competitor in the national championships and other contests made a decided sensation. Since that time he has been improving wonderfully and today is ranked with the leading men of the world. Coulter was unfortunate in as much as his severe fall at Steubenville while in practice stiffened him and prevented his doing his best work at the meet of all the year at which he wished to excel. But though Coulter did little in the races today, he retained the hearts of the people by

A Magnificent Exhibition Mile

ride in 1:55⅗, lowering his own track record of 2:12. When it is considered that Coulter was paced by a tandem for the first half mile (Van Herik and Lund), and that his last half mile was paced by Arthur Gardiner, on a single, the performance assumes importance as indicating the possibilities of the man when the tall shall have arrived and record breaking commenced.

Of the three close finishes today, that of the half mile was the closest, not only of the day, but of the season. Titus, who won the contest by two inches, had Brown as a worthy foe. Ziegler was third, but an inch or so behind Brown. These three men fought a game battle, and first, second, or third position was an honor in such a fight. Gardiner and Coulter ran fourth and fifth,

Within Inches of Each Other.

Four men finished almost equally as close in the two-mile handicap, in which race Kiser had the lead not twenty yards from home, and was passed in that space by Lutie Johnson, Murphy, and Tom Eddy; these three repeatedly changing places in fighting for the tape.

Gardiner rode an exhibition half mile immediately after having paced Coulter for his last half, and did :56⅘, paced by Scott and Bainbridge.

The $450 piano offered as a prize for the mile contest will be played in Chicago, as Arthur Gardiner captured it with one of his lightning sprints. And Chicago won double honors in this contest, for little Pye Bliss stepped from among the has-beens by defeating Bald all the way down the stretch. Bliss had the pole and Bald had shoved his rear wheel to Bliss' pedal. Gardiner, in the center of the track, went by like a streak twenty yards from home, but the two, Bliss and Bald, quickened their pace, and a half length separated each of the three men as they passed the tape. In this race, the field of twenty-two starters was divided into two heats, with Coulter, the local rider, and

The Pride of Mansfield,

on the pole with Eddy, Kiser, L. C. Johnson, Furman, L. A. Callahan, Bald, Titus, McLeod, Davidson, and Ziegler in the order named from the pole in the first heat. The men rushed for the lead and the pole, Ziegler gaining it. McLeod took it away from him before the end of the first quarter. The field was bunched five or six abreast at the end of the first lap, with Tom Eddy in the lead. Coulter and Bald held well together. Davidson made a jump on the backstretch. Coulter and Bald worked to the front at the last turn. Bald pulled out ahead on the stretch with Louis Callahan at his side. Bald and Callahan pulled together well throughout the contest and finished a foot apart, Tom Eddy running in third place. In the second heat eleven men were sent away. Gardiner was on the extreme outside at the start. Sims, Scott, Jenny, Phillips, Brown, Bliss, Cooper, Rigby, Maddox, Murphy, and Gardiner were in the position named from the pole out. The first lap was slow, with Jenny and Scott in the lead. Gardiner was

Well Back in the Bunch

and Bliss in the center. Maddox was at the extreme rear end of the line and Murphy was next to him. At the pole Phillips made a jump with Bliss after him. Murphy started around the outside of the bunch and Gardiner was riding in third position. Murphy got on even terms with Gardiner at the turn. Phillips went down in the rear of the bunch, but brought no one else down with him. Gardiner won the contest by a half length, Bliss, Cooper, and Scott following in order; all side by side and only inches apart. The balance of the field closed up. Coulter managed to squeeze into the final, taking the fourth position, and Davidson fifth.

The ten men who faced the starter for the final of the great race were Bald, Gardiner, Callahan, Bliss, Eddy, Cooper, Coulter, Scott, and Davidson in order named from the pole out. Van Herik and Lund on a tandem paced the contest.

Little Pye Bliss

was first to the tandem, Louis Callahan at his rear, and Bald, Gardiner, Eddy, Cooper, Coulter, Scott, Rigby, and Davidson followed in order named in single file. Rigby dropped out in the second lap. Rounding the last turn after the tandem had dropped, Bliss held the pole and shot his bolt in noble style down the stretch. Bald came forward to the side of Bliss, and the battle seemed between the two, until Gardiner, turning wide, came down in the last twenty yards, and seemed to ride two lengths to the others' one, gaining a decision by about half a length, ten feet from the pole, while Bliss on the pole was second, with Bald lapping his wheel. Tom Eddy, the Columbus man, and Louis Callahan, both defeated Coulter, the local pride, who was too far back in the bunch when the jump began. Cooper and Scott were back of Coulter. The time was 2:07⅘.

Summaries.

One-mile novice, Class A, eight starters.—B. W. Rambo, first; H. B. Wood, second; W. McMahan, third. Time, 2:26⅖.

One-mile open, Class A, six starters.—W. J. Klinger, first; F. C. Schrein, second; Ed Smith, third; A. L. Lajeal, fourth. Time, 2:30⅖.

One-mile open, Class B.—First heat, eleven starters, E. C. Bald, first; L. A. Callahan, second; Tom Eddy, third; C. R. Coulter, fourth; Harley Davidson, fifth. Time, 2:29. Second heat, eleven starters, Arthur Gardiner, first; J. P. Bliss, seconds; Tom Cooper, third; Monte Scott, fourth; F. H. Rigby, fifth; Phillips fell. Time, 2:40⅘. Final heat, Gardiner, first; Bliss, second; Bald, third; Eddy, fourth. Also finished in order named, Coulter, Callahan, Cooper, Scott, Rigby, and Davidson quit. Time, 2:07⅘.

Two-mile handicap, Class A, twenty-two starters.—A. L. Lajeal, 160 yards, first; H. B. Wood, 240 yards, second; Ed Smith, 180 yards, third. Scratch men, Schrein and Klinger, fell. Time, 4:38⅗.

Half-mile open, boys, Class A, eight starters.—H. M. Sager, first; A. Ackerman, second; W. H. Wise, third. Time, 1:11⅘.

Half-mile unicycle.—Sid Black, first; Roy Keator, second. Time, 2:22.

One-mile club race, Class A.—Chas. Lewis, first; E. W. Crouse, second; H. C. Gadsby, third. Time, 2:46.

Half-mile open, Class B, eight starters.—First heat, C. R. Coulter, first; F. J. Titus, second; L. C. Johnson, third; J. P. Bliss, fourth. Time, 1:09⅘. Second heat, Otto Ziegler, first; F. J. Jenny, second; A. I. Brown, third; Arthur Gardiner, fourth. Time, 1:15⅘. Final heat, Titus, first; Brown, second; Ziegler, third; Gardiner, fourth. Also finished in order named, Coulter, Jenny, Callahan, Bliss. Time, 1:06⅕.

Five-mile handicap, Class A, twenty-seven starters.—J. F. Steel, 400 yards, first; A. L. Lajeal, 330 yards, second; Ferd White, 400 yards, third. Time, 12:01⅕.

Two-mile handicap, Class B, sixteen starters.—L. C. Johnson, 80 yards, first; C. M. Murphy, 40 yards, second; F. H. Rigby, 100 yards, third; Earl Kiser, 100 yards, fourth, McLeod and De Cardy fell. Time, 4:38.

A. W. PORTER A PROFESSIONAL.

NEW YORK, July 27.—The Manhattan Beach track and Farmer Dunn are at loggerheads apparently, and what promised to be a successful meeting was spoiled somewhat by heavy showers, which came down just as the first race was called. This in addition to a heavy wind, which swept in from the sea, almost bringing the men to a standstill in the homestretch, made fast times impossible, and while the card was an attractive one, consisting of eleven events in the A and professional classes, there was a lack of snap to the programme and an absence of enthusiasm among the 2,000 odd spectators.

The Riverside Wheelmen were down for a meeting at Manhattan Field, but owing to the dangerous condition of the track, which the parsimonious management declined to better,

A Combination was Made with Manhattan Beach,

and a joint meeting was arranged. The management was excellent, the infield kept clear, and the events followed one another in rapid succession, finishing the programme in about two hours and a half. The next meeting of the club will be on August 3, and every Saturday until September 15 the National Cycle & Athletic Club will give Class A and professional race meetings.

The first race was the mile scratch A, and was run in two heats and a final. H. Von Rodeek made a sprint in the second lap and gained about fifty yards, but was caught by the bunch on the homestretch, and Granger landed a winner by two yards. The second heat was an easy win for Hodgson, of the Riverside. In fact the Yellow Fellows were

Very Much in Evidence,

and the outsider ran up against a game with stacked cards. The final heat fell to C. M. Ertz, with Granger and Darmer in the order named. The half-mile professional which followed was run in heats, best two in three. The feature was the appearance of A. W. Porter, a B man, and J. M. Baldwin, who made the jump from the A ranks. Porter won both heats easily, with Baker second, Harry Wheeler not succeeding in securing better than fourth place. The half-mile handicap A was a gift to Beam in the first heat, and Von Rodeek, who was too kindly treated by the handicapper, secured the second. Ertz, from scratch, won the third easily. In the final Von Rodeek secured the plum, although Hedstrom looked a winner twenty-five yards from the tape. His time, 1:02⅗, was the best for the day.

The Half-Mile Professional Handicap

followed, but the wind, which was blowing a small gale, gave the limit men an advantage, and resulted in the limit and back-mark men being divided into two bunches. The race was taken by A. T. Crooks, of Buffalo, the back-mark man finishing yards to the bad.

The five-mile professional handicap was probably the most interesting event of the day, the starts allotted running up to over 500 yards. Gross made the running for three miles by himself and attracted the applause of the grand stand but became mixed up with Willis, who was lapped, and who started to pace him home and fell on the upper turn. Considerable interest was aroused in

The Efforts of Porter

to catch the field, but old man Waller led the talent at a lively clip, and he failed to make much of an impression in the field. Starbuck captured the 100 plunks in 12:42⅗, with Cutter and St. Onge at his heels.

The two-mile handicap, Class A, was a popular win for W. L. Darmer, who beat the bunch out on a clever sprint.

The one-mile consolation was a scramble for ducats by pros with a time limit of 2:51, and Berlo got around the three laps in 2:38.

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TYLER RUNS SANGER OFF HIS FEET.

LYNN, MASS., July 27.—Five thousand people were disappointed, and the future of a new track greatly impaired by the non-appearance of John S. Johnson at the famous Glenmere track yesterday afternoon, where he was extensively advertised to compete in a five-mile professional match with Walter Sanger and Harry Tyler. This was the reopening of this old track upon which some of the greatest of the old time cycle battles had been fought, and which by the way has been hoodooed since the double cross work of Temple and Rowe some years back. The new management had done its best to place the track in good condition, having had it banked at the turns and everything placed in proper order to insure an auspicious opening.

When the time for running off the five-mile championship came the announcer stated that Tom Eck would explain the cause of Johnson's absence. Tom did so, saying that it was a well-known fact that

Johnson had Been Ill in Bed

for the past nine days, and that no man had control over such happenings as illness. He had brought with him, however, Weinig, who would take Johnson's place. Before the audience had a chance to show either its pleasure or its displeasure, President Tully, of the Lynn Athletic Association, stepped in front of the grand stand and said that if Johnson had been sick for nine days, the fact of his illness was not made known to the association until that morning, and the management insisted upon Johnson or no one. This statement was applauded, and when Weinig took his place on the scratch with Sanger and Tyler, the management requested the referee to order him off the track. This was done, but the spectators showed such a desire to see him ride that he was permitted to do so. He rode two laps and then quit the game, leaving Sanger and Tyler to fight the battle themselves.

At the start Tyler caught the tandem, with Sanger behind him, and Weinig bringing up the rear. The first mile was run in fairly smooth pace, and as the pair started off on the second mile the rain came down and drove all but the most ardent followers of the sport to cover. The riders, however, kept at work. Entering the third mile

Sanger Showed the Effects of his Fall

of the previous day, and slowly but surely fell out in the rut, while Tyler, who was in the best of form, found no difficulty whatever in staying in the game, and rapidly increased his pace until at the four miles he was away ahead. Sanger had picked up the second tandem, and was sticking to the race with bulldog determination, even though he was suffering from his bruises. Although Harry had the game in his hands he rode pluckily, and entering the homestretch jumped the tandem, and did as pretty a quarter-mile dash as any one could wish to see, he winning the event in 11:39⅘, which is the American professional record for that distance. Sanger was laboring hard, but finished amid a great ovation in 12:13.

The Class A racing was without doubt the best that has been seen in this section, and the management has cause for congratulation in this respect at least, and the spectators, judging by the applause they showered on the boys, were pleased. The most interesting event was the final of the mile handicap, which was won by the scratch man. Five riders finished almost abreast, and the field was so bunched that a blanket could have covered it.

Summaries.

One-mile novice.—Harry W. Miles, first; Emil Johnson, second; J. W. Davis, third. Time, 2:22⅕.

One-mile open.—Jas. Clarke, first; J. A. Farrell, second; A. J. Hammodd, third. Time, 2:17⅘.

Five-mile professional championship.—H. C. Tyler, first; W. C. Sanger, second. Time, 11:39⅘.

One-mile boy's race.—L. C. Bennett, first; F. A. Butler, second; Tom Clark, third. Time, 2:48⅕.

One-mile handicap.—A. T. Fuller, scratch, first: C. J. Foster, 85 yards, second; J. J. Casey, 20 yards, third. Time, 2,20⅖.

Two-third-mile open.—Jas. Clark, first; J. A. Farrell, second; E. H. Snow, third. Time, 1:29⅘.

CHICAGO ROAD RACES.

The season of road racing among the clubs is now at its height, and each Saturday sees a number of the clubs holding five and ten mile events to decide the question of club supremacy. Last Saturday there were seven club road races run off in different sections of the city. These Saturday afternoon affairs are attracting a great deal of attention from the public in general, and each succeeding week sees the crowds that turn out to witness these events increased in size.

One of the principal races that took place on Saturday last was that of the colored riders, given by the Douglas Cycling Club, and from its novelty, as well as the good quality of the racing, drew a large number of people to the 55th Street boulevard course. The star attraction was "Major" Taylor, who came all the way from Indianapolis to take part in the race. According to previous stories circulated about the Indianapolis lad, he was to be watched, as he was reputed to bo fast. When the riders were called to their positions

A Large Section of Dark Town

was on hand, and not a few of them clad in the regulation bloomers. A number of the riders' sweethearts frisked around and indulged in little exclamations of hope for the success of their favorites. The riders got away in good shape, and then began an anxious wait. In about a half hour, during which the crowd was greatly augmented, the first rider put in an appearance and the way he was burning up the road was a caution. He turned out to be Sam Hundell, which seemed to delight a large section of the assembled friends of the contestants. The honor of winning the time medal fell to the Indianapolis lad, who covered the course in the very good time of 27:52. He would have done better but for a strong gale.

Previous to the above race there was a five-mile handicap run by the members of the South Side Club. Among other prizes that were given was the *Inter Ocean* cup that was to have gone to the winners of the club team race on the Fourth, but owing to the race having been called off the cup will belong to the fortunate member, who can win it three times. The cup will remain for one year in the hands of Walter Austin, who covered the course first from the two-minute mark. The race for time was an interesting one

Between G. E. Bicker and A. C. Van Nest,

who rode together for the entire distance, the decision going to Bicker who won out in the last 100 feet in 12:35.

Three races were held on the West Side, that of the Thistle Club being over the ten-mile Oak Park course. In view of the very strong wind that was blowing and the fact that no pacemaking was allowed, the time as made by J. B. Bowler is very fast. The winner of the race turned up in A. Stewart, who had a handicap of four minutes. The times of the fast brigade were: J. B. Bowler, 26:06; T. De Cardy, 27:12; F. Weage, 27:18. The prizes were awarded at the clubhouse in the evening and it was made the occasion for a lively smoker and stag party.

On the Palmer Square course two races were held. The first was the second heat of the Plautz cup race of the Columbia Wheelmen, in which the first four to finish are entitled to ride in the final heat. F. J. Radloff made the fastest time, but failed to get into the required four. His time was 12:23. The names of those who qualified are J. McPike, W. D. Clausen, T. Fuog, and R. Beck.

J. V. Farwell Co.'s Race.

Immediately following this race came the first race of the employes of J. V. Farwell Co. A number of good prizes were offered in this race, including a fine gold medal for the winner, and a gold stop watch for the winner of time prize. It is the intention of the managers of the race to make it an annual feature. A. Lurie, with a handicap of two minutes, was the first to complete the course. J. Klinger, a thirty-second man, rode the distance in 12:50, getting the time prize.

The North Side was also the scene of some very good riding which was witnessed by a large crowd of people who have come to look forward with interest to the road races that are held over the Lake View course, one of the fastest in the city. The first race was that of the Monitor Cycling Club. Pacemaking was put in for the benefit of E. Lindquist, who it was hoped might establish a new record for the course. The start was a little late but the men were finally gotten away all right. The first man in

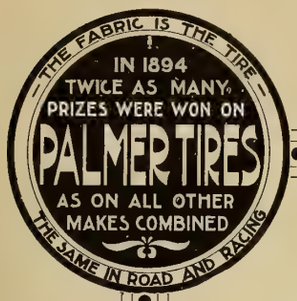
Had Evidently Ridden in the Chicago Road Race

as he had failed to cover the entire course. The second man was the Terrible Swede's trainer and he was cursed with the luck that seems to have followed the Swede. While coming down the road well in the lead an outsider came up and insisted on pacing him, for which Newborg was disqualified. He rode a good race and it doesn't seem right that he should be disqualified for something that he was in no wise to blame for. Tom Heywood went up to the turn to pace the scratch man and on the way down, with the wind at their backs, Lindquist claims that his pace indicator at one time was down to the two-minute mark. His time was 12:37⅗.

The last, and one of the best races of the day was the five-mile handicap of the Lake View Club. This club has a number of very fast men for five miles, and the outcome of the race was watched with interest. Gussie Steele rode under protest, as his entry, which had been given to the president of the club, had not been handed in in time. It made no difference in the result, as he was unable to hold the corners, and lost so much on the turns that he had no chance to make it up, and quit. This is the first occasion on which he has failed to win time prize over this course. O. F. Bohman, who has been coming to the front rapidly of late, showed his abilities by winning first place from scratch. He was compelled to establish a new record for the course, however, and rode it in 12:02. This is a very good ride, in view of the fact that the first half of the course had to be made in the face of a very stiff breeze.

Lincoln Souvenir Century.

Last Sunday occurred the annual Lincoln Cycling Club's souvenir century run. The start was made from the clubhouse at an early hour, and the line of travel was north through Evanston and then west to Milwaukee Avenue, which was followed as far as Wheeling. From Wheeling the route was to Waukegan, which was the turning point, the return trip being made over the same course. Sixty-seven members of the club registered between the hours of 4 and 7 o'clock, and the first to complete the trip was F. A. Shmidgall, who made the trip in a little less than eight hours. The riders came in singly and in groups until 10 o'clock at night, when a total of sixty-one had registered as having completed the course. A number of riders met with punctures and broken wheels, causing delays and a change of wheels in a few cases. Mr. and Mrs. Fairchild had a couple of young ladies in charge who were making their first trip of 100 miles, and managed to get through just within the limit.



TWICE AS GOOD AS OTHER TIRES



PALMER TIRES

SHELBY, OHIO.
JULY 17.

7 FIRSTS
5 SECONDS OUT OF 7 RACES.
6 THIRDS

ASBURY PARK.
NATIONAL MEET.

63 PER CENT OF ALL PRIZES

BATTLE CREEK.
JULY 22.

10-MILE ROAD RACE.
1ST, 2D, 3D TIME.
1ST, 2D, 3D, 4TH PLACE.
DIDN'T HAVE A TEAM THERE, EITHER.

NEW YORK.
JULY 18.

SPECIAL.—P. J. Berlo breaks one-mile record (professional). Time, 1:53 2-5.

NILES, MICH.
JULY 16.

5 FIRSTS
5 SECONDS OUT OF 5 RACES.
5 THIRDS

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TWICE AS GOOD AS OTHER TIRES





The Bearings — The Cycling Authority of America

STEUBENVILLE CIRCUIT MEET.

Gardiner Carries off the Honors—The Judges Give Him One Race that Some Thought Bald Won.

STEUBENVILLE, OHIO, July 25.—The circuit forces reassembled in this city today. About a dozen came from Williamsport, being all who competed there, and the balance came over from Battle Creek. The entire circuit chasing party now numbers fifty people and will be increased by several additions before the close of the week. Cabanne, of the Spalding team, is the principal absentee, and he will not be in shape to join the party until the Chicago meet. Cabanne was seen in bed at Asbury Park last Sunday and was in pitiful shape. His falls the first day at Asbury had not healed as well as expected. He rode the fourth day in the handicap, being forced to cut the bandages that bound the muscles. He was on his feet for the last time Tuesday night, and on Wednesday his leg

Swelled to Immense Proportions,

and for four or five days he suffered great agony. He is now in Springfield preparing to meet the party when he is in first-class condition. E. C. Johnson strained the tendons of his leg in a fall, and will not be out for several days. He is at his home in Cleveland. Coulter fell while in practice for today's races, and has gone home to Mansfield to prepare for the meet there and recover from his fall. The Syracuse team is off the circuit for the present at least. Dirnberger expects to go for records at one of the race meetings to be held at Manhattan Beach. E. E. Anderson and T. R. Eddy, the Eclipse team, will join the party later in the Ohio section of the national circuit. Today's meet was the second annual diamond tournament of the Steubenville Athletic Club, and was held on

The Celebrated Hill-top Track.

This track is constructed around the top of a mountain, soil being brought up from below. It is a half-mile and very smooth. The high wind today prevented records being broken in the contests. Arthur Gardiner lowered the half-mile track record to :57⅕, from 57⅗, at which figure Lutie Johnson established it last season. Gardiner rode in a high wind, and was paced by two M. & W. tandem teams. The attendance was about 1,500. Steubenville is making every effort to obtain the Ohio state meet. In the half-mile open Jenny was given second, when he was really fifth.

Maddox Objected,

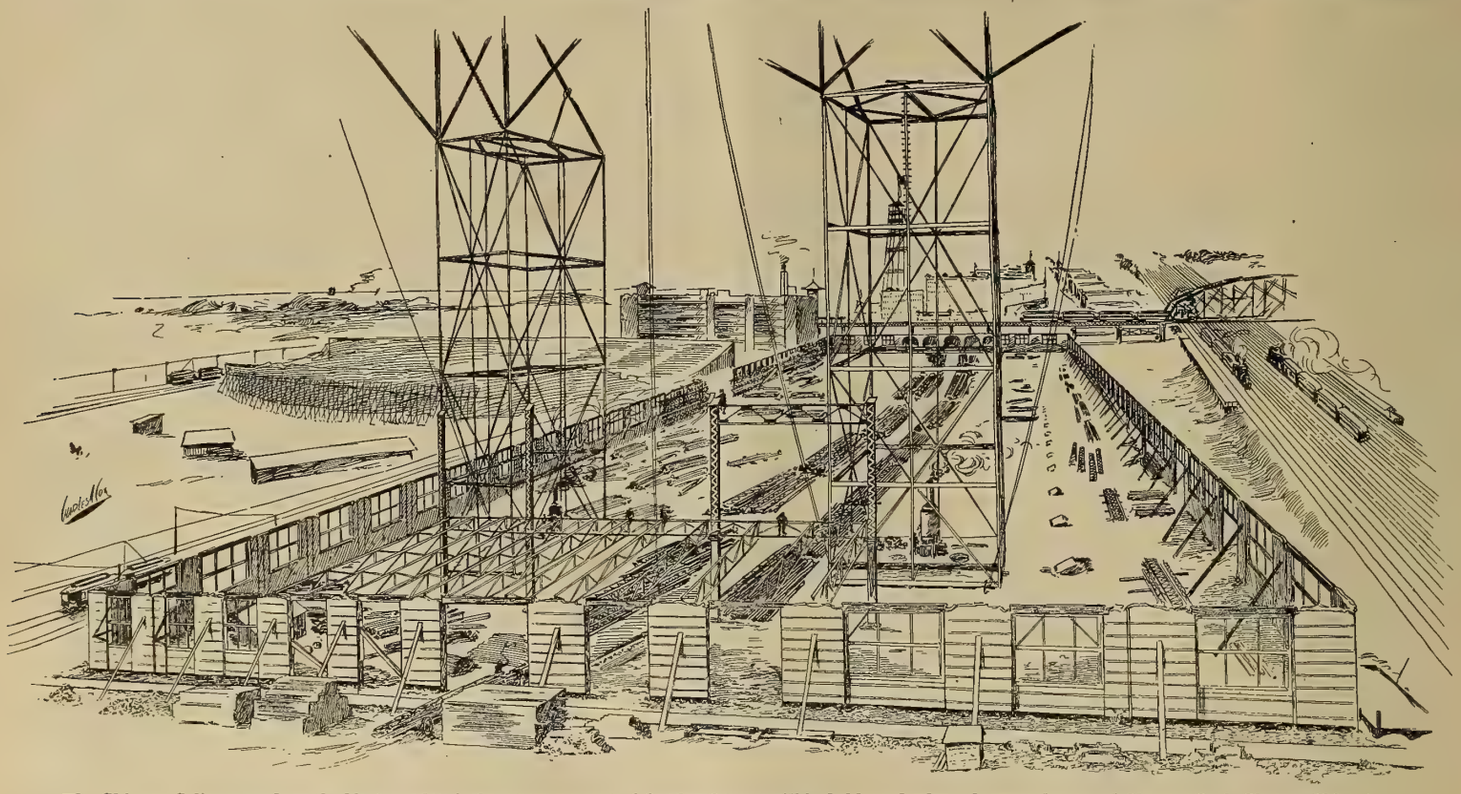
and secured the position which belonged to him. In the three-mile lap race Scott and De Cardy drew so far ahead of the field that the scorers thought they had been left behind. In the fifth lap they had jumped the bunch and gained about eighty yards. In the sixth lap this had been increased to 150, and the two led by about 200 yards at the finish. George E. Helms, the local man and warm favorite, captured two races and took the crowd by storm. After his first win the club men attempted to carry him down the track on their backs, but he escaped the ordeal by sliding under the fence. At the close of the tandem race, in which he was second, they were successful and the lad was hoisted high over their heads and

Loudly Cheered by the Grand Stand.

The race of the day was undoubtedly the one-mile open. The starters were: Brown, G. A. Phillips, L. A. Callahan, L. C. Johnson, Bald, Macdonald, Gardiner, Titus, Ziegler, Bliss, F. G. Barnett, and C. M. Murphy. Van Herik and Bainbridge, of Chicago, paced the contest, each riding a half mile on single wheels. In the rush Brown secured the position on the pacemaker's rear; Gardiner, Barnett, Callahan, Murphy—with Bald at his side—Phillips, Bliss, Ziegler, L. C. Johnson, and Titus followed in the order named. Macdonald, Murphy, and Bliss forced themselves up into prominent positions. Bainbridge ran away from the crowd pacing the second lap. Gardiner rounded the last turn in the lead with Bald following closely. Bald came up to Gardiner's side, and the two game fighters drew four lengths ahead of their field in the struggle. Gardiner felt his power, and, it is said, slowed somewhat, but did not know of Bald's electric jump, and as the two crossed the tape

Some Said Bald had the Contest

by two inches. L. C. Johnson was about four lengths back, and Murphy was a couple of lengths back of him. The half-mile open had sixteen starters originally, and was divided into two heats. Coulter qualified, but owing to his fall in practice could not start in the final. Cooper was lame and sore from his fall at Battle Creek. Those who faced the starter were Gardiner, Jenny, Cooper, L. C. Johnson, Doctor Brown, Bliss, and Maddox. In the first quarter mile five different men had taken the pace, Bliss leading all. There was a play for position much like the foreigner's style of riding. Maddox jumped at the quarter and gained a long lead, when Gardiner shot his bolt down the stretch and seemed to have but little difficulty in defeating the Asbury Park man. L. C. Johnson secured third position by a couple of inches over his club mate Brown, and Jenny on the outside was a close fifth.



The Chicago Coliseum, where the big four-day indoor tournament of October 8 to 12 will be held, and where the second annual Chicago Cycle Show will be given.

Summaries.

Half-mile open, Class A. seven starters.—George Helms, first; John F. Steele, second; J. P. Morrow, third. Time, 1:06⅕.

Half-mile open, Class B, first heat.—Jenny, first: L. C. Johnson, second; Brown, third; Maddox, fourth. Time, 1:15⅕. Macdonald, L. A. Callahan, Phillips, and Sims also ran.

Second heat.—Gardiner, first; Cooper, second; Coulter, third; Bliss, fourth. Time 1:09⅘. Ziegler, Murphy, and Barnett also ran in the order named.

Final heat.—Gardiner, first; Maddox, second; L. C. Johnson, third; Brown, fourth; Jenny, fifth. Time, 1:14.

One-mile handicap, Class A.—J. E. Morrow, 70 yards, first; John F. Steele, 100 yards, second; V. S. Reed, 90 yards, third. Time, 2:19⅕.

One-mile open, Class B.—Gardiner, first; Bald, second; L. C. Johnson, third; Murphy, fourth. Time, 2:14⅘. Phillips, Ziegler, L. A. Callahan, Titus, Bliss, Macdonald, Barnett and Brown also ran.

One-mile, Class A, boys.—S. Lee Stowe, first; Will Matthews, second; Robert C. Smith, third. Time, 2:55.

One-mile 2:40 class, Class A.—George E. Helms, first; J. F. Steele, second; Otto Mayo, third. Time, 2:44⅖.

THREE-MILE LAP RACE, CLASS B.

LAPS.	FIRST.	SECOND.	THIRD.
First lap	Maddox	Phillips	Titus
Second lap	Sims	Titus	Macdonald
Third lap	Titus	Sims	Callahan
Fourth lap	De Cardy	Scott	Titus
Fifth lap	Scott	De Cardy	Callahan
Sixth lap	Scott	De Cardy	Macdonald

Results.—Scott, 9 points, first; De Cardy and Titus, each 7 points, tied for second, Sims, 5 points; Maddox, 4 points; Phillips and Callahan, each 2 points; Barnett no points. Time, 8:01. De Cardy and Scott finished 200 yards ahead of the field.

Five-mile handicap, Class A.—George E. Helms, 150 yards, first; C. C. Augenbaugh, 50 yards, second; Otto Mayo, 100 yards, third; J. F. Steele, 150 yards, fourth. Time, 16:50.

One-mile tandem, Class A.—Quimby and Scott, first; Helms and Hale, second; Irons and Augenbaugh, third. Time, 2:55.

ADVERTISEMENT.

SINGLE TUBES FROM THE BEGINNING.

One reason why Hartford single-tube tires give greater satisfaction to the users than any others is that their makers, the Hartford Rubber Works Company, have had more experience in tire manufacture than any one else. They have pinned their faith to the single tube form of construction from the beginning of pneumatic tires, believing that the proper method was to vulcanize the inner tube to the protecting shoe of fabric and rubber, thus making a resilient, durable tire that would not creep or easily puncture, and that could be easily repaired in case of accident. Experience has shown that they were right, and now every other manufacturer has been compelled to adopt some form of single-tube tire. They are reaping the fruits of their years of experience in making them. While others are experimenting and investigating, the Hartford Rubber Works Company are making satisfactory, serviceable, up-to-date single tubes. "Made by the Hartford Rubber Works Company" is indeed a good guarantee.

This will be Interesting.

A race will be held in Philadelphia some time this month to which only old-timers, mounted on high wheels, will be eligible. Among those who have promised to start are S. W. Merrihew, Wash Seeds, John Draper, Herbert Bilyeu, Frank McDaniels, and "Maggie" Bailey, all of whom are now connected with bicycling in some capacity. There are several other "has-beens" who are seriously contemplating entering, and the efforts of these "patriarchs" to emulate the performances of the latter-day cracks will undoubtedly be edifying to the large crowd that will journey out to Tioga to witness the spectacle.

Even Englishmen Kick.

We are not only getting tired, but we are quite tired of the way in which England has treated foreigners in regard to her championships for the last few seasons. . . . If we only had a council of the National Cyclists' Union which could see beyond its nose, we should now be working amicably with other nations, and be clear of our difficulties; but with many of the existing councilors to deal with, the cause of common sense seems hopeless.—*The Cyclist.*

Do You?

There's only one Bald—that's all;
He's in it from spring to fall.
When he's in a race,
Look out for the pace
Of that youngster, the "Cannon Ball."

He rides a Columbia, too;
"There are others," also, who do.
It has stood the test.
And proven the best,
I ride one myself. Do you?

The minister of finance in Belgium has reserved a sum of 200,000 francs ($40,000) for building cycle paths along state roads, but it is only upon the following conditions: That all the cyclists in Belgium pay $1 per year for three years, which, there being at the present time 40,000 cyclists in Belgium, and nearly 20,000 in the province of Brabant alone, will amount to $40,000, or $80,000 per year for cycling paths; and that the Chamber will vote a duty of $1 or $2 to be paid on every bicycle imported into Belgium, which, for an average importation of 25,000 cycles per year, would also amount to a handsome sum. This last method of procuring funds—which makes the cyclists smile—will probably be put into operation.

The Develine Whistle has Reached Ireland.

The Develine whistle is becoming a positive nuisance in Dublin. For the good of the sport every cyclist should give up the use of this soul-disturbing instrument. When every corner boy and street cad takes to blowing one, the respectable cyclist should carry a bell, if he carries anything.—*Irish Cyclist.*

When the chain jumps from the sprocket it is not necessary to unscrew the little bolt to put it on; replace the chain as far as possible upon the sprocket and turn the wheel slowly. It is very seldom that it will not go on in this way.

CAME THROUGH ALL RIGHT, OF COURSE.

This sort of a letter comes by almost every mail to the Pope Manufacturing Company, in these days. It indicates what complete satisfaction Columbias are giving this year, as usual:

NEW YORK, July 15, 1895.

POPE MANUFACTURING COMPANY, Hartford, Conn.:

Gentlemen: I must express my pleasure at the way my Columbia Model 40 has served me during my trip from Denver to the national meet at Asbury Park. I left Denver on the evening of June 14, and between then and the 21st I rode over 400 miles between Denver and Omaha. Thence I took the train to Chicago. I started from Chicago on the evening of the 22d, and reached New York on the evening of July 5, having wheeled in all 1,482½ miles.

Although I had some slight falls I was never delayed a moment on account of the wheel. I climbed hills with ease, and outcoasted every wheel I met on the way. Not an adjustment was needed at any time, and I did not even find it necessary to clean bearings until I got to Syracuse, although the road was almost constantly dusty.

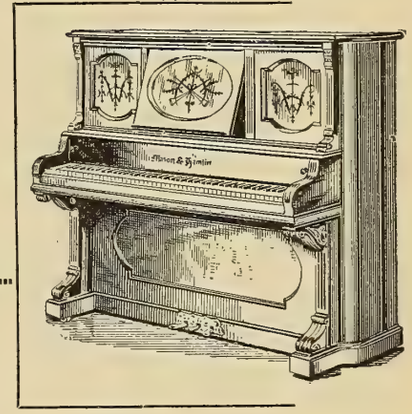
This experience, combined with fifteen years riding of Columbias, convinces me that there are no other wheels on earth to compare with them.

Truly yours, O. W. DYE,
Denver Athletic Club.

$950 PIANO

Mason & Hamlin's Best

For Your Club



Ride a Columbia

$100

This is a prize we offer to bicycle clubs for best time in a

25 Mile Road Race

between May 1 and October 1, 1895.

The only conditions we make are that the club's member competing for the prize shall be mounted on a COLUMBIA BICYCLE fitted with Columbia (Hartford) Single-Tube Tires, that the club shall have been organized in this country before May 1st, and that the race be run in this country.

The rules of the Century Road Club of America will govern all contests, and the awarding of the prize will be subject to the decision of the Road Records Committee of that organization.

Performances to be considered in making the award should be promptly reported, properly certified, to the Pope Manufacturing Co., Hartford, Conn.

Full particulars of the piano, which is one of the finest uprights made by the Mason & Hamlin Company, may be had at the warerooms of the makers, in Boston, New York, or Chicago.

The winning club will have privilege of selecting the instrument it prefers.

Pope Manufacturing Co.

DAYTON'S CIRCUIT MEET.

A Tremendous Crowd Witnesses a Fine Programme—The Races Are Divided.

DAYTON, OHIO, July 30.—Gardiner, Ziegler, Murphy, and Titus were the four crackajacks who were enthusiastically applauded by fully 8,000 people at the national circuit meet of the Dayton Bicycle Club today. These four men divided the races between them. The only surprise of the day was the win of the half-mile open by Ziegler, who ran away from such men as Gardiner, Bald, and Bliss. But Cooper was the cause of this, as he jumped the bunch in the backstretch. Ziegler was the only man with sufficient nerve to chase the Michigan man. Gardiner had an easy victory in the mile open. Titus and Murphy worked hard for their firsts and deserve credit for their fine riding.

The Races.

The B's were all feeling fine, and acted like colts in a pasture when the half-mile open was called. The field was so large that it was necessary to run the race in heats, the first five men to qualify. There were nine starters in the first heat, Bliss, Cooper, McLeod, Rigby, and Bald qualifying. After a hot fight Gardiner won the second heat, Ziegler, Kiser, Johnson, and Titus following him in in the order named. The judges failed to catch the finishers correctly, entirely overlooking Coulter, who finished a good third. When the final was called Referee Croninger at first refused to allow him to ride, but when all of the other riders in the race asked him to, he relented, and Coulter took his place alongside of Ziegler. The men were inclined to loaf until McLeod jumped to the front of the backstretch. Then the race became a procession. Just before the third turn was reached Cooper shot out and came into the stretch leading by twenty feet. It looked like a win for the Monarch man until

Ziegler Started After Him

like a shot. Half way down the stretch the Californian had overtaken Cooper, and it was nip and tuck to the tape, Ziegler getting the decision by half a wheel. McLeod was third, with Gardiner on his rear wheel. Kiser just beat out Bliss. Bald and Coulter became disheartened at Cooper's big lead and quit in the homestretch. This is the first win for Ziegler since Asbury Park.

The circuit chasers have but three or four tandems with them, and on account of this fact there were but three teams to start in the two-mile tandem, Class B. Lund and Van Herik, successors to Mayo and Saunders, as official pacemakers were the favorites. Gardiner and De Cardy, and Rigby and L. C. Johnson, were the other teams. The first half was a loaf, but in the backstretch the Lund-Van Herik combination got its 88-inch gear into motion and jumped the other two teams. Johnson and Rigby were after them, and gave them a stern chase, but the lead was too great to overcome, and the M. & W. team crossed the tape, winner by a length and a half.

Gardiner and De Cardy were Almost Distanced.

This is the first race that Van Herik and Lund have won. Van Herik won his novice race in 2:06⅗ at Louisville and received a $2 hat for a prize.

Titus is rapidly regaining his old speed and won a really fine race in the two-mile handicap. There were but twelve starters, with Titus and Murphy, on the thirty-yard mark, practically scratch. De Cardy, 140 yards, and Cooper, 110 yards, led the bunch the first time around. "Brother Charl" made a mistake and thought that the distance was but one mile; on the second lap he sprinted all the way down the backstretch, leaving Titus and Maddox, and catching the leaders. It was a brilliant sprint, and Murphy left the others easily. He crossed the tape with a safe lead. The look of disgust that passed over his countenance when he realized his mistake was ludicrous in the extreme. Then Titus became mixed and thought that the third lap was the last. He jumped at the quarter and led by two lengths at the tape. But unlike Murphy he did not become discouraged, but dropped in behind McLeod, who set pace for the last lap.

Titus Jumped Again

on the last turn and led all the rest of the way, having no trouble in keeping McLeod at his rear wheel. L. C. Johnson and Tom Cooper fought it out for third, the Cleveland man getting the best of it. Murphy was tired from his efforts early in the race and quit when the sprint came. Bald, Gardiner, Coulter, and Bliss were scratch men in th s event, but saved themselves for the mile open race.

Macdonald, Murphy, Eddy, Maddox, Good, Cooper, Davidson, Johnson, Coulter, and Scott came out for the two-mile lap race. The stars preferred to wait for the big race and left the lesser lights to fight it out. But it was a good race, nevertheless, and a record was broken, L. C. Johnson being given the credit for making the time, as he finished first on the lap. The first time around Coulter, Murphy, and Davidson led in the order named. Maddox and Scott were far in the rear. On the backstretch they caught up and Maddox sprinted by the bunch leading into the stretch closely pursued by Scott and Macdonald. Scott led at the tape, with Maddox second and the Columbia rider third; Murphy, Eddy, and Scott was the order at the end of the third lap. By this time the field was strung out, L. C. Johnson, Murphy, and Scott leading by twenty-five yards. They crossed the tape in this order, and Johnson got what might be called a record. But "Brother Charl" was

The Real Winner of the Race,

he having rolled up seven points. Scott was second with five points, Johnson third with four points, Coulter fourth with three points.

The last race on the programme was the mile open, Class B, and was a rather tame affair, Gardiner winning easily in the slow time (for a paced race) of 2:09⅕. Bald, Brown, Bliss, Gardiner, Eddy, Davidson, Macdonald, Titus, Johnson, and Kiser were the starters. At the pistol Kiser jumped and caught the tandem, but he didn't hold it long, for when the field rounded into the stretch Gardiner sprinted ahead of the tandem, got the pole, and forced the tandem to go around him. He froze Kiser out and hooked onto the pacemakers. As they passed the half Gardiner had the double machine, with Brown, Bald, Kiser, Johnson, and Bliss hanging on in the order named. The tandem pulled the field into the stretch when Gardiner jumped, leading all the way down the straight and winning by a wheel's length from Bald, who struggled hard to get on even terms with his rival. Brown was a good third with Bliss, Kiser, and Johnson close up.

The Class A races lacked interest. W. H. Osterhaus spreadeagled the field in the novice, winning in the good time of 2:23⅕. W. J. Klinger won the quarter and mile opens, while S. R. Leathers took the mile handicap.

Summaries.

Half-mile open, Class B.—Otto Ziegler, first; Tom Cooper, second; A. McLeod, third; A. Gardiner, fourth. Time, 1:07⅗.

One-mile handicap, Class A.—S. R. Leathers, 130 yards, first; J. C. Mitchell, 90 yards, second; E. F. Dohse, 120 yards, third. Time, 2:13⅕.

One-mile tandem race, Class B.—Van Herik and Lund, first; Johnson and Rigby, second; Gardiner and De Cardy, third. Time, 2:26⅘.

Two-mile handicap, Class B.—F. J. Titus, 30 yards, first; A. McLeod, 80 yards, second; L. C. Johnson, 80 yards third; Tom Cooper, 110 yards, fourth. Time, 4:32⅕.

Quarter-mile open, Class A.—W. J. Klinger, first; E. L. LeFevre, second; P. W. Klinger, third. Time, :33⅕.

Two-mile lap race, Class B.—C. M. Murphy, 7 points, first; Monte Scott, 5 points, second; L. C. Johnson, 4 points, third. Time, 4:48⅗.

One-mile open, Class A, flying start.—W. J. Klinger, first; E. D. McKeon, second; P. W. Klinger, third. Time, 2:29⅘.

One-mile open, Class B.—A. Gardiner, first; E. C. Bald, second; A. I. Brown, third Time, 2:09⅕.

TECUMSEH RACES.

TECUMSEH, MICH., July 25.—The ten-mile road race to-day resulted in a victory for F. W. Holmes, of Kalamazoo, and H. A. Caldwell, of Detroit, carried off the time prize from thirty seconds; Percy Patterson, the scratch man, did not finish. The following is the order of the men at the finish:

PO.	NAME AND PLACE.	HDCP.	TIME.
1	F. W. Holmes, Kalamazoo	4:00	27:24
2	Aug. Ott, Macon	4:00	27:25
3	F. C. Walcott, Gibbonburg	4:00	27:48
4	W. A. Tinker, Jackson	4:00	28:05
5	Elmer Stoffert, Ann Arbor	4:00	28:42
6	Harver Stoffert, Ann Arbor	2:30	27:41
7	Richard Schaddelee, Grand Rapids	4:00	29:13
8	C. D. Wilson, Bay City	2:30	27:46
9	C. H. Diehl, Jackson	3:30	28:50
10	H. A. Caldwell, Detroit	:30	25:53
11	C. M. Bonfield, Ann Arbor	5:00	30:33
12	Fred Kruger, Toledo	1:30	27:16
13	Bert Groch, Toledo	1:30	27:27
14	W. H. Lehman, Windsor, Ont	3:00	29:24
15	John Schaffer, Detroit	1:00	27:39
16	Geo. Malett, Toledo	1:30	28:10
17	Francis Buehl, Marshall	4:30	31:37
18	Emerson Taylor, Britton	5:00	32:34
19	James Cahoon, Toledo	2:30	30:44
20	Samuel Boyce, Detroit	5:30	34:20

The Track Races.

The track races in the afternoon attracted an attendance of 5,000, and the promoters of the meet are so enthusiastic and so well satisfied that they intend to apply for a national circuit date next year. This is a "red hot" town, a fair rival to Ripon, Wis. Fred Loughead, the Canadian, had things pretty much his own way, although Caldwell managed to win the half-mile open by a fluke. The novice race went to F. Holmes, of Kalamazoo, in 2:39⅖. Loughead, the Sarnia boy, ran second to Caldwell, of Detroit, in the half-mile open in 1:12⅕, but the order was reversed in the one-mile open and the three-mile lap race, which were won in 2:28⅕ and 8:04⅗ respectively. C. D. Wilson, from sixty yards, won the one-mile handicap in 4:53⅖, with John Schaffer, of Detroit, second from fifty yards.

WOLFE GETS THE CHICAGO-NEW YORK RECORD.

George W. Wolfe has regained the Chicago-New York record. He started from Chicago Monday, July 22, at 3:10 a. m. from the Victoria Hotel, just opposite cycle row. He was checked by the postal-card system devised by a member of THE BEARINGS' staff, which was explained in full some time since. He was checked at eighty-four places, or an average of once in a little less than every twelve miles. He reached *The World* Building in New York at 7:15 a. m. on July 28, making the entire trip of a little less than 1,000 miles in 6 days, 3 hours, and 5 minutes, breaking the record forty-five minutes. The former record was made by "Letter Carrier" Smith, who captured it early in July.

The following is the list of Wolfe's arrival at the principal points along his route: July 22, Chicago, 3:10 a. m.; La Porte, Ind., 10 a. m.; Elkhart, 3 p. m.; Kendallville, 9:45 p. m.; July 23, Bryan, Ohio, 8:30 a. m.; Fremont, 9:10 p. m.; July 24, Cleveland, 11:30 a. m.; July 25, Erie, Pa., 1 a. m.; Buffalo, N. Y., 10:45 a. m.; Rochester, 8:15 p. m.; July 26, Syracuse, 8:15 a. m.; Utica, 2:45 p. m.; July 27, Albany, 3:25 a. m.; Poughkeepsie, 2 p. m.; Peekskill, 7:50 p. m.; Sing Sing, 11:50 p. m.; July 28, Tarrytown, 4 a. m.; New York City, 7:15 a. m.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Plugs versus Patches

A spicy extract from Morgan & Wright's "Wheel Talk," published weekly in Chicago for the trade and clubs only.

OUR LITTLE SAY.

In this department will be printed such matter as will show why Morgan & Wright tires in use greatly outnumber all other makes combined.

It is not intended here to attack or antagonize the makers of single tube tires. Some people insist upon using them despite the difficulties which attend their use. Some people insist upon using inner tube tires, which also have their attendant difficulties. Perhaps the great majority use the inner tube variety because it has fewer difficulties. We feel pretty sure that that is true.

SINGLE TUBE .... TIRES ....

We could build single tube tires. Repeatedly we have been urged to do so. Some of our friends have complimented us by saying that should we do it we could virtually control the tire trade of the country. However that may be, we are sticking to the inner tube variety. We have always desired to maintain a reputation for exercising the best thought for the benefit of riders of bicycles. From many sources of information, which we naturally established long ago, we feel that the safest course for our friends and for ourselves is to steer clear of single tubers. Perhaps the future will show us the way to produce something satisfactory in that line, but so far, after several years of close study and comparison, we are convinced that business safety lies with the inner tube.

For the same reason we have never tried clinchers. We can readily understand why certain manufacturers of bicycles push the sale of single tube or clincher tires in which they are vitally interested, but their reasons do not apply to us. We know too much about plugs becoming loose, tires puncturing too easily, air slipping past plugs and traveling along fabric and escaping at one point or another; we know too much about clinchers blowing out of the rim— perhaps through the carelessness of riders, but nevertheless escaping; there are too many Morgan & Wright inner tubes now being used inside of single tube tires to make us wish to manufacture single tubers ourselves.

AS TO PLUGS.

In theory, it should be more satisfactory to repair punctures by the use of plugs. Practical experience does not back up the theory.

It is more difficult to remove an inner tube and place a patch upon it, but when that is done the repair is made once for all. There is no experimenting about it.

The Morgan & Wright quick-repair inner tube, which is being thoroughly tried in various parts of the country this year, and which will be a part of the standard Morgan & Wright tire next season, will, we are happy to believe, obviate the necessity of taking out the inner tube at all under the ordinary circumstances which usually attend punctures. It will mean, in fact, the quickest and most practicable of all the forms of repair.

If any rider should desire at this early day to have his tire fitted with this new inner tube, we will be glad to oblige him. The tubes cost $6 per pair ($1 more than the ordinary tube), or the device can be fitted to old inner tubes sent in to us, at a cost of $1 per pair.

We receive a great many complimentary letters. The fact gives us the greatest pleasure. It makes the burdens of business life seem lighter. It instills enthusiam into any man who is working for something more than mere dollars and cents, when he knows that those with whom he is doing business are his friends. Riders particularly often take occasion to send us kindly greetings. Here is one from New Jersey which has a cheerful ring to it:

RAHWAY, N. J., July 17, 1895.—Messrs. Morgan & Wright, Chicago, Ill.—Dear Sirs: Last spring I became disgusted with my pneumatic tires, as they were giving me constant trouble. I could not go out for a spin without coming home with my tires plugged. Last season I rode three different tires and they all gave me trouble. This year I ordered a set of your "S2" tires, and have ridden them over all kinds of roads, glass and everything else, and have had no trouble with them, not even a puncture. I agree with you that "M. & W. tires are good tires," and advise all my friends to use them.

I commenced riding the wheel in 1877, and since then have ridden over seventeen different makes, and I think I ought to know a good thing when I see it. I would ask for no better tires than the "M. & W." with which my 19-pound wheel is fitted. My weight is 190 pounds, and I give them a severe test on the roads. I highly recommend your tires. Yours truly, A. H. CHAMBERLAIN,
Captain Union County Roadsters.

This from a Chicago rider:

I have been using ——— (single tube) tires on my wheel lately, and find them to be unsatisfactory in a great many respects. As I do considerable riding, I always like to start out with the assurance that I am coming back on the wheel. This I am unable to do on the present tires.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

NEWS FROM NEW YORK AND VICINITY.

NEW YORK, July 27.—That the bicycle is destined to cut more or less of a figure in military movements is more apparent from day to day. We hear of long trips on rough roads with camp life attachment at times, and the latest candidate for newspaper honors is Herman G. Franz, a member of Battery A, First Artillery, who started Wednesday for Fort Snelling, Minn. Although he has received a three months' furlough, he will keep moving, as the round trip is about 4,000 miles. He carries with him a small tent and a couple of blankets in addition to being armed, and while Herman will have pneumonia and other ills by sleeping under his tent, he proposes to forage the farmhouses and hotels en route. Sensible man.

The militia has its allurements for many, and in reaching out for attractions the Eighth Battalion has kept up to date. A separate company is now being formed in this city by Capt. Charles P. Stambach, of the Manhattan Bicycle Club, and will consist of the usual complement of 100 men and three officers, which will be at the same time a military company and a bicycle club. As a company the members will be regularly enlisted and their uniforms will be furnished by the state. They will also perform the general duties of a soldier. As a club they will have headquarters in the armory at 94th Street and Park Avenue, which is convenient to the good roads of Central Park. A meeting room will be provided with dressing-rooms and lockers, and a man will be in attendance to keep the wheels properly groomed. The members have the privileges of the gymnasium, bowling alleys, rifle ranges, and the use of the armory for practice. The scheme is an attractive one and will no doubt be the means of instituting a bicycle corps in many of our swell regiments.

The Riverside Wheelmen acted wisely in abandoning Manhattan Field for their race meetings scheduled for July 27 and August 3. A more dangerous track is hardly to be found and as the Class A men refuse l to race, there was little to run a meet with, as Troy had captured the sanctions for B and professional races on those dates at the Manhattan Beach track. A union of talent was therefore necessary.

The New York *Herald* free ice fund tournament on August 14 at Manhattan Beach promises to be an interesting event, in addition to aiding a deserving charity. There will be a mile scratch and handicap for the A men and a quarter-mile flying start and five-mile handicap for the pros. In addition it is announced that Fitzsimmons and Corbett will race for a mile, provided the latter has recovered from the effects of his recent fall at Asbury. If the pair would only put on the gloves for a round or two it would be a combination show that the world has rarely seen. A special ten-mile race between Maddox and Titus has been arranged by the *Herald*, which will greatly add to the interest of the meeting. As boxes and seats have been sold in advance, a substantial sum will doubtless be netted for the fund.

Racing at Orange.

Postponed races invariably lose their charm, and the athletic games, of which wheel races were the principal charm, drew a comparatively small audience at Orange on Saturday, the occasion being the South Orange Field Club's sports, originally scheduled for July 4. There was considerable talent which otherwise would have appeared at Manhattan Beach, and it seems a pity that dates should clash. The fashionable audience present when the races were called were driven to cover by frequent showers which reduced the number below that of the contestants and officials. The races were of considerable local interest. The team event of a mile between the Riverside Wheelmen and the Greenwich Wheelmen provoked the most applause, the former club, represented by I. W. Judge, C. J. Siebold, and G. A. Beckendorf, winning the silk banner by a score of nine points to six. Wallace Owens, of the Greenwich Wheelmen, rode a mile against the track record of 2:26, and covered the distance in 2:17⅕.

Summaries.

One-mile novice.—J. C. Bache, first; John L. Korzendorfer, second. Time, 2:39.

Half-mile handicap.—H. G. Giles, 30 yards, first; John Allison, 20 yards, second; J. E. Speyers, 50 yards, third. Time, 1:07.

Two-mile handicap.—George Coon, 135 yards, first; J. M. Hague, scratch, second; G. E. Beckendorf, 110 yards, third. Time, 4:55⅗.

One-mile handicap.—George Coon, 70 yards, first; G. E. Beckendorf, 60 yards, second. Time, 2:47⅕.

Racing on Long Island.

Patchogue is down on Long Island on the Great South Bay. It is the paradise of the summer girl, and the home at this time of the year of a number of New York and Brooklyn business men. They have a wheel club there and a race meet was held on Saturday. Nat Roe rode a quarter mile backward in :42½ beating the best previous performance of Lee Richardson. The other races were of interest except a heavy breeze precluded the making of fast time. The summaries:

One-mile handicap.—W. H. Spinge, 120 yards, first; John Frantel, 110 yards, second. Time, 2:25.

Two-mile handicap.—F. D. White, first; A. W. Stall, second. Time, 5:01.

Half-mile handicap.—H. J. Smith, first; H. K. Roe, second. Time, 1:09.

One-mile open.—H. K. Roe, first; Warner, second; White third. Time, 2:24, made in a heavy wind.

Five-mile handicap.—Roe, first; White, second; Nat Roe, third. Time, 15:14.

One-mile handicap, Patchogue Wheelmen.—J. J. Roe, first; Clarence Ruland, second. Time, 2:37.

In Ned Oliver's Town.

Down in Flushing, Long Island, they claim more bicycles than any town of its size. The butcher, the baker, the tax collector, and the undertaker can be seen on the popular vehicle. Some say that the good roads are responsible, but Ned Oliver, when interrogated, winks his weather eye. I omitted to state that Oliver lives there.

The boys of the Mercury Wheel Club, Jr., got up a race meet on Saturday, resulting in clever work, considering that fourteen years is the limit of age. W. Clarke won the half mile in 1:17, with T. Bailey and M. West close at hand. He also gathered in the mile handicap from thirty yards in 2:37; M. West, sixty yards, being second, and the scratch man, Tom Bailey, being third. H. Bishop caught the five-mile handicap from 150 yards in 15:38, with W. Clarke from the same mark second. Maxwell West won the consolation half-mile in 1:15.

"Pop" Worden was an interested spectator at Manhattan Beach. While the reports of his fall while abroad were greatly exaggerated, he will carry to his grave the scar where his right ear parted company until the surgeons got in their fine work, and on the top of his head is a flat space, once round, about the size of the palm of your hand. He was unconscious for ten days, and one can partly imagine how great was the fall thereof.

Morgan & Wright Winnings.

First place at Detroit twenty-five mile road race, secured by Oscar Wanderer in 1:16:00⅗.

First and third in ten-mile championship race at Clapham, Eng.; first and third in Portobello (Scotland) ten-mile road race.

Fully twenty victories for M. & W. tires at the Tioga races.

Kimble won five firsts in five starts at Danville, Ky., making fifteen firsts, six seconds, and three thirds this season.

Samberg won half-mile and one-mile state championship at Battle Creek, Mich.; the first three places in the half-mile open B were won by Cooper, Bliss and McLeod, July 22.

Parker won first place in all Class B events at Taylor, Tex., and at Waco he rode the fastest mile on Texas records, July 18.

First in mile handicap, first in interstate, first in quarter-mile open, second in two-mile handicap. second in mile open, second in five-mile handicap were won on M. & W. tires at Superior, Wis., July 22.

Three firsts and two seconds were captured at Allentown, Pa., while Stover, who started from scratch, came in second at South Bend, July 22.

Samberg rode M. & W. tires first over the tape in the quarter-mile and mile open at Marine City, Mich.

There were sixteen entries in the twenty-seven mile road race at Greenburg, thirteen of these rode M. & W. tires. Hause took time prize in 1:27:40, while Williamson and Reber took first and second, July 23.

Thirteen prizes were secured at Williamsport, Pa., on M. & W. tires, Gardiner making four firsts. M. & W. tires took first and second in a tandem race at Battle Creek, Mich. July 23.

Davidson and Steele won first and second in the mile handicap at Jackson, Mich., and Davidson was first over the tape in the mile open B, July 24.

At the Mazon, Ill., meet Stevens secured first in the quarter-mile open, first in the half-mile open, and second in the five-mile track handicap, July 24.

Gardiner won first in the half-mile open B, first in the mile open B; Monte Scott and De Cardy first and second in the three-mile lap race, at Steubenville, Ohio, July 25. M. & W. tires also secured first place in mile novice, and second place mile boys' race A. In second trial heat half-mile open B, Gardiner, Cooper, Coulter, and Bliss took all there was to be had on M. & W. tires.

Geo. W. Wolfe, of Chicago, on a Smalley, fitted with M. & W. tires, has lowered by forty-five minutes the New York-Chicago record made by Letter-Carrier Smith. Time, 6 days, 5 hours, 8 minutes, in spite of two *whole* days of rain.

At Kalamazoo, July 26, M. & W. tires secured two firsts and several other honors. Flamsburg, Skelton, and Cox were among the winners.

Two firsts, two seconds, two thirds, and one fourth at Newark, Ohio, July 26; two firsts and two thirds, at Columbus, Ohio, July 27, all on M. & W. tires. Among the riders were Eddy, Gardiner, Scott, Cooper, and Bliss.

C. R. Coulter rode an exhibition mile in 1:55⅗ at Mansfield, Ohio, the fastest mile ever made for this style.—[ADV.]

The Olds Wagon Works, of Fort Wayne, Ind., has taken out a license to make wood rims under the Harrington patent, owned by the Indiana Novelty Mfg. Co.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season s better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

Bellis CYCLES

Startling Beauties

ARE THE

Bellis CYCLES

ALL HIGH GRADES EXCELLED.

If you want good territory quick, address

BELLIS CYCLE CO.

OFFICE, 27 Ingalls Block,
FACTORY, 124-130 S. Pennsylvania St.,
INDIANAPOLIS, IND.

Bellis CYCLES

Mention The Bearings

THE MYSTIC HOSE PIPE TIRE

Is the best tire of its type on the market, the construction permitting the valve stem to be removed at pleasure in case of in'u

Riders should use them, because n doing so they secure for themselves much pleasure and comfort. These tires are light, swift, and strong.

Dealers should handle them, because they can do so with profit, and at the same time give their customers excellent satisfaction.

The "ARROW," "CLIMAX," and "REX" TIRES are splendid specimens of the mechanically fastened and cemented type tires.

CATALOGUE FREE.

THE EASTERN RUBBER MFG. CO.

TRENTON, N. J., U. S. A.

THE TOURNAMENT OF THE YEAR.

Five Days of Racing on a Quarter-Mile Indoor Track—Chicago's Mammoth Undertaking—An Unparalleled Prize List.

The indoor tournament that will be given in Chicago's new Coliseum, October 9 to 12, inclusive, will unquestionably be the greatest racing event ever held. The list of prizes is the largest ever offered, and the track will undoubtedly be the fastest in the country when completed. Being indoors it will of course be protected from wind and rain, and the races scheduled can be run rain or shine. The absence of wind will make fast time always possible. The track will be four laps to the mile, and will be built of selected boards laid lengthwise of the track, making a surface faster than cement, and one that will not work nearly so much damage to the riders in case of falls. In the designing of the track the construction of other fast tracks has been studied, and the experience of others will be utilized to make it the most perfect track in the world. The contract under which the track will be built provides that it must be constructed to the specifications of the race promoters regardless of expense, and it is probable that the cost will not be less than $8,000.

The meet will be given by the National Cycle Exhibition Co., the same concern that gave the last Chicago Cycle Show and which will give the one scheduled for next January in the same building where the tournament will be given. The following is the list of events and prizes that will be given as far as decided on. It is probable that a full list of professional events will be added and that some of the speediest professionals from France, England, and Italy will be induced to compete:

October 8.

Twenty-four hours, Class B, with pacemakers. Prizes to the value of not less than $500. Subject to sanction of the Racing Board.

October 9, Afternoon.

Half-mile handicap, Class A. Prizes value $50, $35, $25.
One-mile handicap, Class B. Prizes value $150, $75, $40, $20.
One-mile open, Class B. Prizes value $150, $75, $25. In this event three tandems will be started together as pacemakers. Special prizes will be awarded to the riders of the winning tandem, if 2:05 is beaten.
One hundred miles open, Class A, paced. Value of prizes to be announced later.

October 9, Evening.

Half-mile handicap, Class B. Prizes value $100, $50, $25.
Quarter-mile open, Class B. Prizes value $100, $50, $25.
One-mile handicap, Class A. Prizes value $50, $35, $25, $10.
One-mile open, Class A. Prizes value $50, $35, $25. Prizes will be awarded to leaders at sealed distances, which will be announced immediately after the race.
One-mile quadruplet, Class B, against time. Prizes value $100 to the winning team.

October 10, Evening.

One-mile club championship, teams of three, Class A. Prizes value $150, to winning team.
Five-mile handicap, limit 400 yards, Class A. Prizes value $50, $35, $25.
One-mile tandem, Class B. Prizes value $100, $50.
Ten-mile paced, Class B. Prizes value $150, $75, $25.
Half-mile open, Class B. Prizes value $150, $75, $25.

October 11, Evening.

Half-mile handicap, Class A. Prizes value $50, $35, $25.
Two-mile open, Class A. Prizes value $50, $35, $25.
One-mile handicap, Class B. Prizes value $150, $75, $40, $20.
One-mile team race, teams of three, Class B. Prizes value $150 to winning team.
Two-mile open, Class B. Prizes value $150, $75, $25.

October 12, Afternoon.

Quarter-mile open, Class A. Prizes value $50, $35, $25.
One-mile tandem, Class A. Prizes value $100.
Two-mile handicap, Class B. Prizes value $150, $75, $40, $20.
One hundred miles paced, value of prizes to be announced later.

October 12, Evening.

One-mile handicap, Class A. Prizes value $50, $35, $25.
One-mile open, paced, Class A. Prizes value $50, $35, $25.
Half-mile handicap, Class B. Prizes value $100, $50, $25.
One-mile open, Class B. Prizes $150, $75, $25. Prizes will also be awarded to the leaders at sealed distances, which will be announced immediately after the race.

Special Events.

Valuable prizes will be offered for record performances, both in competition and against time. The management will endeavor to accommodate all who desire to attempt record performances.
Entries close September 28, 1895.

SYRACUSE RIDERS UNDER SUSPICION.

SYRACUSE, N. Y., July 29.—The havoc caused by Chairman Gideon's ax in this city early in the season is said to be in a fair way to be repeated shortly, though the devastation will cover a much wider range, taking in the entire central and northern part of New York state, where Class A has been so secure all summer. Rumor has it that a well-known tire concern of Boston has caused the trouble by donating small sums each week to certain Class A men who fly to victory for the glory they themselves obtain and the advertising the manufacturer gets. A well-known official of the League made the statement that Buffalo and Syracuse were in for it. Where he got his information he refused to say, but the story, coming from so well-known a personage, must have some authenticity. Meanwhile the A's of Syracuse are in a great state of apprehension, and in consequence are lying extremely low. Buffalo riders are under suspicion and several other towns as well.

The Two-Mile A. A. U. Championship

bicycle race which was run in this city yesterday in connection with the metropolitan district games proved the feature of the meet. The track was a veritable mud-puddle, so the "mud-cycle" race could be nothing more than a hippodrome. The entries were E. W. Murray, A. E. Hughes, John Schaefer, E. Bowers, Syracuse; W. G. Douglass, New York; H. L. Connolley, Rochester. The men kept together for the first mile when Bowers jumped ahead to steal a march on his competitors, but found that he could not shake them. The pace was alternated till the last quarter, when Hughes went to the front, Murray tagging him, and Douglass and Connolley coming up on either side. Hughes seemed a sure winner a few yards from the tape, when Connolley, by a strong effort, went by him and won the race by a foot. The time was 7:02⅖. Douglass defeated Hughes by inches for second place.

Will Fight for the Meet.

Since the purported appearance of Toledo in the field for the next national meet of the L. A. W., with an offer of $10,000, the local manufacturers and cycling associations have felt some concern. This sum is quite large but a meeting will be held here shortly to determine if possible whether or not Syracuse can not go Cleveland one better. From the sentiment already expressed this move is likely to be made. Syracuse wants that tournament and wants it badly, so if Louisville, another, and Cleveland see fit to fight for the honor, this city will be in line to make it interesting for somebody.

The report that M. F. Dirnberger, Jr., is no longer connected with the Syracuse racing team is most vigorously denied. Dirnberger is taking a short respite from active duty.

SHE IS GOING FOR A LONG RIDE.

INDIANAPOLIS, IND., July 28.—The bicycle riders of the present year have made many long runs to show the superiority of the wheel and its power to overcome the obstacles of rough and muddy roads, hills, mountains, sandy plains, and scorching sun, but it remains for a girl of twenty years to surpass the sterner sex in showing what the bicycle can do. On August 10 Miss Jessie Robinson, of 58 John Street, Indianapolis, will leave Chicago on a diamond frame wheel, for a flying ride against time to the City of Mexico, a distance of 3,000 miles. The attempt is not a wild idea, but is based upon actual calculation of time and distance, allowing for obstacles of all kinds. Starting from Chicago August 10, Miss Robinson will ride to Springfield before dismounting, will make St. Louis the evening of the third day. From this city, the route will lie over a pleasant stretch of country to Texarkana, Tex.; thence to Austin, San Antonio, and Laredo, where she will leave the United States, cross the Rio Grande, and plunge into the mountains of Mexico, with 1,000 miles of mountainous country still before her. She will pass through Monterey, San Luis Potosi, and several other large Mexican cities, arriving in the City of Mexico, 3,000 miles from her starting point on the evening of September 17.

The route has been carefully selected and the time fixed with a view to avoiding sandy roads and the rainy period in the different sections of country through which she passes. To make the trip as planned she must ride seventy-nine miles each and every day, making no allowance for rainy days, bad roads, or breakdowns. The greater part of the distance she will be compelled to ride alone as the pacemaker will be busy with correspondence and the arrangements. For some time back Miss Robinson has been making daily century trips, and as she has never known a day's sickness she is not at all anxious as to her powers of endurance. She says she seldom tires on a wheel and desires to use her strength in showing what can be done by a woman on a bicycle. The return trip will be made by train and all baggage for her use during the trip shipped by express from point to point.

BICKER LOWERS A TRACK RECORD.

ROCHELLE, ILL., July 25.—At the meet here today G. E. Bicker, of Chicago, lowered the track record from 2:15 to 2:03. The fifteen-mile road race was won by Cleveland, of Harrison. Gates, of Wheaton, was second. The track races resulted as follows:

One-mile novice.—Elmer, first; Reynolds, second. Time, 2:38½.
Half-mile open.—Curry, first; Ingraham, second. Time, 1:13.
One-mile handicap.—Ingraham, first; Mitchell, second. Time, 2:22.
One-mile championship, eighth, ninth, and tenth congressional districts.—Ingraham, first. Time, 2:34.
Two-mile lap.—Bicker, first; Lange, second. Time, 5:14½.
One-mile Ogle County championship.—Elmer, first. Time, 2:29¾.
One-mile open.—Curry, first; Ingraham, second. Time, 2:34.
One-mile local.—Berry, first; Waters, second. Time, 2:28¾.
One-mile tandem.—Bicker and Spike, first; Stewart and Reynolds, second. Time, 2:26½.
Five-mile handicap.—Burr, first; Cummings, second. Time, 12:19.

Please Remember

"Built like a watch."

that the corrugated hub is one strong point which makes the

SOLID STERLING

stronger at that point than any other bicycle.

AS USUAL.

A FEW STERLING WINS:

Pueblo, Mex. Lecco won the championship, the mile, and the one-half mile. Lewis Lubino won the 1½ kilometers, junior.

Battle Creek, Mich.—Loughead won first heat mile handicap, time 2:12⅕, lowering state record six seconds. Ran second from scratch in final, again lowering record to 2:10⅗. In road race six Sterlings started in a field of forty-nine. Five finished in the first ten.

St. Louis.—M. C. Adams won novice, fourth in quarter-mile dash, mile open, and five-mile handicap.

An L. A. W. Sterling calendar free to all who send postage.

Sterling Cycle Works,

236-240 Carroll Ave., CHICAGO.

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha. Neb.
Johnstone & Bryan, 314 Post St., San Francisco.



W. O. Thomas, of Milwaukee, wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to him. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

Guideboards on Country Roads.

There is perhaps in the realm of the cycling world no greater drawback than the scarcity of guideboards on our country roads. Particularly is this noticeable in the section of country around Milwaukee. A cyclist may ride for miles, pass any number of cross roads and not see a guideboard. It is a source of great annoyance and discouragement to pedal along some country road and not become aware of the distance of some certain town or city. It is a well-known fact, among wheelmen especially, that all information imparted by farmers and townfolk is strictly unreliable, subject, of course, to a very few exceptions. The writer can recall a recent run where for a distance of thirty-five miles no guideboard was seen, and cross roads being numerous, the outcome was that we lost our way.

The duty of erecting guideboards on the highway devolves upon town officers, and in our state we have statutes providing that guideboards shall be erected in every town which reads as follows:

The chairman of each town shall cause to be erected at the intersection within his town of all main traveled roads with other legally laid out roads, suitable guideboards, giving direction and distance from the point of such intersection to adjoining or important town; and shall keep in repair all guideboards erected, the expense to be paid from the treasury of the town. And every such chairman who shall neglect to erect such guide boards or to keep the same in repair, when erected, shall, for each month that he shall so neglect, and for each instance of such neglect for such time, forfeit $5; one-half to the person making the complaint and the other half to the school fund.

In 1891 another law was passed relative to the erecting and maintaining of guideboards and is substantially the same as above. It may be well in this connection to have one branch of the good roads committee, in this and in other parts of the country, see to the enforcement of laws relating to this subject, at the same time they are pushing along the primary object of their organization, for in so doing they will not only benefit wheelmen but other travelers on the highway as well.—W. O. Thomas.

Cycle Education.

Bicycle manufacture is an art. Too many makers fail to realize this, however, and simply to meet the demand, or craze, of the people, who know nothing of cycle building, they build wheels that are constantly increasing the revenues of the repair shops. Children through ignorance cry for those things that are the most harmful to them. It is the same with the majority of the riding public. Many makers advertise the immense sales of some of their articles as proof of their mechanical correctness and merit. While this is very often true, a great many times it is not; for we know of many meritorious articles that would be of benefit to the public, that for want of capital, proper management, or advertising are hardly known to any but the originators. In most cases the makers are in a position, through their experience and knowledge, to know what is better for the riders than do the riders themselves. But alas! some makers have no experience and less knowledge. Every rider should educate himself on bicycles; not just a smattering of the subject, as "a little learning is a dangerous thing," and when applied to the purchase or care of a wheel it becomes a hazardous undertaking. It becomes more of a necessity as the makers increase, for many times the glowing advertisements are the best products of their brains and capital. A good cycle paper is a necessary adjunct to every rider's outfit and one that should not be omitted.—Dwight B. Lee.

Advice to Young Riders.

A great number of young riders seems to think that all they need do to put themselves into condition for a race is to hie themselves every evening to some certain place of practice, and ride as fast as they can till they are all tired out; when they quit, either to lie down till they are cooled off or only to go home and dry themselves before going to bed, where, because they sleep the sleep of exhaustion, they believe they are all right, and getting into the "pink of condition."

They also find they are losing flesh and boast of this fact as an additional argument for their fitness to race. A physician would only have to glance into their faces to tell them that they are undermining their constitutions and lowering their vitality. The signs are an unhealthy color of skin, dark circles under the eyes, and a strained appearance of the muscles of the face and neck. There is no better exercise for health than riding a bicycle, and gaining sufficient speed to successfully enter races is all right if proper care is taken and common sense used. My advice to all young riders is to purchase a book on training and read it attentively. To the rider who does not make a regular thing of racing I give the following simple rules of common sense: Never ride fast immediately after eating, but wait at least one hour, and two would be better. The moment you feel you are getting too tired, stop riding fast. When you have done sufficient speeding for one time, do not sit or lie down, but go home at once at a speed that will keep you warm, and quickly take a sponge bath, drying briskly and well, till you are in a glow; when you should use either alcohol or "witch hazel." Be sure and get eight hours sleep every night—not morning. Know that riding a wheel does not train all your muscles, so take other kinds of exercise besides. Be an active member of a gymnasium, or at least use dumbbells and Indian clubs in your own room. Do this before you dress, every morning for from five to fifteen minutes, following it up with a cold sponge bath, rubbing dry, and dressing at once. Do not eat pastry or greasy food, and avoid stimulants. Do not drink while eating, and do not use cold drinks. Never scorch while wearing cotton next to you; wear undershirts with a small mixture of wool. Follow these simple rules, keep on riding, and you will grow up healthful and strong. Neglect them and you will become unhealthy and weak, and fill an early grave.—Fred'k G. Macgurn.

Questions.

Was the L. A. W. organized in the interests of the amateur or professional, and, if the former, has it been true to its original purpose? Is the man any less a professional who receives $100 from a manufacturer for racing, than he who wins it in a race? Is the dishonest Class B better than honest professionalism? Is it a disgrace for the officials of an organization of 30,000 members to be tools of the manufacturers? Will the L. A. W. throw off the Class B incubus and devote itself to good roads and amateur sport? Will Chairman Gideon please answer?—L. E. Jones, Davenport, Iowa.

Prizes for "Bearings" Readers.

There is a saying as old as the hills to the effect that "money talks." The Bearings is determined to see if the saw is literally true. It wants its readers to talk to each other, and will pay to loosen their tongues.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of The Bearings of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection The Bearings reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, Paragraph Competition.

FIFTY DOLLARS

will be paid for the best article on the mechanical side of cycling. Articles in competition for this prize should deal with mechanical subjects that will be of interest to cycle manufacturers or repair men. Where necessary to make clear the meaning of the author sketches should be sent. (Rough drawings will do.) This competition closes August 15, 1895. Address, Mechanical Competition.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, Selling Competition.

General Rules

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

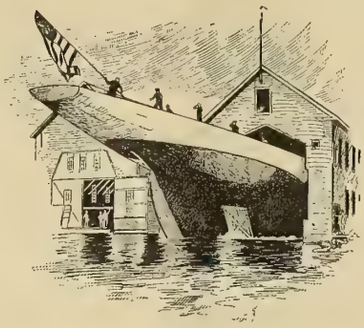
In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume*. Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume*. Inside the envelope must be written the title of the article, the writer's *nom de plume*, the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

Paragraph Competition,
Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.



Aluminum Plates were successfully used in building the great yacht Defender.

No question of expense there.

ALUMINUM RIMS,
ALUMINUM MUD GUARDS,
AND ALUMINUM CHAIN GUARDS

have been successfully used in the construction of

EAGLE BICYCLES

for the past four years.

No question of expense there either, yet the cost is four times as great.

Then there is the knowledge. Not only the knowledge of which is best but in knowing how to use the best material to the best advantage. This knowledge is just as necessary in building a winning yacht as in constructing a winning bicycle.

Such knowledge is the result of experience; experience means years of practical observation.

ANYONE can build a yacht or a bicycle, but for a "WINNER" in every sense of the word, look to those who have been in it long enough to know their business.

We are establishing 1896 agencies NOW.

THE EAGLE BICYCLE MFG. CO.

ORGANIZED 1888. TORRINGTON, CONN.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, AUGUST 1, 1895. No. 22.

Published every Thursday by
THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

A STRAW.

On Monday we had thirty-two applications for 1896 agencies, on Tuesday twenty-one, and on Wednesday, at 10 a. m., the time this is written, we have thirty-three. To enterprising agents this indicates the way the wind blows, and to our competitors also.

HOW THEY DO COME.

The band wagon is rapidly filling, and makers who have paid out their good hard coin for people to ride their wheels are rapidly disbanding their "B teams," and this lunacy is drawing to an end.

THEY GRANT SMITH HIS CLAIMS.

The Century Road Club of America has allowed the claim of A. E. Smith for the 500-mile road record, the Elgin-Aurora record, the 100-mile state record, and claim has been made by Mr. Smith for the Chicago and New York record—time 6 days 3 hours 50 minutes. That thoroughly business-like chairman, Mr. H. P. Walden, has written Mr. Smith, complimenting him on his splendid arrangements for checking, and adding that no doubt his claim will be allowed.

Letter-Carrier Smith rode the same Fowler wheel on all his rides, fitted with Palmer tires.

A LINE.

The Fowler is "the wheel of many merits."

●●●

Don't let your Neighbor have it. It's worth more to you.

1896 Fowler Agency.

●●●

A TOP NOTCHER.

Dubois is demonstrating the rapidity of his legs and good head work by scooping things at West Superior and surrounding towns. In one day he captured four firsts and two seconds.

AT BRANDYWINE TOWN.

Our good friends from Wilmington, Del., keep things going in good style. They had two races at the athletic games there recently and Fowler riders did condescend to let some one else get one third prize out of the two races; Fowlers getting first, second, and third in one, and first and second in the other. How those Fowler riders do scoop things.

POMEROY, OHIO, TO THE FRONT.

They had some races in this gay little city on the Ohio, on the Fourth, and the Fowler got nine prizes, five of which were firsts, two seconds, and two thirds. There were no Fowler racing wheels at Pomeroy, but somehow our regular road wheels run surprisingly easy, and in consequence we have not been called upon to make many racers.

New England states have given evidence of being so very much in favor of Fowlers that we are never surprised to receive startling news as to Fowler popularity from that section. However, from Taunton comes this word:

The Fowler is very popular in Taunton. Have sold more than any other $100 wheel in the city.

WM. H. PENDLETON.

A SUGGESTION.

If some of the makers who advertise the wins made on their wheel at Asbury Park would kindly show up to the readers of this paper an itemized expense account of the riders, trainers, managers, etc., we guarantee that it would be more closely read than any ad they ever wrote before. We charge nothing for this suggestion and await developments.

In the course of human events we should think it was about time for the medicine man and his braves to hold a big pow-wow over the fallen chief—the king. The chief of the Indian tribes has not even got one scalp yet.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE GLADIATOR CYCLE WORKS.

One of the earliest of the newcomers in the 1896 field of cycle manufacturing concerns will be the Gladiator Cycle Works, located at 109 to 115 West 14th Street, Chicago. The president of the new concern is Frank Wenter, who has used the site in question for a number of years as a furniture factory. Two buildings will be used, the main one is 45x125 feet, and four stories in height. The annex is 40x36, also four stories high. The officers of the concern are Frank Wenter, president; L. C. Kuhnert, vice-president; John C. Tatge, treasurer; W. Z. Johnston, secretary; A. B. Ellis, assistant-secretary.



FRANK WENTER.

Material and machinery have been procured for the manufacture of 5,000 wheels, and more will be made if possible. The wheels will be high-grade in every respect, and every effort will be made to establish for them a first-class reputation.

The first wheels will be completed the latter part of August, and will consist of a ladies' and men's wheel, the former to be made in three heights of frame.

Mr. Wenter, the president of the concern, has been before the public for a number of years, and at present is a member and president of the drainage board, having in hand the building of the drainage canal. Mr. Wenter is an enthusiast on the subject of good roads, and says that if the wheelmen would only get together they would have no trouble in securing favorable legislation. Relative to the good roads question Mr. Wenter spoke of the millions of tons of stone that were being excavated on the drainage canal that might be used to a good advantage in the building of roads.



A. B. ELLIS.

Recent Patents.

543,074—Pneumatic tire, Ernest W. Young, Austin, assignor to Morgan & Wright, Chicago, Ill.; filed May 22, 1895; serial No. 550,292.

543,094—Motor for bicycles, Nelson S. Hopkins, Williamsville, N. Y.; filed December 12, 1894; serial No. 531,558.

543,099—Bicycle-wheel, Gilbert J. Loomis, Westheld, Mass.; filed April 2, 1892; serial No. 427,477.

543,260—Bicycle saddle, Henry Mesinger and Frederick Mesinger, New York N. Y, filed February 8, 1895; serial No. 537,695.

543,269—Cyclometer, Alexander B. Ruff, Owingsville, Ky.; filed October 5, 1894; serial No. 524,950.

543,297—Valve for pneumatic tires, Joseph E. Davis, Lynn; assignor to the Boston Woven Hose & Rubber Co.; Boston, Mass.; filed November 23, 1894; serial No. 529,717.

543,319—Pneumatic tire, Julius Schipkowsky, Milwaukee, Wis.; assignor of one-half to Walter P. Hatch, same place; filed July 14, 1894; serial No. 517,620.

TRADE MARK.

26 873—Bicycles and accessories thereto, the Zimmerman Mfg. Co., Freehold, N. J.; filed June 17, 1895; essential feature, the word "Zimmy"; used since January, 1895.

W. S. Spratt, superintendent of the Indiana Bicycle Co., has resigned his present position, to accept a similar one with the Marion Cycle Works, of Marion, Ind.

CALLAHAN AND HIS STEARNS.

L. A. Callahan, of the Stearns team, who won first time prize in the twenty-five mile handicap road race, of the Detroit Wheelmen, over the Belle Isle course, July 20, was allowed a handicap of thirty seconds but wished to waive it and start from scratch, but the referee refused. Callahan then started in to win anyhow, and rode a beautiful race, winning the $600 piano, the prize given for best time. Callahan's win was a very creditable performance.



L. A. CALLAHAN.

Something New in Tires.

An effort that will certainly be watched with interest by the tire trade is that of the Newton Rubber Works, of Newton Upper Falls, Mass., to popularize a tire in which speed and resiliency has been sacrificed to safety—that is to say, which is far less susceptible to puncture than the fast tire. It is quite possible to make a tire of this sort, and under the title "Straus Special," the Newton people are making it. They believe there is a plentiful class which desires it—a class which cares nothing for speed. It goes without saying that a not easily punctured tire will save not only makers, but agents, a vast deal of trouble during the course of a season.

STEARNS-LU-MI-NUM TESTS AGAIN.

It seems that the St. Louis Refrigerator & Wooden Gutter Co. are still after E. C. Stearns & Co. in regard to the tests between aluminum and steel frames. The following letter is the last in the controversy:

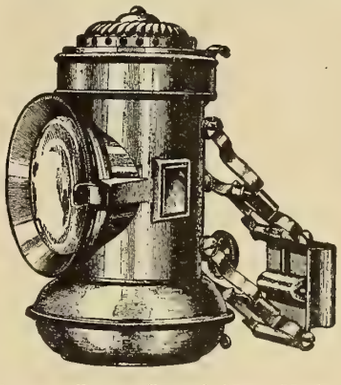
St. Louis, Mo., July 26, 1895.

J. W. Suggett, Esq., Cortland, N. Y.

Dear Sir: On the 27th of June we submitted to you an agreement looking toward the appointment of a chairman of the board. We also proposed to allow you to select for chair man any one of the three names suggested by Doctor Thurston. In your letter of June 29 acknowledging the receipt of our letter of the 27th you expressed regret that the board had as yet accomplished nothing. If your regret is sincere, then why this long delay on your part? Why not accept, for chairman, one of the names offered? Surely you have had sufficient time to inquire into the character and ability of the men proposed by Doctor Thurston. If thirty days are not sufficient for your inquiry, how much more time will you want? Yours truly, Edward Flad.

THE CYCLOPS BICYCLE LAMP.

The cut herewith is an illustration of a lamp that has been undergoing tests for the past few months, until at the present time the manufacturers know it to be perfect. It is claimed that the light will not blow out or jar out; the lamp does not become overheated and will neither smoke nor smell. This is guaranteed by the makers. The lamp has a large oil reservoir, so that it will burn continuously from eight to ten hours without trimming. It is made entirely of brass, elegantly nickeled and polished, has patent lock to secure it to the bracket, bell-shaped reflector, ruby side-light, and a powerful lens. It will burn kerosene or any good quality of illuminating oil. The weight is less than thirteen ounces. These lamps are built by the Manhattan Brass Co. of New York. Their western sales department, of which M. H. Kiebel is manager, is at 132 and 134 Lake Street, Chicago.



POPE COMPANY CHANGES.

New York, July 31.—It is reported that Elliott Mason, for many years the manager of the New York branch of the Pope Mfg. Co., will leave soon. W. D. Osgood has already taken the place of S. Frasick as manager of the company's Brooklyn branch, and it is rumored that a number of other important changes will be made before a great while. The changes have been the subject of no end of discussion and comment.

TEXANS NOT COMPLAINING.

Doing Their Share of Business—General Condition of Affairs Better Than Ever Known Before.

HOUSTON, TEX., July 27.—The cycle trade of Texas the first six months of this year was all that the most sanguine could ask for, and a great deal more than could have been reasonably expected, but doubtless such has been the case in most every section of the country. The indications of last year, and their consequent effect on the dealers in bicycles throughout Texas, had the result of inducing a great many new firms to enter the bicycle trade, and those who were supposed to be able to forecast the ultimate result of so many new firms embarking in this branch of trade were more than disposed to take a very gloomy view of what might well be expected. I am very glad to say, however, that up to the present time the knowing ones (?) have been greatly disappointed.

Of course the trade in some points has been overdone, and naturally to the grief of those interested, but

The General Condition of Affairs

is better at present than it has been before at any time. Better firms are embarking in the cycle trade. Old established houses which would have, a year or so ago, been the last ones a salesman would think of calling on, are now quite extensively interested in the sale of bicycles, and naturally the wholesale trade has been greatly stimulated. The larger dealers, although cautious and conservative, have foreseen the demand for bicycles and, although the trade has been greatly in excess of their first expectations, the fact of the season down here being so much in advance of that further north and east they were able to get their large orders in ahead, and have suffered very little on account of a lack of wheels.

The Line of Featherstone Wheels

handled through different jobbers ran out very early, so this line has been at a premium for the past two or three months, and from 1 to 500 of these wheels in various sizes could be sold among the larger dealers without any trouble whatever.

The bulk of the trade on high-grade wheels is all done within the first four or five months, or perhaps the first three months, of the year, and begins in December, if dealers are able to get shipments. In fact, December is perhaps the best riding month of the year in Texas, with the latter part of January and February the most disagreeable, as this season is generally very rainy; but notwithstanding the fact of the bad weather these months are generally among the best of the year for selling wheels, and this could be advanced considerably if the new models were ready for delivery December 1. If the factories could begin

Supplying their Southern Trade in December,

the bulk of it could be gotten through with before the rush comes on in the north. The trade on medium-grade wheels and on 24 and 26 inch machines will keep up fairly well throughout the entire season, for the reason that so much attention is not paid to the change of models on these wheels, and then the riding season continuing good for such a length of time, in fact the whole year through, new riders who want cheap wheels are constantly turning up.

From the beginning of the season of 1895 the Texas dealers were liberal buyers, and their liberality in this respect has been rewarded. For the first time in the history of the trade in the south a contract for fifty wheels has been an interesting document. These contracts generally are

Not Worth the Paper they are Written on,

not because the dealers are not good for the contracts, but because it has never been the disposition of jobbers and manufacturers to compel dealers to take a number of wheels they had no sale for, and also on account of the fact that some of those the most willing to enter into these big contracts were the least financially able to carry them out. Dealers who have had large contracts with jobbers have, of course, received some benefit from them; but I have heard a great many complaints from dealers that although they had contracts for fifty wheels, still when they needed them most they could not get them, and as I have as yet not heard of any trouble, I presume the dealers are as liberal with the jobbers in releasing them from these contracts, as were the jobbers with the retail dealers in previous years. But this all goes to show

The Utter Worthlessness of Contracts

for from twenty-five to fifty and even 100 wheels, which really amount to no more than for from one to five at the most; and sometimes not even an order for one bona-fide shipment of one wheel is given.

Although the indications are that the retail cycle trade of Texas is already overcrowded, still new firms are opening from time to time, and the only bad results for 1895 have been due to troubles carried over from previous seasons, and are in no way directly chargeable to the season of 1895 proper.

Galveston.

The Galveston cycle trade for 1895 has been good, in fact so very good that it can not in any manner be compared with previous years. The truth of the matter is that Galveston never had any cycle trade to speak of previous to 1895. This year has been a hummer, and not only has the business been very large, but it still continues to be interesting, and the general interest in the sport is greatly on the increase. Several very interesting road races have been held on the beach, than which there is not a finer course in the whole south, and if advantage is taken of some of the extra heavy ga es that prevail at certain times of the year it need not be wondered at if heretofore unheard of men make some very fast time for from five to twenty-five miles.

Track Races are Being Gotten Up

for September 2, Labor Day, and if a ten or fifteen mile handicap could be arranged for a course along the beach, and a day selected when the wind would be at the men's backs, fast time would be a certainty.

Among the hustling dealers in the Island City no one deserves more credit than W. F. Stewart; with the earnest conviction that there could be a large number of bicycles sold, and with the money to back his convictions, he started the ball rolling early in the season, and he has kept matters booming ever since. Mr. Stewart handles a number of different makes of wheels, but pins his faith largely to the Remington, and if he has had any cause to regret it, no one but Mr. Stewart knows it, and he certainly does all that could be expected of

A Thoroughly Up-to-Date Agent

to keep his customers satisfied. Mr. Stewart succeeded Victor Cortenis in the gun and sporting goods business, and while he makes the cycle business a distinct feature of his store, it is by no means all that he takes care of, as he has one of the most complete sporting goods houses in the south.

H. L. Gibson, a few doors up the street, is a hustler also, and a believer in the teaching of the "Yellow Fellow" from a to z. He came down from Caldwell, an interior point above Galveston, and his efforts from that time on were felt in the Galveston trade. In Caldwell he made a record of which he might well be proud. The point is small and very sandy, but he

Placed a Large Number of Stearns and Ramblers;

the latter agency he discontinued when he came to Galveston, as the Rambler was already represented there. Mr. Gibson started in to work every detail of the business for all it was worth, and put in a good stock of rent wheels, including tandems, etc., and as a result is netting a handsome revenue from this department of his business alone, and he states also that his sales business is keeping up very well. Mr. Gibson's agency had a full stock of Stearns wheels, and there was no complaint of any consequence on account of inability to get wheels.

E. Dulitz, a prominent furniture dealer, has been the Rambler agent from the time the oldest inhabitant remembers the introduction of the bicycle in Galveston.

The Cycle Trade was a Side Issue

entirely with Mr. Dulitz, and, although he sold a few wheels from time to time, his business could not be considered at all large until the present year, and now only perhaps on a comparative basis. He has certainly done a large business as compared with previous years, and he doubtless does as conservative a cycle business as is found in the state, is eminently good for all the wheels his order can be secured for, and in every way a most satisfactory agent to deal with. Mr. Dulitz is an earnest believer in the Rambler, and also handles Western Wheel Works' wheels. The cycle department is under the direct management of Ernest Dulitz, Jr., and no traveling salesman ever ran across a more affable and courteous manager in any line of business. Mr. Dulitz, Jr., is a true sportsman, and when last seen by the writer he was very much interested in a yacht he had under course of construction.

Houston.

Houston is now, and perhaps always will be, one of the best bicycle towns in the state. There has been a great deal of brick paving done in the past, which has a very stimulating effect on the cycle trade; on account of legal complications the paving has been discontinued for the present, but the fact still remains that Houston has a large number of first-class streets paved with vitrified brick, and at least two long stretches of country road nicely shelled. There are nice runs to LaPore, a new town about twenty-five miles distant, on Galveston Bay, and also in several other directions from the city. As a consequence Houston has a large number of enthusiastic wheelmen, numbering among them some of the most solid business men in the city. In perhaps no other city in the state has cycling taken so firm a hold with

The Better Class of Business Men.

Four of the most prominent bank cashiers are cyclists, and the same condition of affairs prevails among the other merchants and professional men. There are two good solid bicycle firms in Houston, both of which have had a very good trade this season. The rent business is good and the trade is in a supposed generally healthy condition.

Wilson, Eyers & Co. is the latest firm to enter the trade, having started from the beginning of this season, and enjoyed a good trade. They sell Stearns, Sterlings, Western Wheel Works, and Falcons. The Stearns is their leading high-grade wheel, but they have also sold a large number of medium-grade wheels. In their rent business they use Falcons, and have very good success with these wheels. They have also sold a large number of Falcons to the local trade. The firm is composed of W. W. Wilson, Earnest Eyers, and F. A. Helbig. Mr. Eyers is the manager, and is a very painstaking, hard-working young gentleman, with

A Keen Lookout for the Interest of his Customers.

On the whole they have no reason to be dissatisfied with their success, unless it be with a race meet they promoted, but which was marred, from a financial standpoint, by rain.

One of the best-posted cycle dealers in the state of Texas is C. L. Spore, or as he is more familiarly known, and under which name he runs

his business, Roy Spore. Roy Spore's cycle store is a neat, well arranged affair, well stocked, and competently managed. He has one of the most prominent Main Street locations, and enjoys a most satisfactory trade. He carries a big line of cheap wheels, which he buys for spot cash, and for a high-grade wheel handles the Rambler exclusively; while he has sold only about fifty Ramblers to date this year the greater portion of his sales have been for cash. Mr. Spore is thoroughly familiar with every detail of the cycle trade. He is a practical man, having served several years as foreman of the repair shops of different cycle firms in Houston. By strict attention to business he has built up a trade which he might well be proud of. He is able to buy almost entirely for cash, and by most carefully keeping track of every detail of expense is able to do a most conservative and satisfactory business.

San Antonio.

San Antonio cycle trade has been good throughout the entire season. None of the dealers has any cause for complaint, and all are well satisfied. The prevailing condition of the weather in San Antonio is dry, the roads are in some cases of the very best kind for cycling, and while there is room for improvement of the streets in the city proper, they rank fairly well with any of the other Texas cities. San Antonio claims to do the largest cycle business in the state, and no doubt has the very best of grounds for the claim. There are four dealers who do a good cycle business, and three well equipped repair shops, all of which goes toward substantiating the claim of being the cycling metropolis of Texas.

The Latest Addition to the San Antonio Trade

is V. Cortenis, of Galveston. Mr. Cortenis has made Galveston his home for some time past, where he was engaged in the sporting goods business, but on account of his health, and in view of the fact that he has always been partial to the Alamo city, he disposed of his Galveston business last spring to Mr. Stewart, and is now opening one of the neatest and best equipped sporting goods stores in Texas, and will add, or in fact has already added, a line of bicycles. For the present the Cleveland will be his leading high-grade, and he is now out for a good line of medium-grade wheels, and can give some one a good fat order for the right sort of a wheel. He has a first-class location, only a couple of doors from Roach's exclusive cycle store, and also close to his competitor in both bicycles and sporting goods, France & Thiele. E. J. Cortenis will have direct charge of the bicycle department.

W. E. Roach still continues to do his share of the bicycle trade of San Antonio, and

The Demand for Waverleys,

if it only continues, will keep his balance on the right side at his bankers. The popular price on Waverleys, which was also greatly assisted by Mr. Roach's business pluck and enterprise, caught on forcibly, and the Waverley wheel has doubtless done as much business in San Antonio as in all the rest of the state put together, all of which speaks well for Mr. Roach, and also indicates what can be done.



France & Thiele are still in the ring, in fact more so than ever. Their business shows no sign of dull times, and their bicycle trade—sporting goods being the regular line—has been one of the most profitable, if not the most profitable feature of their business. Their trade on Ramblers has simply been phenomenal, and overreached their fondest expectations. At the present rate it will reach 100 sales before the season ends, and they are having most excellent success with their wheels. In addition to the Rambler they also have the Columbia agency and the Western Wheel Works, of both of which they have sold quite a number, especially Western Wheel Works, the $50 Special.

Going Like Hot Cakes.

France & Thiele anticipated a big trade this year, and bought heavily. Although they have lost the sale of a number of Ramblers on account of not having the wheels in stock, and an utter inability to get them in quantities wanted, they were fortunate enough to so far anticipate their business as to get some very good sized orders in early, which were repeated frequently.

Kypfer & Seng are still at their old stand, but their business in the cycle line has not been very large. It started off quite nicely, and a few Falcons and Victors were sold, but Mr. Waelder, the manager of their bicycle department, has been confined to his bed the greater portion of the year, and as a result the cycle trade has suffered. What time Mr. Waelder has been on his feet has been well put in. Their trade on Falcons in particular was quite good for a while, and would have been most satisfactory had not matters turned out as they did concerning Mr. Waelder's health.

EL SUD.

The Stover Bicycle Co. has more than doubled its plant and expects to make 10,000 wheels next year. It is more than probable that the company will make tubing under an invention of its own.

A. G. Crosby, representing the Spaulding Machine Screw Co. in the west, has sold 27,000,000 balls for next year's business.

NEW YORK TRADE NOTES.

NEW YORK, July 27.—When A. G. Spalding & Bros. announced that they would build an uptown headquarters for cycling and athletic goods on 42d Street between Fifth and Sixth avenues, many of the wiseacres shook their heads in doubt as to the success of the scheme, but while the firm may apparently be a little ahead of the times in this movement, that district will soon be the center of the retail trade, as private dwellings are being razed to give way for imposing business buildings. Located close to the Grand Central Depot it is in a position to control the suburban trade, an item of no small importance. The plans for the building, which cover a plot 52x100, provide for a large store with lofty ceilings and unexcelled light and air, as it fronts on Bryant Park. The second floor will be devoted to the costume department and offices. Here the up-to-date wheelman or the twentieth century girl can have his or her bloomers cut in the most approved style. The third, fourth, and fifth floors will be devoted to offices, and the top floor will be used as a riding-school and instruction room for private lessons only. Electric lights, elevators, and heating will be provided, and every detail incidental to the comfort of its patrons will be carefully looked out for. George R. Bidwell, so long connected with the trade, is the general manager. The structure is well under way and will be completed by October 1. The Madison Square Garden, which is now used by the Spaldings, will be given up on September 15. It is running under full blast even in the summer months under the direction of Chas. K. Alley, another old-time wheelman and a former secretary of the League.

The rumor that the Singer Sewing Machine Co. was about to manufacture bicycles or parts of machines seems to be without foundation. The president, Frederick G. Bourne, says that while they have had numerous applications from people who wish them to take a hand in the manufacture of bicycles and accessories, they have replied that as their entire plant is needed for the manufacture of their goods, it would be impossible for them to undertake any new line of work without neglecting their legitimate business.

L. C. Steers, of Detroit, the Michigan representative of Edwin Oliver & Co., was in town this week, and left Thursday for the east to visit the factories whose output the firm will control the coming year.

PROPOSED FACTORIES FOR CALIFORNIA.

SAN FRANCISCO, CAL., July 27.—Within the last two weeks several eastern companies have asked for information regarding sites for bicycle manufacturing plants, and not a few towns have been asked to give bonuses to eastern capitalists on condition that the capitalists erect factories. What will be the outcome of these requests remains to be seen. Whether an expensive plant for bicycle manufacturing purposes would be a paying investment on this coast time only can tell. There are several small factories here now but they do not do a rushing business, owing, no doubt, to their reluctance to use printers' ink.

The Pope Mfg. Co. is getting ready to make a big move in this state, and for that purpose is about to let a contract to a leading firm here for a large building, situated near Golden Gate Park, which is to be used as a cyclery, storage, and assembling room. The ground floor will be devoted to a riding school, renting department, library, lounging and billiard rooms, showers, and other conveniences, the whole to be handsomely fitted up and maintained as the finest cyclery on the coast. The second floor will be devoted entirely to the mechanical department of the cyclery. There will be a large assembling room, where the Pacific coast branch will set up its own wheels; a large repair room furnished with the latest machinery, besides baking ovens and other accessories.

The Pacific coast agency of the Premier is in future to be handled by the Western Premier Cycle Co., a newly organized company with a large capital. The company has just completed a handsome new building and will cater to the best San Francisco trade.

The multiplication of cycleries in this city is becoming the subject of much talk among the cycling classes. It is estimated that there are 20,000 riders in this city and over half of this number own their own machines. To supply the demands of the remainder there are over fifty cycleries and all doing a fairly prosperous business, especially on Sundays, when every wheel leaves the store two or three times; but there will be a crash in the near future and some of the smaller dealers and renting agencies will find themselves in a hole.

Frederick P. White, a liveryman of Milwaukee, has made an assignment. Up to a year ago Mr. White did a good business in a fashionable residence district of the city. Then the bicycle came to the front and ever since his receipts have diminished until last week he was obliged to make the assignment. The bicycle can be held responsible for this failure. There are other liverymen in the city who wish that the bicycle had never been constructed.

JOHN C. BOWE, PRESIDENT.

There is not a man in the bicycle business who has a greater individuality or a greater capacity for hustling than John C. Bowe, for the past three years the general manager of the Syracuse Cycle Co. as well as vice-president. During that time Mr. Bowe has built up a remarkable business. No other firm in the country has, in the same length of time, even approached the record of the Syracuse concern. Mr. Bowe's energy, his shrewd judgment, and his faculty for surrounding himself with capable lieutenants has resulted in a concern that stands as a monument to his business ability. He is a firm believer in the use of printers' ink, and his advertising always has the smack of originality about it. He does not intrust the more important parts of the business to employes but gives them his personal attention. Under his guidance the firm has surrounded itself with one of the very best lines of agents in the country, and has built up a solid reputation. Among those who handle the Syracuse cycles are the "Big Three," as Mr. Bowe is wont to call them—the A. F. Shapleigh Hardware Co., of St. Louis; the Supplee Hardware Co., of Philadelphia, and Farwell, Ozmun, Kirk & Co., of St. Paul. The aggregate capital of these three concerns is $7,000,000.

At the annual meeting of the directors of the Syracuse Cycle Co. last Saturday Mr. Bowe was honored with election to the presidency of the company, a fact that his army of friends will learn with satisfaction. The election of Mr. Bowe to the presidency is but a forerunner of increased activity on his part. He is already planning for the enlargement of the plant, and for the manufacturing of 30,000 Crimson Rims for next season. The Shapleigh Hardware Co. has placed an order for 10,000 of these wheels. Already Syracuse bicycles are seen in almost every hamlet in the country, and in '96 the number in evidence will be still greater.

Congratulations, Mr. Bowe.



JOHN C. BOWE.

PHILADELPHIA TRADE NOTES.

PHILADELPHIA, PA, July 28.—A new form of advertising, which promises to be prolific of good returns to bicycle dealers, is that shortly to be inaugurated by O. S. Bunnell, the professional race-meet promoter of this city. Ever since the inception of the trolleys there has been a popular fad among the younger element for what are known as "trolley parties." Cars are chartered for the night and handsomely decorated with varicolored electric lights; they are run through all the principal streets; only one car is occupied as a general rule, but a week ago a party of 3,000 persons had sixty-one cars at its disposal. Now Mr. Bunnell's scheme is on the same plan. He has chartered a car for a night next week which he will fill with local cyclers and racing men. The real object of the expedition is for advertising purposes. Large signs and 20,000 circulars will advertise his race meets, and a display of the wheels sold by half-a-dozen dealers will complete the scheme. The wheels are to have a background of white, will be illuminated by lights, and in addition will have the name of the wheel on a sign of electric lights.

Bunnell's Idea

has caught the dealers by storm and more are willing to pay the $10 fee than can be accommodated. Among those who have secured space are W. T. Emerson & Co., agents for the Fowler and Humber; Frank Dampman, who handles the Falcon, and R. J. Walker & Co., handling the Eclipse and Wilhelm line of wheels. This novel idea can not help making an impression and it is expected that bicycle shows on trolley-cars will soon be a raging fad.

George Bolton, of the traveling force of the Overman Wheel Co., returned to this city (his home) yesterday on a well-earned vacation. Mr. Bolton has been selling Victors in the south and southwest and says that there is a big boom there for wheels.

Fred Pattee, secretary of the Indiana Bicycle Co., was a trade visitor here last week.

Louis Geyler, for a number of years in the employ of the Hart Cycle Co., has left here to accept a position with a New York sundry house.

The Repairing of Bicycles

is not as profitable to dealers as some persons fondly imagine; at least that has been the experience of many of the local dealers. When a rider purchases a wheel and is given a guarantee, he takes it for granted that the firm is responsible for every little accident—which in nine cases out of ten is caused by the negligence of the owner—and straightaway takes it to the firm and has it repaired. When a bill is presented, however, he creates a big fuss, swears at the wheel, the dealer, and everybody in general, and refuses to pay a cent. On a number of occasions such persons have been known to be ejected with force. And again, it sometimes happens that a dealer, rather than waste time and to make himself popular, will

Sometimes Cancel the Bill

and allow the buyer to depart in peace. In the meantime these firms are paying big salaries to their machinists and receiving but little in return. Of late, however, the dealers have begun to realize how they have been taken in and are using stringent measures to do away with the evil. One firm, namely, Garden & Brewster, has put signs in its store in conspicuous positions such as "all puncture repairs must be paid for on delivery," so that riders may know what to expect. Of course if a dealer knows or thinks that an accident to a wheel is not the fault of the rider, he will gladly repair it gratis, but has become tired of wasting a good part of the profits of the business in fixing breaks caused by incompetent and negligent riders.

ANOTHER BIG TUBE MILL.

In connection with the reputed shortness in the supply of material for next year comes the pleasing announcement that there will be another addition to the manufacturers of seamless tubing. The new concern is the Seamless Structural Tube Co., with offices at 290 Broadway, New York. The idea of the new concern is to turn out material specially constructed for the manufacture of bicycles. It is claimed that the new tubing will do away with reinforcements, as the tubes will be made in the desired length to enter directly into the construction of the frames, and in drawing the tubes the ends will each be made a little heavier than the main body of the tube thus giving added strength to the part having to be brazed. This increase of thickness can be made to extend as far as desirable.

Taper gauge handle-bars and forksides will also be a feature of the new concern, the claim being made that the fork is not only stronger by being made in one piece but that the fact that it requires no heating as does a reinforced fork, and consequently sufters no impairment of the temper and strength of the material is also a recommendation.

The National Cycle Co., of Belvidere, Ill., is enlarging its plant.

Highly Polished.

Men are polished; why not wheels? Men are intellectual; wheels are made—some wheels—by intellectual mechanics; polished mechanics. A wheel can be polished, and particularly a tandem. Beauty of form is a chief requisite. The SYRACUSE tandem contains all these virtues. It is made on lines to meet the approval of the eye. Its running quality is one of its chief qualities.

"Flies Like a Bird"

is but half expressing it. When you see that crimson hue flying throughout the land, know then that a Crimson Rim Tandem is out.

A Thousand Sycamores are Following in Its Wake.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

SIEG & WALPOLE'S FACTORY.

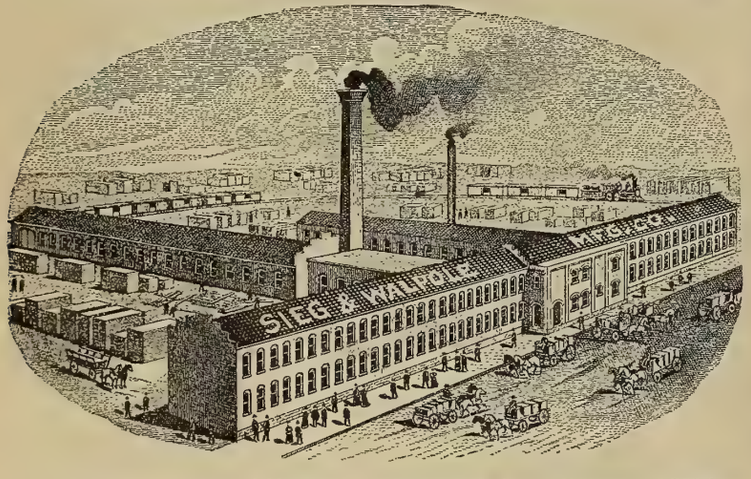
Following close on the stories of the wonderful sale of bicycles that has taken place this year came the rumors of a number of large concerns that would enter the business in a manufacturing capacity. Among the number was the Sieg & Walpole Mfg. Co., who, it was said, would enter the business on a large scale. A large number of the rumors were without foundation more stable than the imaginations of their originators. With Sieg & Walpole the matter was different, and following right on the footsteps of the rumor came the verified news of the purchase of a large plant at Kenosha, Wis. Of this hustling concern no better example could be given than the manner in which they have pushed the matter of a factory. No sooner had arrangements been completed for a factory than contracts were made for material and machinery for the manufacture of 15,000 wheels. Of the machinery it may be said that there will be included in the plant only the latest and most improved line of machinery used in the manufacture of wheels.



C. H. SIEG.

The New Factory.

The factory, of which a cut is shown, is of brick, two stories in height



and having a frontage of 380 feet; running back for a distance of 260 feet with two wings each 40 feet wide. In addition to the main building there will be a number of smaller buildings for special purposes. Altogether the factory will cover very close to six acres of land.

It is the intention of the firm to establish branch stores in a number of the large cities, some of which have already been arranged for. In addition to the Windsor bicycle, which will be made a leader, the firm will also turn out a line of wheels for the jobbing trade.

Of the members of the firm Mr. Sieg has longest been in the trade, having been a constant habitue of Chicago's cycle row since 1885, when he entered the business under the guidance of the only Bob Garden. Since that time his progress has been steadily upward. Remaining with the Pope company for a period of two years, he left to enter the employ of the C. M. Stokes Mfg. Co.



W. R. WALPOLE.

His Advancement was Rapid,

and he was promoted till at the time of the incorporation of the company he was made the secretary, in addition to his position as manager of the bicycle department. After four years of experience in connection with the Stokes concern Mr. Sieg, recognizing the part that bicycles were to play in the formation of American history, set about establishing a business of his own. Possessed of little else than his acknowledged hustling abilities and a host of friends his start was of necessity on a small scale. His first location was right in the heart of the then famous cycle row and in partnership with the owner of a cigar store. They opened up with a small stock of wheels in the rear.

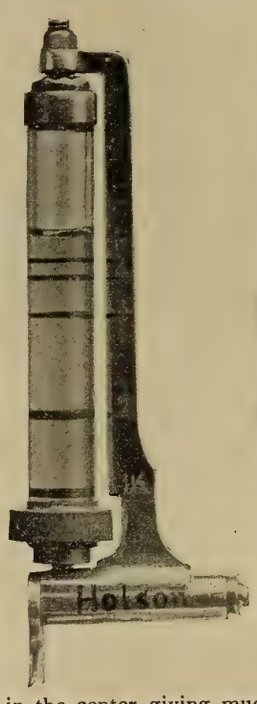
Started in Business.

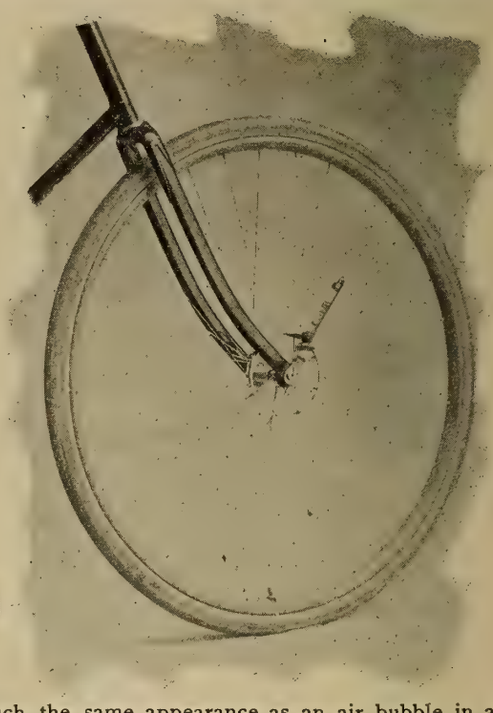
About this time, under the tuition of Birdie Munger, the Ames & Frost Co. were entering the bicycle business. Mr. Sieg, always on the lookout for a good thing, immediately opened up a deal for the exclusive Chicago sale of the Imperial. In conducting his business with the Ames & Frost people he was brought in contact with W. R. Walpole, then acting in the capacity of secretary of that concern. Between these two a warm personal friendship sprung up which, two years ago, culminated in their linking their fortunes together. A combination that seems to have been more than beneficial to both.

Since the advent of these two on cycle row they have been conspicuous for the hustling manner in which they transacted their business. In addition to a large retail business they saw the possibilities of the sundry trade, and this spring hardly a man went on the road to sell wheels without carrying a side line of Sieg & Walpole's sundries, with the result that when the new firm of manufacturers send their wheel out they will find their reputation already established as a good and reliable firm.

A NEW SPEED INDICATOR.

Something new in the way of a speed indicator is shown in the accompanying cuts. The glass, as shown, contains castor oil, which will neither freeze nor expand with heat. The action of the indicator is based upon centrifugal force. As the glass tube revolves owing to its contact with the metal circle shown in the cut of the instrument on the wheel, the liquid is forced up around the sides of the glass making a corresponding depression





in the center, giving much the same appearance as an air bubble in a spirit level. The faster the wheel revolves the higher the liquid mounts on the sides and the lower the air sinks in the center. By running the machine at a certain rate of speed and marking on the glass the point to which the air sinks it becomes an accurate speed indicator. Mr. Holson, the inventor, has had the idea tested by a number of riders, all of whom are loud in its praises. The indicator will be on the market in a few weeks.

ABOUT MARCH BICYCLES.

In the last issue of THE BEARINGS was an article headed the same as the above, to which the March-Davis Cycle Co. takes exception. A. R. March, a former member of the firm, organized a new firm called the A. R. March Mfg. Co., and began the manufacture of bicycles, calling them Marches. The March-Davis Cycle Co., who have been making and selling bicycles under this name since February, 1892, naturally took exception to this proceeding, and have brought suit to compel the new firm to cease using the name. They advise us that since the suit was brought the new firm has agreed to use the name March only in connection with the name of the firm and not in connection with bicycles. Zitska & Monyhan are not the representatives of the March-Davis Cycle Co. in San Francisco. The firm has a branch house in that city at 739 Market Street, under the management of J. G. French, who has distributed over 1,000 March bicycles on the Pacific coast this season, in addition to operating the Class B team, comprising Billy Burke, Casey Castleman, Floyd McFarland, and Nissen

HUMBER BICYCLES

...ARE...

STANDARD BICYCLES

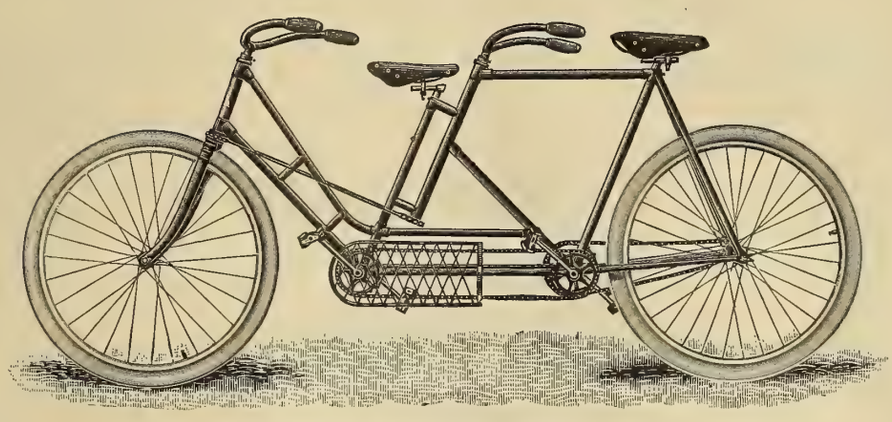
HUMBER QUALITY MEANS SPEED.

26 YEARS' EXPERIENCE IS
A GUARANTEE OF EXCELLENCE.

HUMBER & CO., AMERICA, LTD.

318 BROADWAY, NEW YORK.

Mention The Bearings



And this is the **Peerless Tandem,** combination or diamond frame.
Weight, 38 to 39 pounds; price, only **$125.**
Prompt delivery.

The Peerless Manufacturing Co., Cleveland, Ohio.

Mention The Bearings

PICKED UP IN CHICAGO.

The International Mfg. Co. has received three applications from Paris for the French agency for the America.

"Baby" Bliss has gained twenty-one pounds since he began riding an America. He now weighs 508. James J. Corbett also rides an America.

While able to keep up with orders, yet the Chicago branch of the Pope Mfg. Co. finds it hard work to get enough ladies' wheels.

O. B Jackson, manager of the Chicago branch of the Pope Mfg. Co., has gone on a three weeks' vacation to northern Connecticut.

A. L. Atkins left last week to take charge of the Brooklyn branch of the Gormully & Jeffery Mfg. Co. during Manager Schwalbach's vacation.

A. G. Spalding & Bros. report a remarkably good business, but great scarcity of ladies' wheels. The Excelsior Supply Co. is also short on ladies' wheels.

C. C. Meade and H. W. Greenwood started out on the road this week for the Thorsen & Cassady Co. The former is in Michigan and the latter in Wisconsin.

The makers of the North American tires have made arrangements with the Sterner Cycle Co. whereby the tires will be supplied in small quantities at factory prices.

The Czar Cycle Co. has fitted up new offices at 417 Fifth Avenue, and has increased the plant. Superintendent Frayer is now working on '96 models of the Czar.

The sixty-mile road race from Winona to St. Charles, Minn., July 25, was won by N. Steffes, in 4:05:10. Harry Svensgaard was second and James Mailer third.

Last week the Gormully & Jeffery Mfg. Co. was obliged to refuse a contract for 15,000 medium-grade wheels, as it will be unable to build enough to supply its own trade.

H. C. Tillotson passed through Chicago last week on a western trip for the Union Cycle Mfg. Co. This is the first time Mr. Tillotson has been in Chicago since the failure of the Stokes Mfg. Co.

A. H. Revell & Co. are not prepared to say whether or not they will manufacture bicycles next year. If they do, they will go into the business on a small scale, turning out from 500 to 1,500 wheels.

A new concern in the manufacture of cycle parts is the Samuel Harris Co., located at the corner of Washington and Canal streets. This is their first year in the business, and although they have just gotten things in working order they report having received a number of gratifying orders for delivery this fall.

The story that a Chicago syndicate would manufacture 400,000 wheels, to be sold at $35 each, has hurt trade, as a good many would-be customers are holding off until wheels become cheaper.

A. Bruner, of the Munger Cycle Co., while in Chicago last week stated that his company had been reorganized with $100,000 additional capital. Next year the Munger company will go into the business on a much larger scale.

Ralph Temple has already closed contracts for 4,500 wheels for next season's trade. During the present year he has shipped wheels to all parts of this country and several foreign countries, including Holland, Mexico, and British Columbia. His line next year will be the same as this.

Col. Benjamin Lovell and W. L. Harvey, of the Lovell Arms Co., were in Chicago last week. While here they placed orders with Roger B. McMullen & Co. for $180,000 worth of material. The Lovell Arms Co., it is said, will build 10,000 medium grades next year, in addition to its high grades.

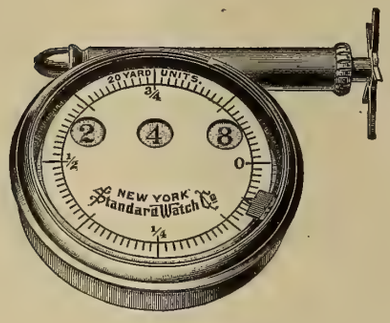
One of the new productions in the way of seats is the Bunker saddle, a cut of which appears in their ad on another page. This saddle is a radical departure from the ordinary saddle that has been in vogue for a number of years, inasmuch as the rider sits with the saddle crosswise rather than lengthwise of the machine, thus doing away with reputed ill effects of some of the older designs. Geo. W. Wolfe, who has just completed his record-breaking trip from Chicago to New York, rode one of these saddles and indorses the many claims made for it by the inventor.

A FAR REACHING CONSPIRACY NIPPED.

On March 1, 1895, a new bicycle agency was opened at 117 West Houston Street, San Antonio, Tex. It was known as the Texas Cycle Works, and its manager was R. F. Seemann. Although they claimed to be agents for the Munger wheel, their principal business seemed to be that of selling second-hand bicycles, which they repaired and put in fine shape. Messrs. France & Thiele, the Rambler agents at San Antonia, soon learned that they had three Ramblers in stock, almost new, and were offering them at $75 each. This information was imparted to R. Philip Gormully, of the Gormully & Jeffery Mfg. Co., who immediately "smelled a mice" and likewise "scented an Ethiope in the brush heap," and urged Messrs. France & Thiele and their Southern traveler, H. D. Spore, to follow up the case.

By the exercise of a little diplomacy, it was learned that the Ramblers had come from Chicago, which was disproved later, and that Mr. Palmer "was in the north looking for snaps." Evidently he found some. Interested inquirers were informed that the company was owned by M. B. Palmer and J. C. Meyers, both of Chicago, and J. M. Reed, of New

None used it but to love it—



None named it but to praise!

York, all of whom were "capitalists," and engaged in no other commercial business. Mr. Palmer was said to have gone to San Francisco and was interested in "sporting circles." Careful inquiry failed, however, to reveal the identity of these people in the cities named.

It was learned by examination of the stock on hand that most of the head numbers of machines had been mutilated or changed. The alteration in the numbers of the Ramblers was detected by the aid of secret identifying marks, and through the factory said wheels were traced as having been shipped to Thos. H. B. Varney, Rambler agent at Los Angeles. Cal.

Telegraphic communication with Mr. Varney soon elicited the fact that the wheels had been stolen from Los Angeles, along with many others of various makes, and the San Antonio people were asked to hold the wheels and shadow the company offering them for sale. Seemann was immediately notified that he must not sell the Ramblers, that they were stolen wheels.

Upon the receipt of the above information from San Antonio, Mr. Cowan, Varney's manager at Los Angeles, hired a detective to follow up the case, and he learned that there had been hundreds of wheels stolen from the various cities and towns in the west. These wheels were shipped away as "picture frames."

The chiefs of police in various western cities had long been on the lookout for one Palmer, who was believed to be a partner to one Seemann, who was formerly engaged in the bicycle business in Los Angeles, but who disappeared suddenly with a number of wheels of which he had become wrongfully possessed. Palmer was next heard from at Santa Rosa, where he appeared as a carpenter. Being an enthusiastic wheelman, he finally induced a local banker to back him in the bicycle business, which he carried on for some time successfully—from his own standpoint, but disastrously from the standpoint of the too confiding banker. The unfortunate failing of the modern Vidocq was manifested to a fatal degree in the makeup of the constable who was sent after Palmer, and having talked too much through the press, allowed Palmer to escape, the papers having reached him before the "fly cop" put in an appearance.

Mr. Cowan's detective gathered much damaging evidence against Seemann, and was then dispatched to San Antonio to identify the wheels and convict the thief. He did both, and while three Los Angeles riders have been made happy by the recovery of their wheels, Seemann awaits trial with sure conviction staring him in the face. He was arrested on the charge of receiving stolen property, and the grand jury of Bexar County, Tex., found four indictments against him, three of which were for receiving Ramblers, and one for taking a Victor. After several postponements the trial finally came up on June 15, but unfortunately the judge was taken suddenly ill, and the case was again postponed until the October term. Seemann agreed to the postponement, expecting to be released on bail, but the court raised the bond to $1,000, which he has been unable to give, and consequently still remains in jail. He is also wanted in Lincoln, Neb., where the police are said to have a list of forty-two wheels, which they claim were stolen by this gang, as well as in Oklahoma City and California.

Even though the conviction of Seemann fails at San Antonio, there is some satisfaction in knowing that the gang has been effectually routed, according to the reports which have been received from the west. There is little probability of failure to convict, however, as the district attorney declares he has a sure case against the man.

R. F. Seemann was formerly engaged in the lumber business at Germantown, Neb., and bore a good reputation, but having failed in business, through too lavish favors of credit, he drifted into the shady byways which led to an enforced period of solitary meditation on his blighted life in a Texas dungeon. And the end is not yet.

The operations of this gang suggest a far-reaching conspiracy and bid fair to involve the entire complement of states situated between the Atlantic and Pacific. They were supposed to have agents in the leading bicycle centers of the land.

It is to be regretted that trade jealousies, or perhaps fear of claimed rewards, should have prevented other interested makers and agents from assisting the Rambler people in exterminating this nest of thieves, for it was possible to have recovered many more wheels, the owners of which are now doomed to disappointment and the sidewalks. There were at least a half dozen wheels which it would have been easy to have recovered but for the unaccountable apathy of the makers of and agents for those wheels, and a reluctance on their part to give information in the nature of date and place of sale, head numbers, and other identifying marks.

In this connection it may be interesting to know what Chicago is doing toward the recovery of stolen wheels. Two special bicycle detectives have been detailed for this work by the chief of police, and are commonly known as "Blake's men," from the fact that they are required to report each morning to J. O. Blake, manager of the retail store of the Gormully & Jeffery Mfg. Co. These men keep a close watch on the pawn shops of the city, and, being conversant with the various makes of wheels, have been instrumental in restoring many wheels to their rightful owners and diminishing the extent of bicycle stealing.

TRADE HAPPENINGS.

SYRACUSE, N. Y.—The I. A. Weston Co. has been incorporated by I. A. Weston, of Janesville, N. Y.; C. W. Snow, of Syracuse, and others to manufacture and sell bicycle wheels, etc; capital stock $20,000.

PASSAIC, N. J.—E. W. Jewett, stationer and newsdealer, at 234 Main Avenue, has added bicycles and sundries.

NEWARK, N. J.—The American-Dunlop Tire Co. is reported to have decided to establish its manufacturing plant in Newark.

ALLENTOWN, PA.—The Wetherly Bicycle Works are reported to have been sold to J. C. Sendal.

NEW LONDON, CONN.—A. J. Gould, 5 Washington Street, is reported to be contemplating the establishment of a bicycle factory.

HAYWARDS, CAL.—Rahr Bros., bicycles, reported as having gone out of business.

DECATUR, ALA.—William Tucker, hardware, has opened new store, and will add bicycles. Propositions from manufacturers of bicycles and bicycle sundries are solicited.

NEW YORK, N. Y.—W. L. Sommer, importer and dealer in bicycles, sporting goods, etc., at 79 West 125th Street, offering business for sale.

LA PORTE, IND.—The J. W. Bryant Co. has been incorporated, with a capital stock of $40,000, to manufacture bicycle rims of paper.

TORRINGTON, CONN.—The Eagle Bicycle Co. has awarded to C. B. Jeansenn contract for the erection of their new two-story brick factory building.

LITTLE FALLS, N. Y.—Snyder & Fisher, manufacturers of knitting machinery, announce their intention to commence the manufacture of bicycles, expecting to be able by November 15 to turn out twenty-five high grade wheels per day. They will erect an addition to their present plant, and employ seventy-five additional operatives.

MINNEAPOLIS, MINN.—Bird & Spencer, manufacturers of bicycles, reported to have dissolved.

MILWAUKEE, WIS.—The William Frankfurth Hardware Co., William Heinzen appointed manager of the bicycle department.

NEW YORK, N. Y.—Campbell Bicycle Mfg. Co. reported as having confessed judgment for $328.

CINCINNATI, OHIO.—E. M. Ingalls, president of the Big Four Railroad, is reported to be interested in the contemplated establishment of a $1,000,000 bicycle factory concern.

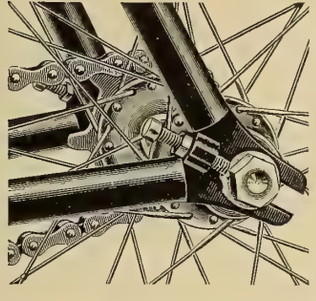
BRIDGEPORT, CONN.—N. Larson, sporting goods, etc., is preparing to open a new store.

THOMPSONVILLE, CONN.—Steps are reported as being taken looking to the establishment of a bicycle factory.

LOCKPORT, N. Y.—A movement is on foot looking to the establishment of a bicycle factory.

INDIANAPOLIS, IND.—John A. Wright is reported to be endeavoring to organize a company to put on the market a device recently patented by him for catching tacks that are

TRIBUNE BICYCLES.



ANOTHER POINT OF MERIT.

DID you ever notice the way the frames of some bicycles are joined at this point. It may seem to you a little thing, but it is one of the differences between a high-grade bicycle and one that is built cheap. Instead of a good reliable steel forging, some are using a piece of sheet metal punched up to resemble one, some only a piece of sheet metal trimmed to shape, with the tubes squeezed flat and brazed to it. There are others who save even the expense of the piece of sheet metal by flattening the end of the tube itself and punch a slot in it for a chain adjustment. Look and see how your bicycle is made, and don't let them fool you. It costs ten times as much to put in a good machined forging, and it is as many times better. If you must buy a cheap bicycle see that you get it at a cheap price, and do not think it is high grade because it lists at $100. There is nothing better, lighter, or stronger than forgings; see that the wheel you buy has them at every joint or don't pay a high-grade price.

Tribune bicycles are made with forgings, and every machine is fitted with the celebrated cycloidal sprocket.
The Tribune holds every American record from 100 miles up to 24 hours.

SEND FOR CATALOGUE.

THE BLACK MFG. CO., ERIE, PA.

Chicago to New York

6 Days 3 Hours 5 Minutes.

TELEGRAM.

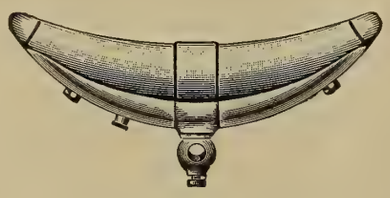
BROOKLYN, N. Y., 7-28-'95.

THE BUNKER SADDLE CO.,
208 East Lake St., Chicago.

Lowered record forty-five minutes.
The Bunker Saddle eclipses all others.

GEO. W. WOLFE.

THE BUNKER SADDLE,
A FAST SADDLE,
GETS YOU THERE WITH-
OUT INJURY.....



The Bunker Saddle Co.

Mention The Bearings

208-210 E. Lake St., CHICAGO

CANADA

CANADIAN LOOP, L. A. W. NATIONAL CIRCUIT
AUG. 24 TO AUG. 31.

Every prize an unset diamond, with the exception of novice prizes.

UNIFORM PROGRAM AND PRIZE VALUE IN EACH PLACE.

CLASS A.	CLASS B.
1-mile novice.	1-mile open.
¼-mile open.	½-mile handicap.
1-mile handicap.	1-mile tandem.
1-mile open.	1-mile handicap.
	2-mile open.

Places and Secretaries to receive entries. Write for blanks.

Aug. 24.—TORONTO, R. S. Brown, Sec. Wanderers Bi. Club.
Aug. 26.—BRANTFORD, W. G. Nott.
Aug. 27.—STRATFORD, Chas. Dingman.
Aug. 28.—LONDON, J. M. McCormick, care R. C. Struthers & Co.
Aug. 29.—WOODSTOCK, W. McWhinnie.
Aug. 30.—PETERBORO, C. J. Horkins.
Aug. 31.—MONTREAL, D. J. Watson, care M. A. A. A.

Tourists, take a holiday and come and see these races and what Canada and Canadians are like. Aug. 25—Toronto to Brantford, 66 miles. Aug. 26—Brantford to Stratford, 28 miles. Aug. 27—Stratford to London, 30 miles. Aug. 28—London to Woodstock, 27 miles. Roads excellent and pleasant touring country. Train to Peterboro and Montreal.

caught by the tire while riding, claiming that the tire is not punctured at the first contact, and that the device will remove the tack before a second revolution of the wheel.

MARINETTE, WIS.—Peter Sandlund & Co. is a firm newly organized, having for its object the manufacture of bicycles

TOLEDO, OHIO.—The Union Mfg. Co. have taken up the manufacture of bicycles, making the Viking a high grade wheel

FOND DU LAC, WIS.—The American Metallic Packing Co. has decided to commence manufacturing bicycles, and will establish a factory at Fond du Lac.

DALTON, PA.—Rice & Davis, hardware, bicycles, etc., have opened new store

SHREVEPORT, LA.—Buckalew & Pleasants, hardware, bicycles, etc., have been succeeded by Buckalew, Curry & Warren.

ITHACA, MICH.—D. T. Covert, hardware, bicycles, etc., is preparing to open new store.

LA CROSSE, WIS.—W. D. Madary, bicycles, appointed agent for the Syracuse Cycle Co.

ASHEVILLE, N. C.—Penniman Bros., hardware, bicycles, etc., reported succeeded by Penniman Bros. & Co.

MCMINNVILLE, TENN.—The McMinnville Hardware Co. sold an interest in the business to William Biles, formerly of Nashville, Tenn., and bicycles will be taken up. Propositions from manufacturers of wheels and sundries invited.

EAU CLAIRE, WIS.—Thomas Kemp & Co., hardware, etc., reported sold out to Emos Fish, who will add a line of bicycles.

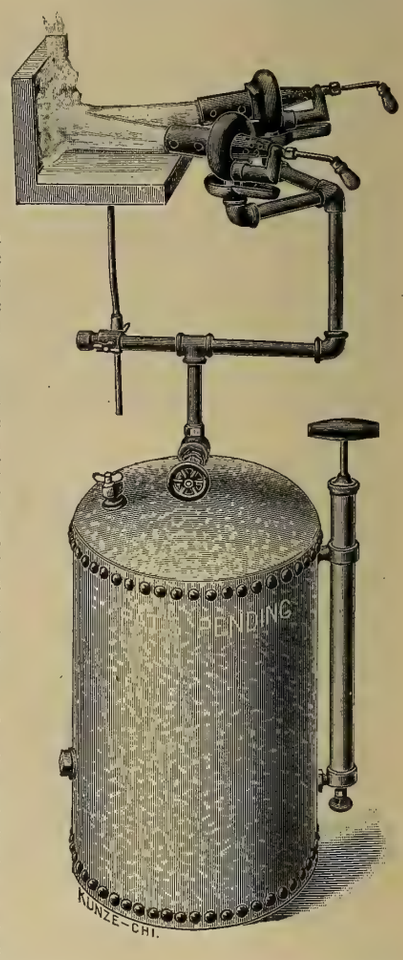
MANTUA, OHIO.—Bard & Brainard, hardware, bicycles, etc., preparing to commence business.

COHOES, N. Y.—William Beattie, Sr., machine shop, is preparing to erect a factory building on Columbia Street for the purpose of manufacturing bicycles. He is endeavoring to induce the common council to exempt the new industry from taxation for a period of years.

LAKE VIEW, N. Y.—The Idlewood bicycle factory is completed, and the Queen City Company will put in the necessary machinery at once, and give employment to 100 men at the start; they are now working day and night forces at Buffalo with fifty men.

A VALUABLE BRAZING FURNACE.

The White Mfg. Co., of 40 and 42 State Street, Chicago, are now placing on the market a new hot-blast brazing furnace, which will braze a whole bicycle frame in fifteen minutes, at a cost for fuel of one-quarter that of gas. It produces two solid blue flames, 1½ inches in diameter, of such intense heat as can not be obtained from any similar tool, or from gas or coal, and can be charged in a few minutes, and burns fourteen hours with one pumping. It has an adjustable muffler or hood, which can be raised and lowered or extended horizontally to accommodate all kinds of work.



It has a heavy galvanized iron tank of ten gallons capacity, made to stand 150 pounds pressure, with cut-off valve on top to permit of cleaning the discharge pipes without loss of oil or pressure. It is absolutely safe and easy to operate, and is a great time and money saver. Although this machine has just been put on the market the demands for it are simply wonderful from all parts of the United States.

Bicycle Factory for Columbus, Ind.

The Williams Mfg. Co., of Columbus, Ind., is a recently organized stock company capitalized at $25,000. They will engage in the manufacture of bicycles on quite an extensive scale, and have just contracted with the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, for their entire equipment of bicycle machinery, including hub machines, cone machines, rim drilling machines, milling machines, engine lathes, etc. They are now erecting their buildings, and expect to have the plant in operation inside of thirty days.

HALF RATES TO COLORADO.

On August 11 and 12 the North-Western Line will sell excursion tickets to Denver, Colorado Springs, Manitou, and Pueblo and return at half rates—one fare for round trip, tickets good for return passage leaving Colorado points August 20 to 25, with privilege of further extension until September 1. For tickets and full information apply to agents C. & N. W. R'y.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

A ST. LOUIS TRADE ORGANIZATION.

St. Louis, Mo., July 29.—One of the most important moves that has occurred in cycling locally was the formation last week of a cycle board of trade. At the meeting the majority of the trade were present and all expressed themselves as heartily in favor of the move. The objects of the association as stated were to secure co-operation between the dealers for their mutual benefit, in securing advantageous and preventing detrimental legislation, to devise means to recover lost and stolen wheels, to establish a bureau of general information, and render mutual aid in determining the financial responsibility of customers. Officers were elected as follows: President, W. P. Laing, of the Laing Cycle Co.; first vice-president, A. H. Blackman, of the International Wheel Co.; second vice-president, A. H. Woods, of the Tidd-Rugg Cycle Co.; secretary, John McCargo, of the St. Louis Bicycle Repair Co.; treasurer, A. L. Jordan, of Jordan & Sanders; directors, A. F. Shapleigh, Jr., of the A. F. Shapleigh Hardware Co.; E. N. Sanders, of Jordan & Sanders; R. L. Hill, of the Crawford Mfg. Co., and W. J. McClean, of C. & W. McClean.

LEE RICHARDSON'S NEW TRICKS.

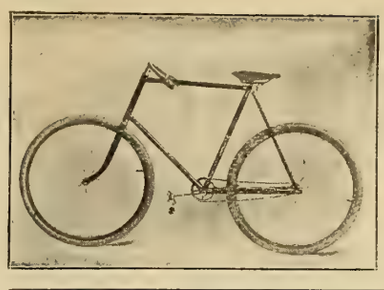
Lee Richardson, the famous trick rider from Chicago, has purchased a bi-gear of the Brown-Lipe Gear Co., of Syracuse, N. Y., and has had it fitted to his Monarch trick wheel. Mr. Richardson has conceived a number of new tricks, which he can perform by changing the gear to its position for coasting. This leaves the chain and pedals free from the rear axle. His new tricks are performed, after getting under way, forward or backward, and reversing the usual order of pedaling, while of course the wheel is virtually coasting ahead. These novelties in fancy riding will be shown on the present western race circuit. In most of his tricks Lee will use a 56 gear, but in his back riding feat he will shift the lever and use a 44⅘ gear, which makes faster pedaling, and gives a prettier effect from the grand stand.

Hales & Anderson, after waiting six months, have received a Wolff-American tandem.

Cyclists' Road Guide Prize--FREE

To any one who buys a
"WADSWORTH ROAD GUIDE"
during the month of June will be sent, postpaid, one Morgan & Wright Repair Kit, complete. Price of book, 50c.

C. F. Wadsworth, - - - 1104 Owings Bldg., Chicago.
Mention The Bearings



Anybody can furnish '95 wheels.
'96 Models are the stuff.

We always lead, never follow.
Two months ahead on

'96 MODELS

"Hello, Bill, ain't it a beauty?"
Write, people, write.
Something awfully interesting.

RALPH TEMPLE CYCLE CO.,
2208 Michigan Ave., Chicago, Ill.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St.,
NEW YORK.

The Clifton House is Headquarters for all Wheelmen....
The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.
A couple minutes walk to Cycle Row.

THIS IS THE ORIGINAL

CHEW WHITE'S YUCATAN GUM.

PEPPERMINT FLAVORED
CHEWING GUM

To relieve the distressing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

"QUALITY WILL TELL."

INDIANAPOLIS SINGLE-TUBE TIRES.

HAND MADE, LIGHT, FAST, STRONG.

AGENTS:
M. & M. W. Co., Chicago.
H., S., B. & Co., Chicago.
Goodyear Rubber Co., New York

Mention The Bearings

We've put a "superlative degree" touch to our '96 line. It will pay you to apply for agency.

Liberty Cycle Co., 4 Warren St., New York.

Mention The Bearings

$ $

Our Aim

has been to build a bicycle that would prove itself to be as good to you as we knew it to be. How thoroughly we've succeeded you know if you ride or handle the "AMERICA." If you don't, you had best get in touch with us—a card will do the work—and, incidentally, get our new Catalog "B" of the

"America."



CHICAGO RETAILERS:
Mason & Mason, 587 Madison St.
The North Chicago Exchange, 181 Lincoln Ave., and Washington and La Salle Sts. (Stock Exchange Building).

$ $

Mention The Bearings



DON'T DELAY!

SECURE THE AGENCY
FOR

...BEN-HUR

BICYCLES FOR 1895-96 NOW.

WE WILL SOON BE ABLE TO GIVE YOU VALUABLE INFORMATION REGARDING 1896 STYLES AND PRICES.

CENTRAL CYCLE MFG. Co

10 GARDEN ST., INDIANAPOLIS, IND.

Mention The Bearings



"Say little--say it STRONG."

If you want Strength

you'll find it in

Relay Bicycles

And when it comes to style, improvements, and light-running qualities Relays march at the head of the procession.

THEY GET THE LION'S SHARE
OF THE PRAISE.

WRITE FOR OUR CATALOGUE.

Relay Mfg. Co., Reading, Pa.



Mention The Bearings

Can You See Beyond Your Nose?

(We address this query to the cycle manufacturers and dealers of this country.)

We believe you can, of course, and that consequently you will speedily realize that a tire that is not easily punctured will prove a boon not only to those who purchase bicycles, but to those who make and sell them.

A TIRE THAT WILL NOT PUNCTURE.

It is still a dream of the future; but a tire that will not puncture nearly so easily as others is possible. It is not so fast or so resilient as the *Straus Elastic and other speedy tires, but it is safe. On such tires punctures will be

LIKE ANGELS' VISITS.

There is a large class that cares not a snap for speed, to whom such a tire will be "just what they were looking for." We are making such a tire—the Straus Special.

Afford your patrons an opportunity to obtain it. It is to your interest and to theirs.

Particulars and prices on request.

NEWTON RUBBER WORKS,
NEWTON UPPER FALLS, MASS.

*Frank J. Jenny, the Class B crack, uses Straus tires on his Orient.

THE MYSTERY SOLVED

The Chicago police have been devoting a whole week trying to discover the identity of the man who

Tore Up His Money

on the lake front. They have failed to find the man but have learned the cause. He went insane

Because He Could Not Buy

one of our ladies' wheels. We deplore the occurrence. Had he waited another day he would have had no trouble in getting

A '95 METEOR.

"BEST IN THE WORLD."

Write for Catalogue

Meteor Cycle Co., 345 Wabash Ave., Chicago.

Mention The Bearings



See that above "Trade Mark" is stamped on heel.

"Ball•••• Bearing"

Bicycle Shoe

FOR MEN AND LADIES.

"Fits and feels like a glove."

Made of celebrated "Prince of India" leather, with flexible corrugated soles. **Pratt Lace Fasteners** fasten laces without tying. All sizes, for men and women.

Price, Black, $3.00; Tan, $3.50.

Sold by leading shoe and sporting goods dealers, or sent prepaid on receipt of price.

CYCLE SHOE CO., Retailers, 205 State Street, CHICAGO.

C. H. FARGO & CO., Mfrs.

Mention The Bearings.

WE MAKE WHEELS TOO!

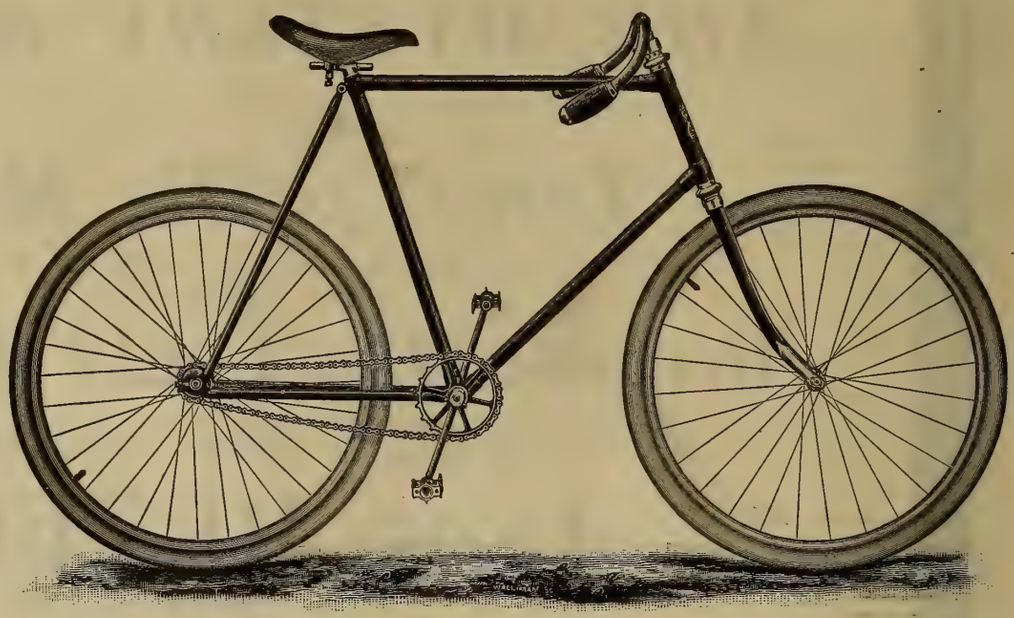
Our agents will tell you so!

Eldredge

and.....

Belvidere

Are the names of our wheels.



MORLEY BROS., Saginaw, Mich.
Our Agents for Michigan, Wisconsin, Minnesota.

GLEASON & SCHAFF, 275 Wabash Ave, Chicago, Ill.,
Our Agents for Cook County.

NATIONAL SEWING MACHINE CO.

BELVIDERE, ILL.

MENTION THE BEARINGS.

To the Manufacturers

Send us your specification for forksides, made from 7-8 or 1 inch weldless tube. No fear of non delivery—miles of tubing in stock.

FORGINGS—Have you seen our ¼-inch light weight sprocket forgings—mailed to any manufacturer on application **free.** We want your orders.

PEDALS—Don't be rash and place orders until you have seen our **"Canoe,"** registered and patented pedal. It's an eye opener—a **seller.**

We are prepared to quote on your forgings—send us blue prints. We will quote and do our best to secure your orders.

CRANKS—See our Patent Crank—saves cotter pins. Shop rights granted to a limited number of manufacturers.

We have just laid down a complete plant to make **Brazed Forks, Brazed Tube Sheet Steel Connections.**

The Snell Cycle Fittings Co., Toledo, Ohio.

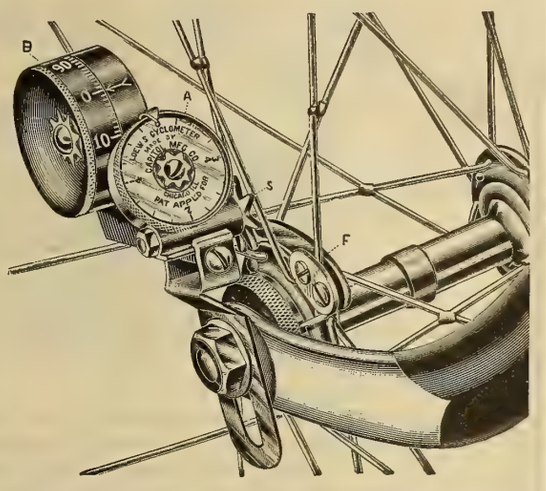
LOEW 10,000 MILE CYCLOMETER

Weight, 4 oz.
Price, $2.60.

The only instrument with independent trip and single mile dials giving mileage for each day or trip in addition to the total recorder which adds every turn of the wheel up to 10,000 miles and repeats, or can be set back.

Absolutely Dust and Water Proof.

Simplicity of construction insures durability and absolute accuracy.



Every Instrument Guaranteed to give Satisfaction or Money Refunded.

DEALERS, WRITE FOR REVISED DISCOUNTS.

SEE THIS SPACE NEXT WEEK FOR SPEEDOMETER AD.

CAPITOL MFG. CO., Chicago, Ill., U. S. A.

Mention The Bearings

WE TOLD YOU THAT

The HARE

WAS A RUN-EASY, GO-LIGHTLY WHEEL, AND SO IT PROVES.

West Side Road Race, First Time.

The Palmer Square Course, 5-Mile Record, 12:01.

Irving Park Road Race, 5 Miles, First Place.

3 WINS IN A DAY ARE ENOUGH.... .

A. R. March Mfg. Co.

Zirska & Monyihan, California Agents, 126 Kearney St., San Francisco.

45 S. Canal Street, Chicago.

Mention The Bearings

ZIMMY

Cycles

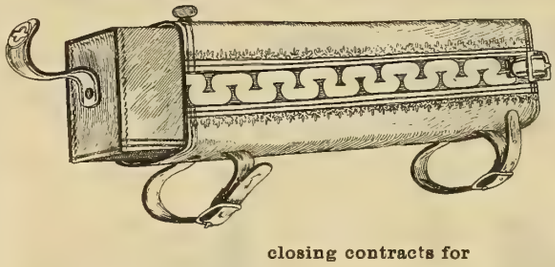
ASK TO SEE A "ZIMMY." EASIEST RUNNING WHEEL IN THE WORLD.....

Zimmerman Mfg. Co.

FREEHOLD, N. J.

G. M. SHIRK, Agent for Ill nois and Indiana.
BIDDLE HDW. CO., Agents for Eastern Pennsylvania, South Jersey, Delaware, and Maryland.
W. G. SCHACK, Agent for Buffa o, N. Y.
THEO. ROTHE, Agent for Boston, Mass.
J. F McLAIN, Agent for Western Pennsylvania.
BROWN & BERRY, Agents for Mississippi.

Mention The Bearings



Before closing contracts for

TOOL BAGS

write us for samples and prices. Many new patterns at bottom figures. Large contracts a specialty.

CHICAGO RAZOR STROP CO.

Mention The Bearings

41 HARRISON ST., CHICAGO, ILL.

HEATH PUMPS....



Have you ever used one with a

UNIVERSAL COUPLING

like this? Fits any valve. Always ready. La ts a lifetime. It is much the best.

30,000 now in use, and still growing.

Jobbers find them well known and quick sellers.

OUR GUARANTEE—All broken parts returned to us will be replaced FREE OF CHARGE.

S. F. HEATH CYCLE CO., Makers,

New England Agents, Elastic Tip Co., Boston.

Minneapolis, Minn.

Mention The Bearings

The Latest Things in

SHEET METAL WORK

THE BEST BALLS,
CHAINS,
WOOD RIMS,
PEDALS,
ETC.

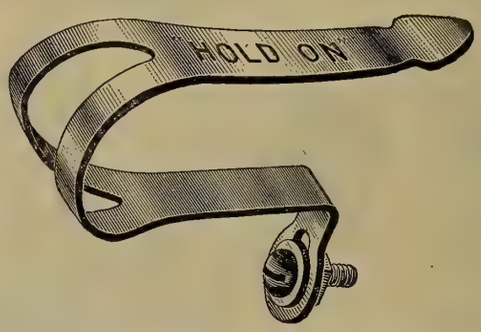
Makers,

Spaulding Machine Screw Co.

BUFFALO, N. Y.

HOLD ON
TOE CLIPS

40c. per pair



40c. per pair

Warranted to keep their shape. Adjustable to any rat-trap pedal.
Made from best spring steel, tempered. Weight, three ounces to the pair.
Sample pair sent postpaid on receipt of price.

DEALERS, send for Price List of Prof. Callan's
Hold-On Bicycle Gum, Never-Let-Go Wood Rim Cement,
Sunshine Black Enamel, Hard Cement.
Single and Inner Tube Repair Kits in Leather Pockets.

VALENTINE & WALLACE

19 PARK PLACE, NEW YORK.

Mention The Bearings

Do you want 'em?
We've got 'em in stock!



REAR HUB.

BALLS STAY IN
WHEN
AXLE IS
REMOVED.

Warwick & Stockton Co.

We make 'em. Newark, N. J.

Mention The Bearings

J. J. WARREN CO.'S

PATENTED

Luggage Carriers.



PATENT
No. 444,642,
Jan. 13, 1891.

In CANVAS, MACKINTOSH, BLACK ENAMEL, CLOTH, and SOLID LEATHER.

J. J. WARREN COMPANY,

Worcester, Mass., U. S. A.,

.....PROPRIETORS AND MANUFACTURERS.....

Beware of Infringements.

OUR VARIOUS CATALOGUES SENT ON APPLICATION.

Fine Bicycle Saddle Leathers, Tool Bags, Belts, etc.

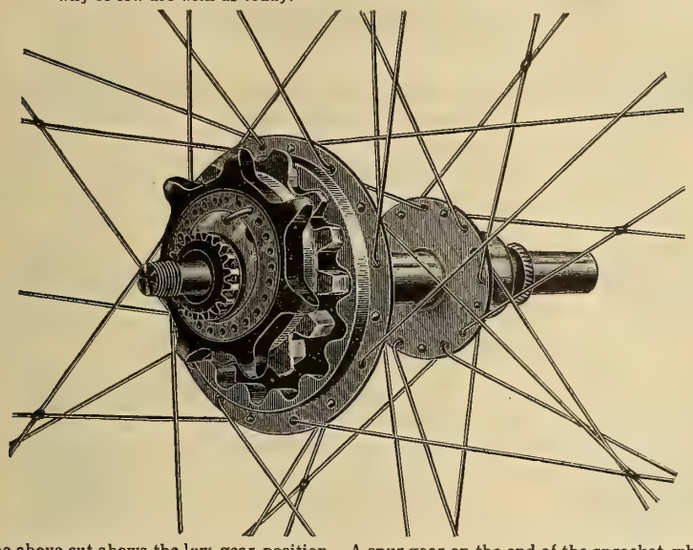
Fine Leather and Canvas Goods of Every Description.

....THE....

"BI-GEAR" CATECHISM.

Are there any disadvantages in a change gear?

In a perfect device—none. Imperfection is always detrimental wherever it is found and in a change gear it does not take much of a dose to cause death—to the device. This explains the heretofore excessive mortality in these devices, and why so few are with us today.



The above cut shows the low gear position. A spur gear on the end of the sprocket whee engages with an internal gear on the hub—a portion of the clutch flange being broken away to show the parts clearly—the internal gear teeth serve for the clutch teeth in the high gear. The low gear is a 20 per cent reduction from the high gear.

Are there any other advantages worth considering?

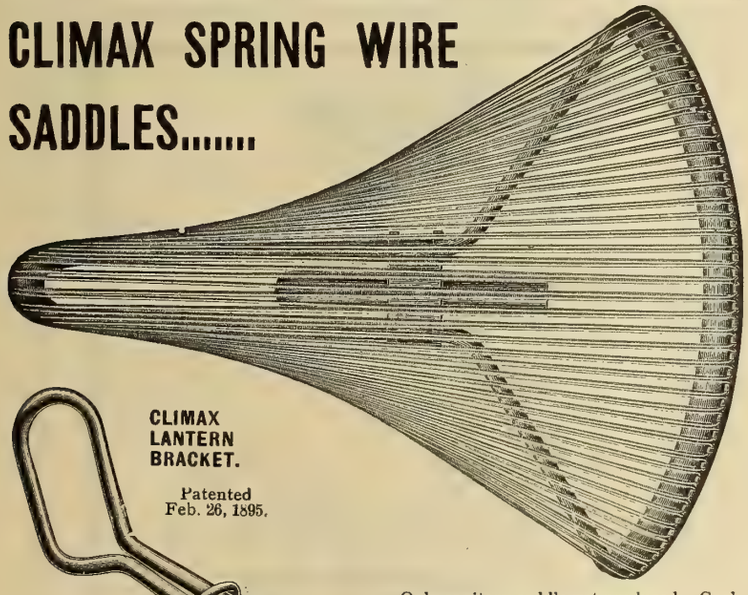
There is one decided advantage in having a change gear on your wheel even when riding indoors on a perfectly smooth and level track. It is a great relief to a tired rider at times to throw in the low gear. *It gives him rest without stopping*

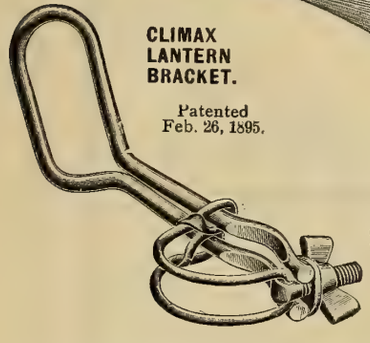
For further information write for descriptive catalogue.

The Brown-Lipe Gear Co., - Syracuse, N. Y.

Mention The Bearings

CLIMAX SPRING WIRE SADDLES.....





CLIMAX LANTERN BRACKET.

Patented Feb. 26, 1895.

Only sanitary saddle yet produced Cool, easy, and elastic; not affected by wet. Detachable cover with every saddle.

PRICES.

Ladies' and Gents', $5.50; Weight, 12 oz.
Girls' and Boys', $5.00; Weight, 10 oz.

You will observe that the introduction of the CLIMAX SPRING WIRE SADDLE to the bicycle rider is a decided departure from the saddles heretofore in use, and we desire to call your attention to the principal good features of our new line of saddles; principally among which is the perfect circulation of air through top of saddle, about seventy-five per cent being open, always insures a perfectly dry and cool saddle. The springs are very easy and elastic, yet rigid enough for a good firm saddle, and never sag; and being made of an anti-rust metal, are not affected by wet. We have made practical tests of this saddle, and feel warranted in saying it will stand more mileage and keep its shape, than any saddle ever produced.

CONSTRUCTION.—Frame made from best quality spring steel, full nickel plated, spring top made of two-ply wire made from a formula especially adapted to the purpose, containing eighteen per cent sterling silver; non-corrosive, and wearing to a polish of silver color.

We manufacture ladies' saddles in same general construction, slightly different in shape.

For sale by all dealers.

CLIMAX MFG. CO., East Hampton, Conn.

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Settles All Disputes.



At One Writing

THE BAXTER REGISTER makes 3 bills (5x4 3-8 in.); two coming out of the machine; one for customer, one for cashier or spindle, third record retained inside under lock and key. Protects your Cash and Charges.

Send for Catalogue.

Good agents wanted in unoccupied territory.

PRICE,

$15.00.

THE BAXTER REGISTER CO.
340 Dearborn St., CHICAGO.

SA

MENTION THE BEARINGS

Fairbanks Wood Rims

"Are the Best What Grows."
So say the makers of ANDRAE BICYCLES.
THEY KNOW.....

MILWAUKEE, WIS., May 16, 1895.

THE FAIRBANKS WOOD RIM CO.,
Boston, Mass.

GENTLEMEN: Inclosed please find order to confirm our message of even date. At the beginning of the season, we thought that single piece rims would be as good as built up rims—we know better now. We do not say that we had any extraordinary trouble with them, still we think that your built up rims "*are the best what grows*," and while we may have strayed somewhat from the *Fairbanks "flock*," we expect to henceforth stick to you "like pitch to a shoemaker's pants."

You will please see that all our rims are well finished, and oblige,

Yours truly,
(Signed) THE JULIUS ANDRAE & SONS CO

N. B.—"Andrae Bicycles never disappoint,"
Neither do FAIRBANKS RIMS.

The Fairbanks Wood Rim Co.

5 and 7 Appleton St., BOSTON, MASS.

GEO. S. MACDONALD, 10 Barclay St., New York City,
Special Sales Agent.

Mention The Bearings



SEARCH LIGHT

Is what it is named.

It is **not** a signal to show that a bicycle is coming, but an **aid**, recognized by such riders as R. P. Searle, who says:—

Gentlemen: I have just finished my second record breaking trip from Chicago to New York. I used your lamp on all my night runs, sometimes running at a speed of fifteen miles per hour in the dark. I was only able to make this fast time by the splendid light which I was enabled to obtain with the use of your lamp. I used your lamp because I considered it the best in the world to-day, and it has far exceeded my expectations. Yours, very truly,
R. P. SEARLE.

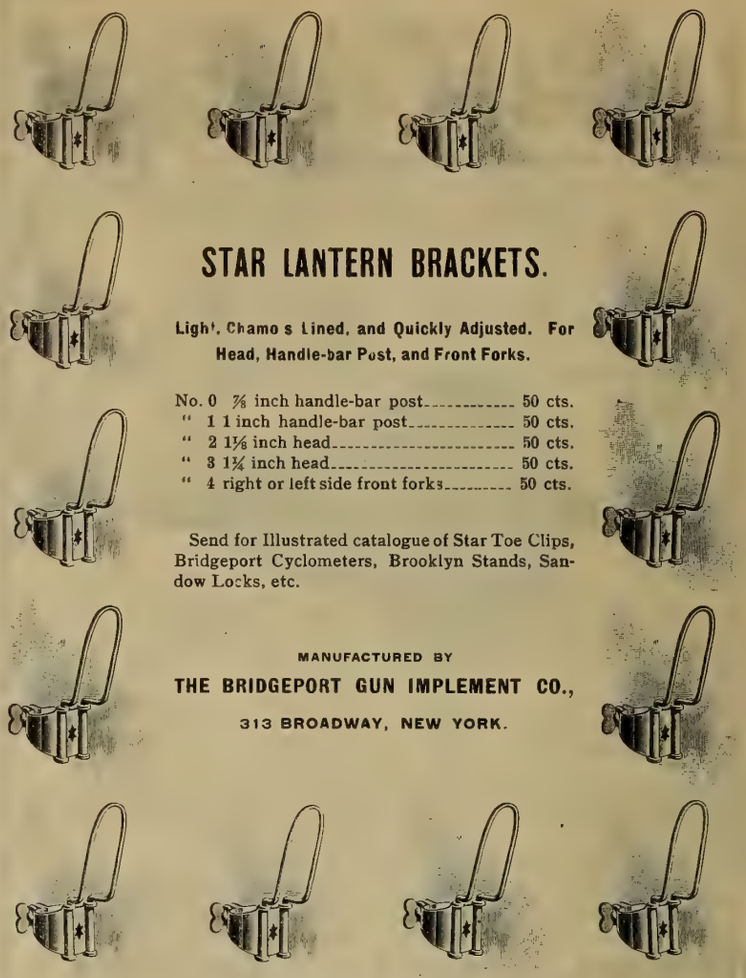
Points of Superiority Over every other Lantern made:
Central draft---burns 10 hours.
Burns kerosene oil unmixed.
Flame absolutely adjustable (by set screw.)
Filled and lighted from outside.

Saves Doctors' bills, barked shins, soiled clothing, and **makes riding** when there is the most leisure **a pleasure.**

Don't be insulted by having a cheap Lantern offered you which may possess possibly one characteristic, **but insist** *on having* the **Search Light,** which will be delivered free, if your dealer won't supply you, for the price, $5.00. Circular free. Address

BRIDGEPORT BRASS CO., Bridgeport, Conn.

MENTION THE BEAR



STAR LANTERN BRACKETS.

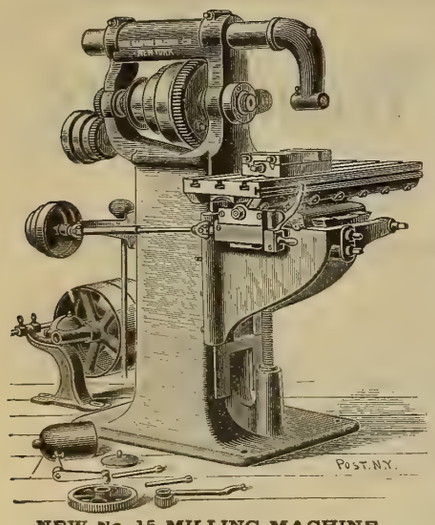
Light, Chamois Lined, and Quickly Adjusted. For Head, Handle-bar Post, and Front Forks.

No. 0 ⅞ inch handle-bar post..... 50 cts.
" 1 1 inch handle-bar post..... 50 cts.
" 2 1⅛ inch head..... 50 cts.
" 3 1¼ inch head..... 50 cts.
" 4 right or left side front forks..... 50 cts.

Send for Illustrated catalogue of Star Toe Clips, Bridgeport Cyclometers, Brooklyn Stands, Sandow Locks, etc.

MANUFACTURED BY
THE BRIDGEPORT GUN IMPLEMENT CO.,
313 BROADWAY, NEW YORK.

Mention The Bearings



NEW No. 15 MILLING MACHINE.

WE BUILD

18 Styles, 27 Sizes

—OF—

Milling Machines

Embodying the most advanced ideas, and adapted to every variety of modern

TOOL AND MACHINE WORK.

Immediate Delivery. Can usually be made of any size or style.

MACHINE TOOLS
OF ALL KINDS IN STOCK.

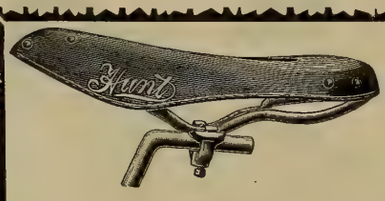
Write for our 1895 Illustrated and Descriptive Catalogue.

THE GARVIN MACHINE CO.,

No. 51 N. 7th St., PHILADELPHIA, PA.

Laight and Canal Sts., NEW YORK.

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When once you have tried,
Thereafter you'll ride

Hunt

SADDLES.

HUNT MFG. CO., Westboro, Mass.

R. B. McMULLEN & CO.,
CHICAGO and NEW YORK.

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LADIES



S



B

GLOVE-FITTING LEGGINGS

Made to Order and to Fit.

Dealers, our prices will interest you, as will our illustrated catalogue.

SMITH & BYRON,

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147 Fifth Ave., CHICAGO.

No. 537,462

This is the patent number of the original

FENTON
ADJUSTABLE HANDLE-BAR

The only adjustable bar exhibited at the World's Fair. Award, No. 8,697.



The 1895 pattern same as 1892.

The only practical "ever-tight" adjustable handle-bar made.

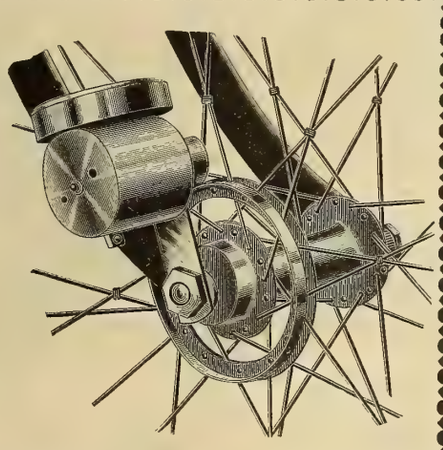
FENTON METALLIC MFG. CO.

JAMESTOWN, N. Y.

By-the-by, Fenton wheels are high-tone wheels, and have Blue Crowns. Postal for catalogue will tell you.

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"Pace just right"



That is the remark made by all cyclists who have had the advantage of a

Turney.....
Pace Indicator,

the one thing that has revolutionized the question of speed in so far as the cyclist is concerned. The Indicator is attached to the front axle, and can be read easily from the saddle. The rider can keep himself informed as to the speed at which he is going. This entirely does away with the useless attempt to regulate your own speed, also with that of the timekeeper. It is pronounced the greatest thing in cycledom. Price **$3.00**. Now on sale at our store. Call and examine it.

A. G. SPALDING & BROS.,

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126-130 Nassau St.	147-149 Wabash Ave.	1216 Chestnut St.

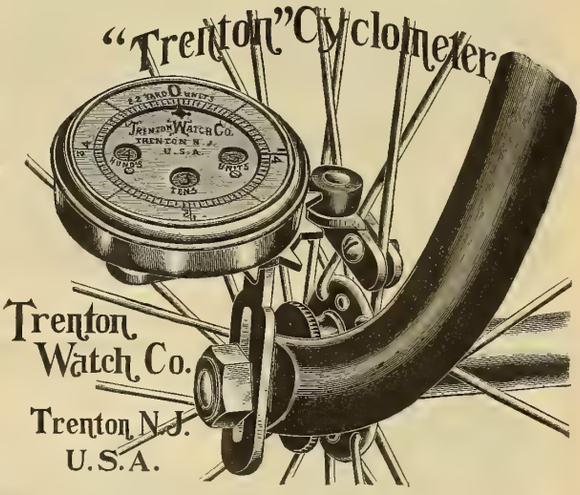
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Dealers Don't Keep
"Trenton" Cyclometers
They Sell Them.

Made of Aluminum...

Weight, 2 1-4 oz.

FULLY GUARANTEED.



Price,

$2.

Order "Trentons" and accept no substitutes, as they are all outclassed. If your regular jobber can not supply you with Trentons we will take pleasure in referring you to jobbers who can.

LARGE DISCOUNT TO TRADE.

Trenton Watch Co., Trenton, N. J.

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SIMONDS BALLS

—ARE—

"The Best in the World."

SIMONDS ROLLING MACHINE CO.,

G. W. WEYMOUTH, Gen'l Manager. FITCHBURG, MASS., U. S. A.

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ALLERTON'S BICYCLE Chain Compound
DOES NOT SOIL CLOTHES OR HANDS
DUST & DIRT WILL NOT STICK TO IT.
M'F'D BY
ALLERTON LUBRICANT CO.
CHICAGO.

The Chain Lubricant

Keeps the chain bright as well as lubricated.
One dozen handsome tin tubes in showcase display box.

Price 25 cents.

Sample Free to Dealers. ***Liberal Discount to the Trade.***

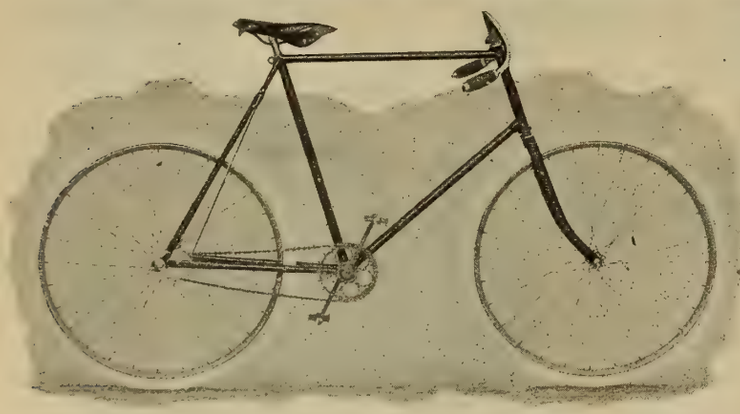
Allerton Lubricant Company,

710 Old Colony Building, CHICAGO.

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JOHNSTON TWO-SPEED WHEEL

One turn of a lever changes your gear from high to low, or the reverse, immediately.

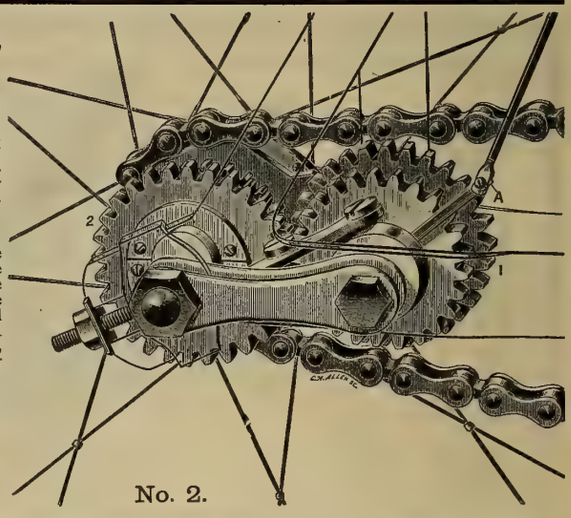


It is possible to ride a much higher gear with this attachment than could be done without it. Any combination of gears can be furnished (weight 15 oz.).

This cut shows the gears in action, the lever A being at the highest point. The power is transmitted through gears No. 1 back to gears No 2, giving a greater power with less speed.

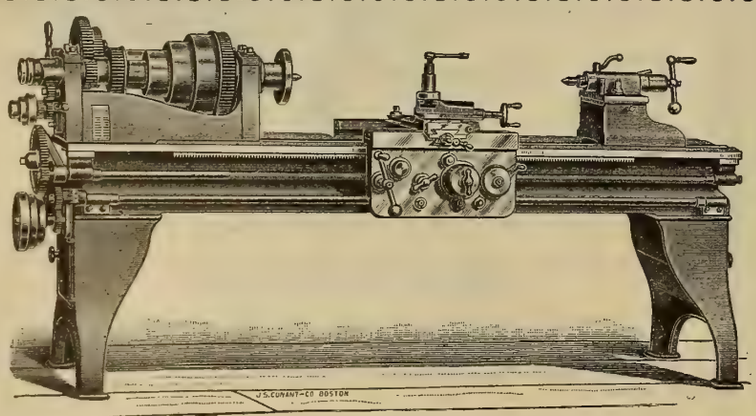
Look for cut No. 1 next week.

154 Congress Street, BOSTON.



No. 2.

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HILL, CLARKE & CO.

BICYCLE MACHINERY

Special Machines for making Hubs, milling Sprockets, and for drilling Forgings.

14 So. Canal Street, CHICAGO.

156 Oliver Street, BOSTON.

....THE GREATEST SUCCESS OF THE TIMES....

Griswold's New Repair Tool

For Single Tube Tires. It will pay you to investigate. Samples sent upon receipt of price. Price, $1.00.



GRISWOLD'S DETACHABLE

Folding Bicycle Mud Guard

Price, $2.50

Made of the finest Para sheet rubber. Adjusts itself to any bicycle frame without the use of buckles or other cumbersome device. Weighs but 8 ounces.

For descriptive circulars, trade prices, and discounts write to

M. E. GRISWOLD CO. - WASHINGTON HEIGHTS, CHICAGO.

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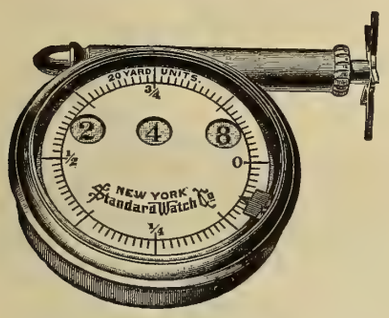
BICYCLE SUNDRIES

We are NOW prepared to furnish THE TRADE with Bicycle sundries at lowest market prices. Send for Illustrated Catalogue.

HARTLEY & GRAHAM,

P. O. BOX 1760. MENTION THE BEARINGS 313-315 BROADWAY, NEW YORK.

THE STANDARD CYCLOMETER



LEADS THEM ALL.

Built on the principle of a watch, and fully guaranteed by a responsible firm. Record the number of miles you ride daily. The little Standard does it accurately. Registers 1,000 miles and repeats, dust proof and water proof, smallest in the market. Its weight is only 3¼ ounces. White enameled dial, same as a watch. Easily and quickly applied. In case of accident, repaired without charge.

Sent postpaid to any part of the United States for $1.75.

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A BRAKE

to be useful must be light, strong, cheap, and noiseless. The ELLWOOD brake is light, cheap, strong, noiseless, pretty, and

PRICE, ONLY $3.00.
WEIGHT, 4 OZ.

AUTOMATIC,

absolutely automatic. Quick in action, weighs 4 ounces, costs $3. Beautifully nickeled, and handsome in appearance. Small in size and adds 100 per cent to the appearance of any wheel. Will fit all makes of wheels. Adds to the salability of all bicycles. No wheel is complete without it.

WESTINGHOUSE

did for the railroad train what we have done for the bicycle. Thousands of riders are sounding its praises daily.

TIRES.

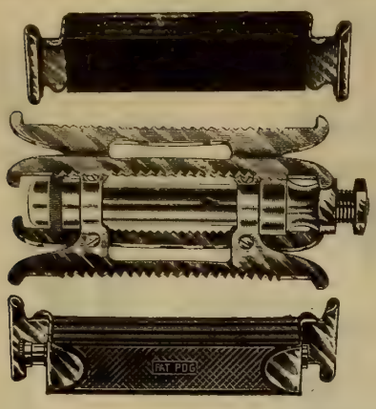
No wear on the tires; no foot needed to operate it; no rattling on the chain; no unsightly handle on the bars; no wires and gum sticking in the way: no noticeable increase in weight.

THE ELLWOOD CYCLE MFG. CO., PITTSBURG, PA.

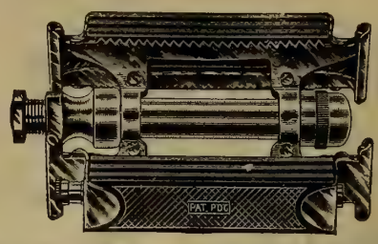
MANUFACTURERS,

do you want to increase the sale of your wheels? Dealers, do you want to make money? Riders, do you want the finest and grandest improvement ever put upon the bicycle? Agents wanted everywhere in the United States and Canada. Samples sent on receipt of price. Remit by P. O. money order, draft, or stamps.

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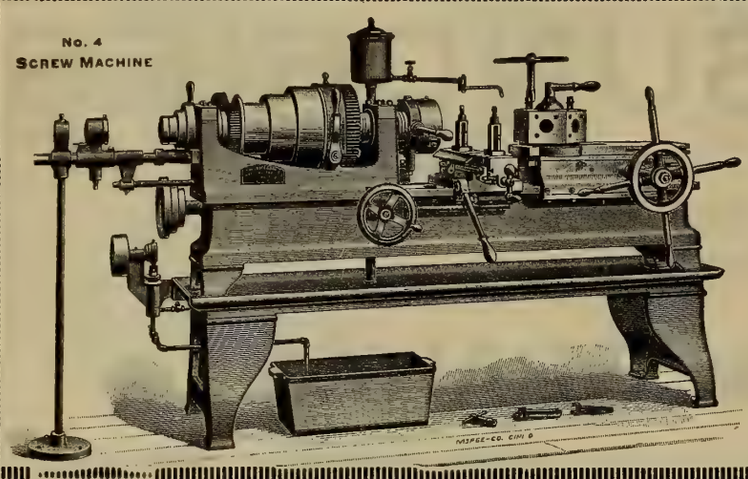


A COMPLETE COMBINATION.

You want the best. We have them. Specify the INDIANA PEDAL, weight 12 oz. per pair. Every dealer in America can obtain them if orders are placed **at once,** from

CHICAGO—ROGER B. McMULLEN & CO.—NEW YORK

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THE LODGE & DAVIS
Machine Tool Co.

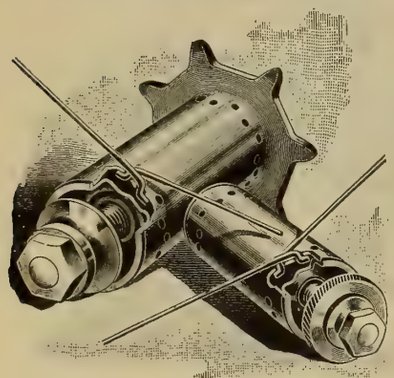
Manufacturers of Hub Machines, Cone Machines, Sprocket Milling Machines, Rim Drilling Machines, Tube Cutters, Engine Lathes, Shapers, Tool Room Milling Machines, Universal Cutter and Reamer Grinders, etc.

Works: Cincinnati, O., U. S. A.

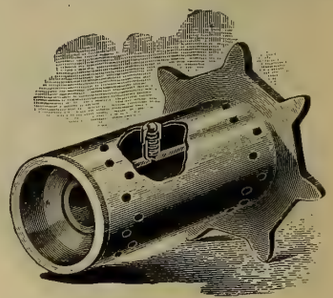
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STRONG—SIMPLE—NO FLANGES—TREAD DECREASED—SPREAD OF SPOKES INCREASED—MADE OF A SIMPLE PIECE OF TUBING—SPROCKET BRAZED OR THREADED



CULLMAN TUBULAR HUB CO.,

Address 626-630 Kirk Building, Syracuse, N. Y.

CHICAGO. SYRACUSE

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"Celerity is never more admired than by the negligent."—*Shakspere.*

Don't be Negligent

Protect your Bicycle from theft by using a



THIEF PROOF LOCK...

The only lock that is affixed where the wheel is subject to no damage. Can not be opened without a key. Absolutely unbreakable. Light, strong, and beautifully finished. Put up on attractive cards for the trade, three on a card. PRICES AND ELECTROS ON APPLICATION.

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CYCLE MATERIAL SPECIALISTS. 105-107 CHAMBERS ST., NEW YORK.

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BICYCLE FITTINGS.

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WORCESTER FERRULE & MANUFACTURING CO., -- 17 Hermon St., Worcester, Mass.



Falcon

The magic fascination of the word is not to be compared to the magic fascination of the wheel which bears the name.

RIDDEN BY A HOST.

INDORSED BY PRECISELY THE SAME NUMBER.

THEIR POPULARITY ADVANCES WITH THE SEASON.

WATCH THE GOLD CRANKS.

Yost Mfg. Co., Yost Station, Toledo, O.

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EAST 23D STREET

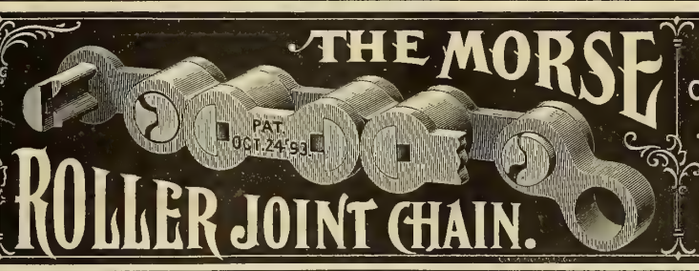
SUITABLE FOR A FIRST-CLASS BICYCLING ESTABLISHMENT

NOS. 209-211-213.

Stores—Display Rooms—Manufacturing—Upper floor for riding hall. Seventy-three feet by half block; modern fire-proof building; large store floor, can be divided; lofts suitable for high-class manufacturing; passenger and freight elevators; electric light; electric power; excellent location. Terms reasonable; long leases if desired. Apply to CASS REALTY CORPORATION, 503 Fifth Avenue, New York City.

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EVERY JOINT IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR NEEDS NO OIL and is FRICTIONLESS



The PITCH is not only made TRUE but STAYS TRUE.

MANUF'D BY MORSE SPRING CO., TRUMANSBURG, N.Y.

SEND FOR CIRCULAR.

Mention The Bearings



Takes a picture this size, round, square, or fancy shaped.

The Smallest Camera Made.

Put a KOMBI in Your Pocket when You go on a Run.

The Kombi, complete, **$3.50**

Strip of film (25 exposures), 20 cents extra. Developing film, 15 cents. Printing pictures, 1 cent each.



The size of the Kombi is 1⅝x2 inches. Weight, 4 ounces. All metal, silver bronze finish. Takes 25 pictures at one loading, snap shot or time exposure.



The Kombi in position. One-fourth size.

EVERY INSTRUMENT GUARANTEED.

If not for sale by the dealer, the Kombi will be sent to any address, postpaid, on receipt of price.

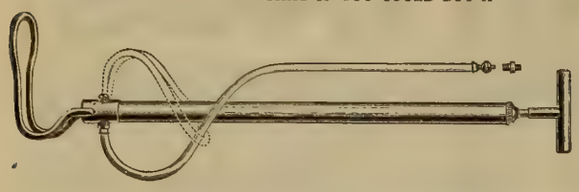
ALFRED C. KEMPER, 208 LAKE STREET, CHICAGO.

BRANCHES:
LONDON—36 Oxford Street, W.
BERLIN—10 Taubenstrasse, W.

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DID IT EVER STRIKE YOU

THAT IF YOU COULD BUY A



First-Class Floor Pump for 75c.

you would invest? Here is your opportunity of a lifetime.
No such value ever before offered. Only a few left.

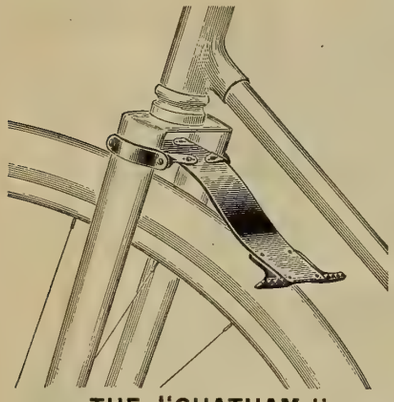
We also manufacture Toe Clips, Detachable Lamp Brackets, Repair Outfits, Pedals, Wood Rims, all kinds Cements and Cycle Sundries.
We quote you lowest prices.

DODSON MFG. CO.

233 E. RANDOLPH ST. - - - - - - CHICAGO, ILL.

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FOOT BRAKES



THE "CHATHAM."

We are headquarters for

Brakes and Cycle Fittings Generally

Write for 28-page catalogue,
To introduce our foot brakes we will mail samples upon receipt of price.

The "CLIP," price, each, - $1.50
The "CHATHAM," price, each, .75

BEVIN BROS. MFG. CO.

EAST HAMPTON, CONN

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NEW DESIGNS FOR 1896.

ONLY HIGH-GRADE GOODS.

FRAMES, HUBS and PEDALS

WRITE TO US.

F. S. WATERS & CO.,

MANUFACTURERS.

155 W WASHINGTON ST., CHICAGO.

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The manufacture of **CYCLE CHAINS** is not a **side issue** with us. **It is our sole business** and that is why ours are

The Standard Chains of America.



We have the ONLY PRACTICAL HARDENED RIVET MADE.
It will pay you to investigate it.

Indianapolis Chain & Stamping Co., Largest Factory in the World....

First in America, 126-128-130 W. Maryland St., INDIANAPOLIS, IND.

ROGER B. McMULLEN & CO.,
139 Lake St., Chicago, and 309 Broadway, New York City, GENERAL U. S. SALES AGENTS.

J. S. LENG'S SON & CO., 4 Fletcher St., New York City, New York Depot.

New England Depot, ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass.

MENTION THE BEARINGS

THE BUFFALO TROUSER GUARD.

The Best, Lightest, and Most Practical.



MADE OF THE

Best Tempered Spring Steel.

Will not bind on the ankle or rust trousers.



Send for sample pair by mail, 10 cents. Write for discount. Sold by all dealers in bicycles and sundries.

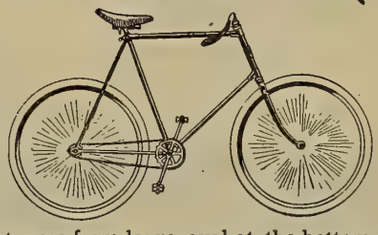
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Bicycle make them stand out among a thousand. Not as a freak, but as the embodiment of good design, careful study, and select materials. The Fox is the most rigid in the two points where so many fail—the front fork and the crank hanger. The Fox fork is made of one piece of tubing with tubular reinforcement, crowned with a drop forging. Seat-post tube tapers from large oval at the bottom to round at the top, and makes

THE STRONGEST MACHINE ON THE MARKET

BEAUTIFUL LINES. HIGH GRADE. $100.

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WRITE FOR ILLUSTRATED PRICE LIST.

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Dealers, write for discounts.



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With screws to hold them on. Sent post paid on receipt of price
Will fit any rat-trap pedal with straight plate.

The Reed & Curtis Machine Screw Co., Worcester, Mass

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THE GLORY OF A YOUNG MAN IS HIS STRENGTH.
Medical books say: "Kola enlarges and increases the activity of the nervous system, acting upon the motor part of the system, medullary and cerebral. The effect of this act on is not only to excite and stimulate the motor centers, but to diminish the sensation of effort or fatigue, which are both nervous and chemical phenomena."
RICHARDSON'S KOLA GUM
CONTAINS THE PURE KOLA,
INVALUABLE TO THOSE WHO RIDE THE WHEEL.
If your dealer hasn't it, send 5 cents for sample package to
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The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents, B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

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THE FAVORITE TOE CLIP

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Will hold a volume. Any number can be taken out without removing other than the one wanted, and not being held by pressure, cannot fall out.

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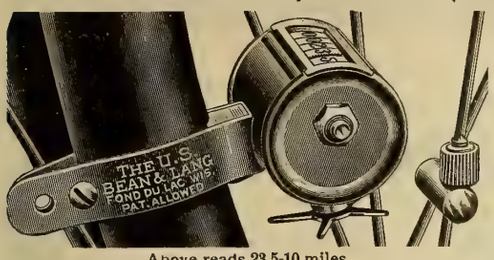
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Send for Designs and state the events.

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Above reads 23 5-10 miles.

10,000 Miles. Price $2.25

Repeats, or may be set back.

1 1-2 OUNCES. 1 INCH LONG.

Made for 24, 26, 28, and 30 inch wheels, and to register kilometers for 28 and 30 inch wheels. Interchangeable to any size by getting extra piece at 25 cents.

We guarantee the U. S. for one year. Should it get out of order mail to us with return postage, and we will repair free of charge.

Reads plainly from saddle. Least liable to injury. Clamps on fork out of the way and safe from accident. All parts non-corrosive. Dust and water can not injure it. Every meter tested at sixty miles per hour and guaranteed accurate.

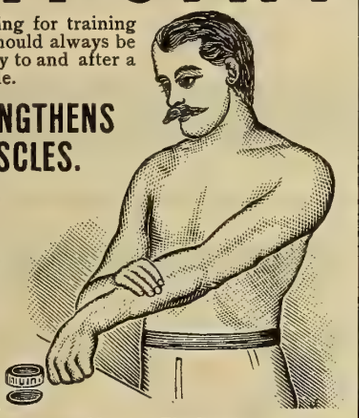
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ANTI-STIFF

Is the proper thing for training purposes, and should always be used preparatory to and after a tour, race, or ride.



IT STRENGTHENS THE MUSCLES.

Cyclists, athletes, oarsmen, swimmers, sportsmen, golf and ball players, or in any case where the muscles are exerted, use

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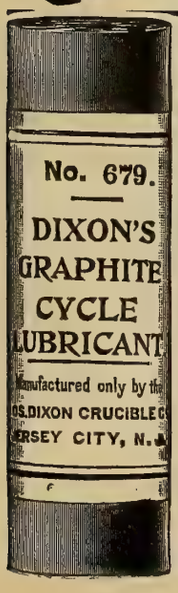
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Chicago Grip

to tighten loose spokes and true up his wheel.

PRICE 75 CENTS. From all Dealers or sent postpaid by

AVERY & JENNESS,
6245 Oglesby Ave., Chicago.



SAMPLE FREE

To dealers who send business card.

Wheelmen who can not obtain it from their dealers will never regret sending 15 cents for sample.

There is no article in the market equal to it.

Jos. Dixon Crucible Co.,
Jersey City, N. J.

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RARE OLD BICYCLE FOR SALE—Made by a a country wagonmaker in 1869. Wood wheels, iron tires; rough, heavy, awkward, and clumsy. Just the thing for dealer's show window.
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WANTED, by first-class plater and polisher, position as foreman. Twenty years' experience. A1 references. Address M. M., care "The Bearings."

WANTED—A bicycle manufacturer of first-class wheels to locate in Connecticut. Capital and shop furnished. References exchanged. Address P. O. box 637. Meriden, Conn.

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Bloomers



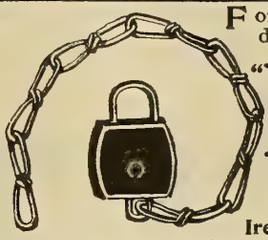
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Bicycle Skirt Holder

and keep your skirts down.
Invisible, adjustable, and easy to walk in. Sample, by mail, 50c. Dealers, write for prices. Manufactured by

H. S. PETERSON & CO., 112 Clark St., Chicago, Ill.

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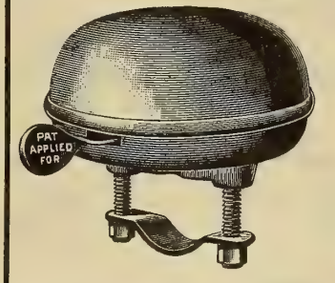
For something you can depend upon, buy the

"Irene" LOCK.

Irene Cycle Locks have **4 levers** and **extra heavy steel chain, 15 inches** long, not easily cut nor broken. They are sold at reasonable prices by the leading Cycle houses. Made exclusively by

MILLER LOCK CO.,
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CHEAPEST, LIGHTEST, and BEST



Bells

in the world.

13 Styles.

Send for Illustrated Circular.

N. N. Hill Brass Co., East Hampton, Conn.

....BICYCLE CLUB....

Badges, Buttons, Pins

See our Novelty Lapel Button.

Send 10 cents for sample. We can furnish special club badge at very low price. Also Campaign Buttons, "Free Silver," "Sound Money," etc. Agents wanted.

THOMAS M. GOODWIN, Manufacturer Novelties,
Mention The Bearings 175 Plum St. Cincinnati, O.



Pat. 1894

Wire-Bound Wood Rims are the only reliable **Road Rims** made they can not split or break; make a perfect riding bicycle. **S. N. Brown & Co.** DAYTON, O.

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Red Cross Rubber Cement



THE BEST CEMENT IN THE WORLD for repairing pneumatic tires. For sale by all first-class dealers throughout the world. It has no equal. These tubes are put up in neat and attractive cases, containing one dozen tubes each. None genuine unless it bears our trademark, Red Cross.

Send for catalogue and Red Cross Specialties.

MANUFACTURED BY

Arlington U. Betts & Co., Toledo, Ohio.

Mention The Bearings

Cafe Brauer

Formerly Winter's Cafe, Cor. State and Van Buren Sts.

Has Reopened at 231 State St.

Near Jackson St.

We have exceptional facilities for handling the State Agency for either Louisiana or Arkansas for some responsible and reliable bicycle factory for 1896. Would be pleased to hear from those who have facilities to give us prompt shipments. Correspondence solicited.

1 ***Address K, "Bearings."***

C. H. HANSON, 44 S. Clark St., Chicago, Ill.



CLUB AND BADGES.

Mention The Bearings.

Premium Guitars, Mandolins, Banjos & Violins

ONLY $5 FOR EITHER.



These instruments have received highest award for Tone, Finish and Material, and retail for $12.00, but in order to thoroughly introduce them in every locality, we will sell a limited number at above price. Simplified Instructor free with every instrument when cash accompanies order. Also sent C. O. D., with privilege of examining. **THE MUSICAL GUIDE PUB. CO., Cincinnati, O.** Largest Manuf'rs in the U. S. Illustrated Catalogue for 2c. stamp.



The test of experience, the most reliable.

A million Plymouth Wood Rims in use testify to their reliability.

It is safe to buy and safe to ride Plymouth Wood Rims. They are made under patents covering the process of making rims for bicycles from a single piece of wood.

N. B.—We guarantee quality and also deliveries. We also make wood mud guards and chain guards. Neat and of new design.

Indiana Novelty Mfg. Co., Plymouth, Ind.

Mention The Bearings

The Greatest Improvement Since the Introduction of Wood Rims.

Beautiful in Appearance.

Light in Weight.

9 ounces per Set.

Durable in Use.



Cheap in Price.

You want them.

Your wheel will be 2 lbs. lighter and handsomer.

Mention The Bearings

IF YOU WANT TO RIDE COMFORTABLY, SPECIFY THAT YOUR SADDLE SEAT IS TO BE MADE OF

MOONEY PURE OAK LEATHER

MESSRS. W. W. MOONEY & SONS, Columbus, Ind.

Gentlemen: Replying to your inquiry as to my opinion of the saddle top made from the MOONEY LEATHER, it is with pleasure I advise you of the very satisfactory manner in which it has stood the test to which I have subjected it.

It has now been in constant use for several months and it is as perfect in shape as when I first put it on the wheel, and instead of becoming somewhat soiled, as fair saddles usually do, it has acquired a very fine polish from use and still retains its bright, clean appearance. What I consider the main charm of the saddle, however, is the sense of comfort it imparts to the rider from the springy stretch of the leather, allowing the saddle to conform to every movement, and absorbing all jar and vibration from the machine.

I think your leather is admirably adapted for bicycle saddles.

Yours very truly, HORACE M. FERRIS.

W. W. MOONEY & SONS, OFFICE AND FACTORY, COLUMBUS, IND.

Tanners and Curriers of the best PURE OAK LEATHER, because they have had over fifty years' experience.

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MARION MAPLE RIMS

MARION MAPLE RIMS

THEY ARE A GO!

The Marion '96 rim is all right.
SECOND GROWTH MAPLE and a fine finish.
We will sell ALL we can make and no more.
Everybody says they are BETTER THAN ELM.

ABSOLUTELY TRUE.
ABSOLUTELY STRONG.
UNIFORM IN SIZE.
UNIFORM IN COLOR.

We are also general sales agents for E. J.
Lobdell's celebrated Hickory and Ash Rims.
GET SAMPLES QUICK.

MARION CYCLE CO., MARION, IND.

MARION MAPLE RIMS

MARION MAPLE RIMS

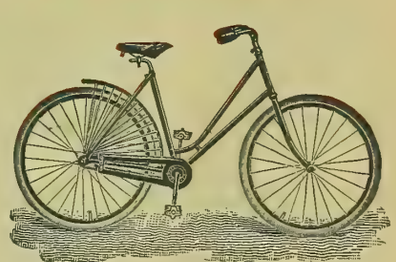
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"The Winton is a Winner."



AT ITHACA, MICH.

THE WINTON
won 10 out of 16 races.



At ST. PAUL, MINN., the 12-mile road race.

At PENTWATER, MICH., four grand victories.

Take a hint, and write to us.

THE WINTON BICYCLE CO., - - 108 Perkins Ave., Cleveland, Ohio.

R. T. RAINES, 24 Forty-third Street, Chicago, Agent for Chicago and Cook County.
STUDLEY & BARCLAY, Grand Rapids, Mich., Agents for Michigan.
THE WYETH HARDWARE & MFG. CO., St. Joseph, Mo., General Western Agents.
R. D. CONE CO., Winona, Minn., Northwest Representatives.
COBB & ARCHER, 96 Center Street, New York Agents.

MENTION THE BEARINGS

Here it is again....

ONE KENWOOD SOLD SELLS ANOTHER

NEED WE REPEAT?

MONTPELIER, VT., July 20, 1895.

KENWOOD BICYCLE MFG. CO.,
Chicago, Ill.

DEAR SIRS: Please ship to me by express as soon as possible one Kenwood Path Racer and one Ladies Special.

I understand there is some delay in getting wheels this year but kindly rush this order. If you will refer to your books you will see where I got a Kenwood in May, 1894. It has given me good service ever since, but I now want a lighter wheel. Yours truly,

J. M. THURSTON.

Kenwood Bicycle Mfg. Co.

KENWOOD AGENTS:
Euclid Bicycle Co., Cleveland, Ohio.
J. H. Fall & Co., Nashville, Tenn.

253-255 S. Canal St., CHICAGO.

Mention The Bearings

What "The Bearings" thought.

"The Stearns at Asbury Park."

"The manner in which E. C. Stearns & Co. were advertised at the League meet at Asbury Park last week was a caution. Besides giving away 10,000 yellow canes tied at the handle with orange ribbon, which were distributed at the races, they likewise handed out 5,000 orange buttons with 'Stearns Bicycles' on them. Then every street car in the city, bar none, was gaily festooned both fore and aft with Stearns banners, and all the peanut, lemonade, and what-not stands at the athletic grounds were likewise draped. One could go nowhere but that 'Stearns Bicycles' met his eye, and many competent judges say that fully $10,000 worth of advertising was obtained by them through the display business here."

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 2

CHICAGO, AUGUST 8, 1895.

BALD AND GARDINER BEATEN.

Titus Does the Trick at Wauseon—8,000 People See the Races in a Town of 2,000 Inhabitants.

WAUSEON, OHIO, Aug. 2.—"The greatest town in the country for a race meet," as the circuit chasers style Wauseon, held its third annual tournament today, and 8,000 people packed the grand stand, bleachers, and infield, while the overflow stood on the track in front of the grand stand. Wauseon has a population of but 2,000, but so famous are its race meets that special trains are run from the surrounding towns. Toledo sent a very large delegation, while every village within a radius of twenty miles was represented. Farmers came in old-fashioned rigs, and the town was more crowded than it is in fair time. Country wheelmen were out in full force,

Attired in Wonderful Costumes.

The most popular costume seemed to be a long peaked cap, cutaway coat, and long trousers rolled up.

There were plenty of pretty girls, and the circuit chasers had not been in town an hour before most of the racing men had appropriated the best looking young ladies. It was a dreary wait until the races began, and Eddie Bald and a few choice spirits improved the opportunity to have some fun with a clown who was stalking around town on a huge pair of stilts. They grabbed the fellow and laid him on his back in the road. The helpless man resembled a turtle that has been laid on its back. His efforts to regain his feet caused the spectators to

Roar With Laughter.

The races did not begin until 2:30, and as the people were all there long before that time they were impatient, but they were repaid for their wait, for they were treated to three of the biggest surprises of the season. To start with, Ray MacDonald, who has been riding poorly for the past month, stole a march in the half-mile open and won. Then Maddox came out of his shell and walked off with the one-mile 2:15 class. To complete the string Titus won the mile open, badly

Beating Bald, Gardiner, and Bliss.

Just before the races commenced a section of the bleachers fell, but beyond a scare and a few bruises no one was injured.

Lee Richardson, Sid Black, and the Eager children amused the audience with some very clever trick riding. The work of the children—one a 7-year old boy and the other a 9-year old girl—was excellent.

Bald, Rigby, and MacDonald qualified in the first heat of the half-mile open in the order named. In the second heat Ziegler, Kiser, and Coulter qualified, Gardiner being shut out. MacDonald was in last position as the bunch swung into the backstretch in the final,

Ziegler Setting the Pace.

Before the quarter-mile pole the chunky little Columbian came up with a rush and got quite a lead. Ziegler saw him coming and gave chase, but could not quite overcome Ray's lead and finished a good second, Rigby beating out Bald for third place.

Bainbridge tried hard to pull Tom Cooper through in the mile handicap, but Cooper was not feeling well, and although he came into the homestretch in the lead he was baked and could not sprint. Murphy, twenty yards, practically scratch, had

A Large-Sized Sprint up his Sleeve,

and won out handily, Titus getting second, and Kiser third.

Maddox kept the men on their marks for five minutes in the one mile, 2:15 class, while he was changing his racing suit. The change seemed to have done him good, for when the sprint came he made a rush and crossed the tape in front of Kiser second, Sims third, and MacDonald fourth.

But the surprise of the day came in the mile open, in which Bald, Bliss, Gardiner, Ziegler, Titus, Murphy, Johnson, Maddox, Brown, Schrein, and Eddy started. The men

Objected to Tandem Pacemaking,

so Sims was put in to pace the first half and Kiser the second. Murphy got the pacemaker at the start, with Bliss next, Gardiner third, and Bald fourth. On the second half, just after the quarter-mile pole was passed, Titus dropped back a few feet and then went to the front with a rush. The whole field was caught napping, and Titus got a comfortable lead which could not be overcome. Murphy, who was on the pacemaker's rear wheel, was the first one to recover, and gave Titus a warm chase down the home-stretch. Bald just beat out Ziegler for third place, while Gardiner was lost in the shuffle.

Berney Oldfield, of Toledo, proved to be the best Class A man present, and repeatedly beat the Klinger boys. Oldfield won the half-mile open, mile open, and two-mile handicap.

Summaries.

Half-mile open, Class A.—Berney Oldfield, first; E. D. McKeon, second; W. C. Emmick, third. Time, 1:11⅖.

Half-mile open, Class B.—Ray MacDonald, first; Otto Ziegler, second; F. B. Rigby, third; E. C. Bald, fourth. Time, 1:14⅕.

One-mile county championship, Class A.—O. L. Brailey, first; F. J. Voight, second; C. Markley, third. Time, 2:47⅕.

One-mile handicap, Class B.—C. M. Murphy, 20 yards, first; F. J. Titus, 30 yards, second; E. Kiser, 90 yards, third. Time, 2:13⅕.

One-mile open, Class A.—B. Oldfield, first; W. J. Klinger, second; P. W. Klinger, third. Time, 2:35⅘.

One-mile 2:15 class, Class B.—H. H. Maddox, first; E. Kiser, second; W. F. Sims, third; Ray MacDonald, fourth. Time, 2:41⅕.

Two-mile handicap, Class A.—B. Oldfield, 60 yards, first; W. C. Emmick, 100 yards, second; M. Hoachstetter, 80 yards, third. Time, 5:07⅖.

One-mile open, Class B.—F. J. Titus, first; C. M. Murphy, second; E. C. Bald, third; O. Ziegler, fourth; J. P. Bliss, fifth. Time, 2:10⅖.

THE TOLEDO MEET.

TOLEDO, OHIO, Aug. 3.—A wretched track partially spoiled the meet of the Toledo Cycling Club, for it made the men afraid; in fact Gardiner, after riding in the half-mile open, refused to risk his neck and quit for the day. The track used was a half-mile dirt, and although it had been worked hard for weeks it was soft. The only place a man could ride was on the pole; if he was forced out two feet he stuck in the sand and was hopelessly out of the running. But nevertheless there was some good racing, Bald, Cooper, and Murphy winning the B races.

Toledo has been booming this meet for months, and in consequence every one quit work early today to go to the races. Secretary Bach had advertised liberally, and the result was that

Fully 5,000 People Packed the Grand Stand

and stood around the track. The officials knew their business, and the eight races were run off in a little over two hours.

Strange to say, the novice race was dispensed with, the first event on the programme being the half-mile open, Class B. For this race eleven men came out, among them being Cabanne, who made his first appearance since Asbury Park. He is still far from being fit, but rode here because it was on this track that he made his first showing against the crackajacks last year. At the start Ziegler, who was on the outside, cut over and got the pole. He did not seem to mind setting the pace and led the procession, closely followed by Murphy. On the last turn Otto started the sprint and swung into the stretch half a length to the good, and in the coveted position on the pole. The field came around into the stretch like a whirlwind, each man fighting for the hard track on the pole. They were strung out, Gardiner, Bliss, and Cabanne being in the ruck. Halfway down the stretch

Murphy Challenged Ziegler.

Otto was tired from setting pace and was unable to answer the challenge. Young Kiser was on Murphy's rear wheel, and he too passed Otto. Kiser tried to force his front wheel in between Murphy and the pole, but the veteran wouldn't let him through, and Murphy, Kiser, and Ziegler finished in the order named, Gardiner being fourth, Rigby fifth, Cabanne sixth, Johnson seventh, Bliss eighth, and Cooper, Schrein, and Sims bringing up the rear.

Only eight men came out for the mile handicap, Class B, and before the leaders had swung into the backstretch the first time the race became a scratch event. The B handicaps on the circuit never have very many starters. The scratch men rarely ride and the whole field is placed between the thirty and eighty yards marks The handicappers are not liberal enough with their handicaps, being afraid to give the limit men a show to win. The result is that

The Field Always Bunches on the First Lap.

In the mile handicap today Rigby set pace for a half, being succeeded by Schrein, the new addition to Class B. The men loafed until the last quarter,

when Sims jumped on the turn. He led into the stretch, but had to ride wide on account of the rough track. Cooper cut in to the pole, and with this advantage easily held Rigby and Titus at his rear wheel. They crossed the tape in this order followed by Sims, MacDonald, Johnson, Kiser, and Schrein. Cooper has been "off his feed" for a week, but under Trainer Moulton's careful handling he is once more showing well.

Kiser Comes to the Front.

Another small field came out to ride in the two-mile handicap, Class B. Van Herik, 170 yards, rode in his first circuit race. Cooper, 150 yards; Kiser, 140 yards; Schrein, 110 yards; Johnson, 90 yards; Sims, 70 yards, and Titus, 50 yards, were the other starters. Van Herik decided to make the race lively from the start and dug out immediately with Cooper and Kiser following him closely. Schrein and Johnson composed the next bunch, while Titus and Sims brought up the rear. At one mile Johnson and Schrein were caught and the latter quit. A sore on Sims' leg broke open and the collegian dropped out. Titus then realized that he would have to ride to catch the leaders and on the third lap he dug out. He caught on, but was evidently tired. At the beginning of the last lap the field was bunched. Kiser started the ball rolling by jumping on the turn. He cut in front of Cooper and touched the latter's front wheel, causing Tom to back pedal. Kiser came away strong and finished a wheel length ahead of Cooper. Johnson beat Titus out for third place.

Cooper Protested Kiser

for fouling him at the head of the stretch and the latter was disqualified, Cooper being given first place. In this race Van Herik set most of the pace and it was a hot one, the time being 4:41⅕.

The next B race was a quarter-mile open, the second one of the circuit. Eight men came out for it, Brown being the favorite. After the men had



made two false starts the pistol was fired, and Bliss took the pole from Rigby. Ziegler tried to come up on the outside and got as far as Bliss' rear wheel, where he stuck. Bald was behind Bliss, seemingly content with his position. Halfway down the stretch Eddie thought that the proper time had arrived and passed Bliss, winning the race by half a length, the others being bunched a length back, led by Cabanne; Rigby was fourth, Ziegler fifth, Brown sixth, MacDonald seventh, and Cooper last. This was

Bald's First Victory for a Week,

and it evidently encouraged him.

Rigby, Titus, MacDonald, Bald, Johnson, Bliss, and Ziegler was the order from the pole in the mile open, Gardiner and Murphy not riding Sims was put in to pace the first half; Bliss caught his rear wheel, with Bald next. Sims warmed up the pace for a half, but when Rigby undertook to take his place the whole field passed him. This forced Bliss to make the pace, Rigby being unable to get to the front. Bliss kept his position, and started the sprint at the usual place on the turn. MacDonald came up and tried to pass on the outside, but the going was too bad, and he couldn't accomplish his purpose. Bliss led into the stretch, but 100 yards from home Bald came up with his regulation cannon-ball sprint and took the lead. Titus and Ziegler were close after him, and the four

Crossed the Tape in a Bunch,

Titus getting second, Ziegler third, Bliss fourth, Johnson fifth, and MacDonald, sixth. Time, 2:17, good time for the track.

Oldfield and Klinger were the best Class A men and divided the races between them. The runaway win of Oldfield in the mile open aroused a great deal of enthusiasm. In this race Oldfield got the pacemaker's rear wheel and ran away from the field, finishing over 100 yards ahead of McKeon, and riding the last half alone.

The special feature of the day was a race between Miss Anna Lozier Yost, aged five years and six months, and Charles Yost. The little daughter of J. L. Yost was mounted on a bicycle built for her at the Falcon factory, while her brother rode a Springfield roadster, the first bicycle built by Mr. Yost. The latter rode one-third of a mile, while his sister rode one-quarter. The little girl stole a march on her brother and won handily by twenty-five yards.

Summaries.

Half-mile open, Class B.—C. M. Murphy, first; Earl Kiser, second; Otto Ziegler, third; Arthur Gardiner, fourth. Time, 1:06⅗.

Half-mile open, Class A.—P. W. Klinger first; Bernard Oldfield, second; F. Kruger, third; Ed McKeon, fourth. Time, 1:14⅕.

One-mile handicap, Class B—Tom Cooper, 80 yards, first; Frank B. Rigby, 70 yards, second; F. J. Titus, 30 yards, third; W. F. Sims, 40 yards, fourth. Time, 2:28⅗.

Two-mile handicap, Class B.—Tom Cooper, 150 yards, first; L. C. Johnson, 90 yards, second; F. J. Titus, 50 yards, third.—Time. 4:41⅕.

One-mile open, Class A.—C. O. Laskey, first; R. Frey, second; N. W. Church, third. Time, 2:41⅕.

Quarter-mile open, Class B—E. C. Bald, first; J. P. Bliss, second; L. D. Cabanne, third; F. B. Rigby, fourth. Time, :32⅘.

Two-mile handicap, Class A.—F. Kruger, 140 yards, first; A. J. Lonsway, 100 yards, second; M. Brown, third; C. O. Laskey, fourth. Time, 4:50⅖.

One-mile open, Class B.—E. C. Bald, first; F. J. Titus, second; Otto Ziegler, third; J. P. Bliss, fourth. Time, 2:17.

AT FORT WAYNE.

FORT WAYNE, IND., Aug. 5.—E. C. Bald had to win the mile open twice today. The first time Brown let the tandem get away and the time limit was exceeded. On the run-over two men dropped out and Gardiner fell, leaving Bald and Murphy to fight it out for first. But Bald deserved his victory for he put up a magnificent race the first time. The other Class B races lacked excitement, although Cooper scored a most meritorious win in the half-mile open, defeating MacDonald and Ziegler, two of the best men at the distance in the country.

The attendance at this meet was the smallest for weeks, but 2,500 people filling the grand stand. But the meet was a successful one, nevertheless, and the Fort Wayne Wheelmen deserve considerable credit for the fine programme they put up.

Charley Murphy had a 7x9 Smile

on his face when he came out for the mile handicap, Class B, for the handicapper had honored him by placing him on scratch with Bald and Gardiner. Cabanne was on the 20-yard mark with Titus, Sims at 40 yards, Johnson and Scott at 50 yards, Cooper and Bliss at 70 yards, De Cardy at 100 yards, and Lawson at 120 yards. The "Terrible Swede" realized that he couldn't loaf and win, and set a hot clip for De Cardy. But most of the field caught him at the first quarter. Murphy had Cabanne's rear wheel before the backstretch was reached, and the two rapidly cut down the lead of the others. Before the first half was reached Murphy had his field, and he immediately went up alongside of Lawson. Bliss came up at the three-quarters and took the pace, leading into the stretch. But the little man was "off his feed" and quit halfway down the stretch when passed by Johnson, De Cardy, and Cooper, Murphy and Cabanne being in the ruck.

Johnson Won by Half a Length

from De Cardy, who beat Cooper by inches for second; Scott was fourth, Cabanne sixth, Sims seventh, and Murphy eighth. Time, 2:11⅗.

MacDonald, Titus, Rigby, Murphy, De Cardy, and Scott were the starters in the two-mile lap race, Class B. MacDonald took the pace and started the sprint into the homestretch. He made a plucky fight for first place, but Rigby and Murphy both passed him before the tape, the former being first. MacDonald again took the pace on the second lap and repeated the same tactics, but he was again nipped at the tape by Titus, Rigby getting third. On the third lap Titus had an easy thing of it, with Murphy second and De Cardy third. MacDonald quit on the backstretch, while Scott made a sneak and got a twenty-five-yard lead before the others realized it. No one went after him and he won easily. Titus was second and Rigby third. This gave the race to Titus with a total of eight points; Rigby was second with five points, and Scott third with four points. Time, 5:08⅗.

Eleven Men in Two Heats.

Although but eleven men came out for the mile open, Class B, it was necessary to divide the race into heats on account of the narrow track. In the first heat Bald, Titus, Coulter, and Brown started. Three men qualified, so no one hurt himself setting pace. Bald took the pace the first half and Coulter the last. The sprint was not started until the field rounded into the stretch. Then Bald came away handily and won with ease from Coulter, Brown being third and Titus shut out. Time, 2:45. The second heat had Johnson, Cabanne, Gardiner, Murphy, and Scott for starters. This was another loaf until Murphy jumped on the turn and got the lead. He was never headed and beat Cabanne out by half a length. Gardiner just managed to qualify, nipping Johnson at the tape. Time, 3:00⅕. The final heat was a farce with a time limit of 2:12.

Brown Successfully Tried Bald's Asbury Park Trick

and ran ahead of the tandem, forcing Bald to drop back into second place. Van Herik and Lund hit up the pace, and Brown found his stolen place too hot and was forced to drop before the half was reached. The tandem still kept on, though, while the field loafed, Bald setting a very slow pace. Coulter jumped at the quarter and gained ten yards before Bald started for him. Gardiner and Cabanne were after Bald, who overhauled Coulter halfway down the straight and won by a length, Gardiner just beating Cabanne out for third. Murphy quit. Time, 2:17⅗. The referee declared it no race and ordered it run over. Bald, Murphy, Brown, Gardiner, and Cabanne started in the run-over. Bald got the tandem with Murphy second. Coming into the stretch, Brown quit, as did Cabanne at the tape No one

showed a disposition to start the sprint, and it was only when the head of the stretch was reached that Bald took the lead.

As he passed the tandem

The Double Machine Fell.

Bald and Murphy luckily were in front and missed the fall, but Gardiner was not so lucky, falling and scraping his leg and arm. Bald won out easily, Murphy sitting up when he saw that Gardiner was out of it. The fallen man picked himself up and finished third.

The half-mile open, Class B, was a surprise to every one, for Cooper won the race from a field of eight, in which were Ziegler, MacDonald, Cabanne, Titus, Johnson, Rigby, and Scott, all good men at the distance. What made Cooper's win the more meritorious was the fact that Cooper set all the pace. Rigby and Scott came together at the start and fell, then Cooper took the pace and held it until the quarter was reached, when he jumped MacDonald and got a length. This lead the others could not overcome. MacDonald cut down the lead but could not catch Tom. Cabanne was third, Johnson fourth, Ziegler fifth, and Titus sixth. Time, 1:10⅗.

Summaries.

One-mile novice.—A. Greenick, first; C. H. Faust, second; W. Amis, third. Time, 2:42⅘.

One-mile handicap, Class B.—L. C. Johnson, 50 yards, first; W. De Cardy, 100 yards, second; T. W. Cooper, 70 yards, third; M. Scott, 50 yards, fourth. Time, 2:11⅗.

Half-mile open, Class A.—O. Goff, first; M. Black, second; W. Peltier, third. Time, 1:06⅘.

One-mile district race, Class A.—M. Black, first; O. Goff, second; E. D. McKeon, third. Time, 2:22.

Two-mile lap race, Class B.—F J. Titus, 8 points, first; F. B. Rigby, 5 points, second; M. Scott, 4 points, third. Time, 5:08⅗.

One-mile open, Class A.—W. Peltier, first; O. Goff, second; Lee Heller, third. Time, 2:46. No race.

One-mile handicap, Class A.—M. Black, scratch, first; O. Goff, 50 yards, second; F. J. Lytle, 100 yards, third. Time, 2:16⅕.

One-mile open, Class B.—E. C. Bald, first; C. R. Coulter, second; A. Gardiner, third. Time, 2:17⅗. No race.

One-mile open, Class A, run over.—W. Peltier, first; O. Goff, second; L. Heller, third. Time, 2:20.

One-mile open, Class B, run over.—E. C. Bald, first; C. M. Murphy, second; A. Gardiner, third. Time, 2:09⅘.

Half-mile open, Class B.—Tom Cooper. first; Ray MacDonald, second; L. D. Cabanne, third; L. C. Johnson, fourth. Time, 1:10⅗.

Half-mile tandem, Class A.—Exhibition by Heller and Smith, in 1:01⅘, establishing a boy's record.

Half-mile ride against track record by A. Gardiner. Time, :56⅖.

THE SOUTH BEND MEET.

South Bend, Ind., Aug. 7.—The smallest crowd that has attended a circuit meet so far this season, but partially filled the grand stand today, barely 1,000 people being present. The day was pleasant, but a strong wind blowing directly up the stretch spoiled the finishes. The races began at 1:30, and were rushed through, as the B men wanted to catch an early train for Chicago. The first B race on the programme was the one-mile handicap. Gardiner was on scratch, this being the first handicap he has ridden in on the circuit. There was a number of good men on the 120-yard mark, and Bainbridge lost no time in setting a rattling clip. At the quarter Goode, DeCardy, and Brown were with the leaders. In the second bunch were Coulter, Cooper, Scott, Cabanne, Titus, Johnson, and Kiser, with Gardiner digging hard after them. The poor scratch man had a hard job, but caught the second bunch on the backstretch the last turn around, when, seeing that he couldn't catch the leaders, he quit. If he had finished he

Would Have Beaten the Time of Sanger's Famous Mile

at Milwaukee. Cooper and Scott left the last bunch at the quarter and managed to finish among the leaders. A. I. Brown, 80 yards, won the race, with D. J. Goode, 120 yards, second; De Cardy, 90 yards, third; Van Herik, 120 yards, fourth; Bainbridge, 120 yards, fifth. Time, 2:05.

The heats of the half-mile open were close and exciting. Bald, Kiser, and Murphy qualified in the first heat, Cooper, Scott, Johnson, and De Cardy being shut out. In the second heat MacDonald and Ziegler almost ran a dead heat, MacDonald getting the decision. Gardiner was on their rear wheels. Ziegler's magnificent spurt was the feature of the heat. Cabanne and Goode were shut out. The final was red hot. A time limit of 1:10 was placed on the race with no pacemakers. Kiser got the lead at the start, but Ziegler wouldn't let him keep it, and he went to the front on the backstretch. At the quarter

MacDonald Made his Usual Sneak,

and came into the stretch in the lead. Halfway home Bald was on even terms with his team mate, and forged ahead half a length, just enough to win the race. Ziegler nipped MacDonald at the tape, Gardiner getting fourth, and Kiser fifth. Time, 1:11. The race was allowed to stand.

The mile open was won by Eddie Bald, but it was a hollow victory, as Titus and Murphy were the only others to finish. An accident happened in this race which resulted in Gardiner and Ziegler falling, ths latter breaking his arm. Nine men started, Murphy getting the tandem with Kiser, Johnson, Bald, Titus, Scott, Gardiner, Ziegler, and MacDonald hanging on in the order named. On the backstretch Kiser could not hold the pace, and

Murphy and the Tandem Pulled Away.

Bald was after them and caught them in the homestretch. The others were strung out as the field passed the grand stand. Scott, who was pacing Gardiner, looked around, causing the latter to swerve and fall, bringing down Ziegler. When the little Californian was picked up it was found that his left arm was broken in two places just above the wrist. The others continued the race, the tandem dropping out at the quarter. Murphy led into the stretch but near the tape, Bald, followed by Titus, passed him. Bald won the race, Titus second, and Murphy third. Time, 2:05, state record.

The two-mile handicap, Class B, was won by Cabanne in a hot spurt, with L. C. Johnson second, who was practically scratch. Cooper, who started the spurt at the quarter, was third, and Kiser, fourth.

Summaries.

One-mile novice.—C. W. Donovan, first; L. Vanderbeck, second; W. N. Hixon. third. Time, 2:30.

One-mile handicap, Class B.—A. I. Brown, 80 yards, first; D. J. Goode, 120 yards, second; De Cardy, 90 yards, third. Time, 2:05.

One-mile open, Class A.—F. Frough, first; J. B. Harrison, second; C. Kolb, third. Time, 2:19.

Half-mile open, Class B.—E. C. Bald, first; O. Ziegler, second; MacDonald, third. Time, 1:11.

Half-mile club handicap.—F. F. Rough, scratch, first; W. C. Mercer, 40 yards, second; J. B. Campbell, 20 yards, third Time, 1:05⅕.

One-mile open, Class B.—E. C. Bald, first; F. J. Titus, second; C. Murphy, third. Time, 2:05.

Three-mile handicap, Class A.—L. E. Lange, scratch, first; J. B. Harrison, 100 yards, second. Time, 7:16½.

Two-mile handicap, Class B.—L. D. Cabanne, 75 yards, first; L. C. Johnson, 70 yards, second; Cooper, 120 yards, third. Time, 4:37½.

SAN FRANCISCO NEWS NOTES.

San Francisco, Cal., Aug. 3.—There is trouble in the ranks of the Class A men, and certain little communications written by Chairman Robert Welch, inquiring into the Class A standing of the recipients, is the cause of all the commotion that has reigned since Sunday among the A's. Almost all the best A men in this part of the state have been asked to furnish the Racing Board with sworn statements that they have not at any time violated Class A rules by accepting expenses from dealers, or received any favors from any one connected with the trade. Pending the answering of such questions they are suspended for thirty days. It is generally believed that most of the men can give satisfactory explanations, though in one or two cases they can not escape unless they resort to perjury. The Bearings' correspondent has interviewed

Several Suspected Riders,

and, without exception, all say "not guilty."

The *Pacific Cyclist* racing circuit is attracting much attention among the racing men. C. N. Ravlin has just returned from a tour of the different towns on the circuit, and reports much enthusiasm over the prospect of seeing the best men in the state pitted against each other. As arranged at present the circuit will include the following towns, commencing at Petaluma, August 23; Santa Rosa, 24; Dixon, 26; Woodland, 28; Marysville, 30; Sacramento, September 2; San Francisco, 7; San Jose, 9 and 10; Gilroy, 11; Watsonville, 12; Stockton, 14, and will end at Napa, 17, 18, and 19.

Merton Duxbury, the young Englishman, who arrived in this city on the 11th of July, in the actual riding time of

Fifty-eight Days from New York,

started back again yesterday, and will attempt to lower the record of fifty-nine days made by Lillie, the Stockton professional, several years ago. Duxbury was escorted as far as Haywards by a large party of wheelmen, and after saying good-by the plucky Britisher started off on his long journey. Duxbury carries with him the best wishes of all those with whom he has come in contact since his arrival in this city. His pleasant, unassuming manners made him a host of friends, and he goes back carrying with him the well wishes of all.

The *Inter Ocean* tourists, Mr. and Mrs. H. Darwin McIlrath, who left Chicago April 10, arrived in this city the fore part of this week without mishap. Since leaving Chicago they have traveled 2,995 miles, and their actual riding time is fifty-eight days. Both are tanned and are in the best of health. Mrs. McIlrath gained flesh on the trip, but her husband lost a few pounds, but since leaving Chicago he has grown a beard, owing to

The Scarcity of Barber Shops.

They will remain here until August 15, when they will leave for the orient. They rode Fowler wheels, and but for a little mud and a few scratches the wheels are as good as ever. The machines are both fitted with Palmer tires and the tourists are loud in their praise of the single-tube tires.

There is some talk of mounting postmen who work the outside districts on bicycles. One man, more enterprising than his fellows, has provided himself with a wheel and declares that he would not be without a bicycle.

C. R. Coulter, who was out here early in the year with the Falcon team, will again visit this coast, but he comes on a different errand this time, and that is to marry the daughter of a prominent wholesale jeweler.

San Francisco enjoyed, or rather did not enjoy

Her First Bloomer Ball.

The affair was managed by two enterprising native sons, who are said to have sold about two hundred tickets at 50 cents each for the affair, but when the band struck up the first notes for the grand march only one young woman appeared; but soon others, to the number of six, nerved by the example of the lonely one, made their appearance. Other fair maidens wore their bloomers, but kept them safely hidden beneath their skirts. Several men wore their bicycle suits, but somehow the room was very chilly and it was not long before all had gone home. It was a "dead cold frost," as Jim Corbett would say.

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GEO. K. BARRETT, EDITOR.

CO-OPERATION IS A FAILURE.

In view of the developments that have been brought about by the uniting of the interests of the Associated Cycling Clubs, of Chicago, and the Chicago Athletic Club, it is extremely doubtful if there will ever be any further effort on the part of the association to run joint race meets. On this occasion the entire interests of the Athletic Club have been placed in the hands of a paid employe, whose main efforts seem to have been directed toward an effort to create dissension on every hand. Hardly a thing has come up but what he has endeavored to exact some outrageous plan of favoritism to the Athletic Club. One of the most assinine of the moves was to attempt to force the men who were to officiate at the meet to pay an admission at the gate. He has made it a point to follow a policy of hindrance rather than one of co-operation, and has endeavored in every way to make the meet appear exclusively an Athletic Club affair, or at the most one in which the members of the association were merely assistants. In view of the fact that the success of the meet depends on the active co-operation of every club in the city, as well as the fact that all of the work has been done by the committees appointed by the A. C. C., it is a very poor exhibition for the representative of the big club to make.

LIFE ON THE NATIONAL CIRCUIT.

The circuit chasers have spent 157 hours on the cars and a total of eight nights in the months of June and July. The distance traveled has been many hundred miles over 5,000, yet the men do not seem to tire of traveling for "pleasant company makes short miles," as the saying goes, and never was this better illustrated than with the circuit chasing party of sixty or more now traveling throughout the land. Following the national circuit is like viewing a moving panorama. In the early spring the trees are naked. The green leaves begin to sprout as the time and the miles fly by. The fields are being plowed and the seed planted. Then the seed begins to show the results of the rain; the corn is started; the trees are clothed in bright verdure. Time flies and the fields turn to yellow and the corn is at its height and the ears are full and ripe. The threshing machines are then seen and the corn is being cut. Second crops have been started in places and are coming along finely. Summer over the corn is stacked, the fields are stubble where the wheat has been harvested, and the trees are turning to autumn shades. The leaves fall, the grass is turned by the early frosts, and winter seems not far off. Early morning in the sleepers is cold but bracing. Night rests are rests indeed. Winter is near but the game goes on just the same. Records and the trials for them are talked and gradually the crackajacks drop out for their annual war on old Father Time. This season the men will be far out on the western plains before the snow flies and the early winter will find them in the land of sunshine and flowers, the home of Otto Ziegler, who is preparing to give his comrades such a time as they never dreamed of. The life of a circuit chaser seems to some to be irksome, but to the reader of human nature and nature herself, life is a constant study and a constant pleasure providing the circuit chaser has time, or will take the time, to enjoy it.

REFORM IS NECESSARY.

The *Jay Town Bladder* is out with an editorial advocating the abolishment of the League, as no longer necessary for the advancement of cycling, on the grounds that the bicycle is now merely a business vehicle and is only incidentally used as a method of recreation and sport. Our rural friend is only partly correct, but it would seem that the time had arrived when the business end of the management should be more apparent. At present the Racing Board is the only part held up to the public, and the good roads and rights and privileges of its members are forced into obscurity. What the League needs to continue its successful career is a permanent established headquarters in a city like New York, with the president, secretary, and executive committee housed under one roof, and paid a sufficient salary to enable them to devote their entire time and attention to its management. A good suggestion thrown out by a prominent official recently was that the president receive a salary based upon a membership up to 35,000 members and beyond that point a percentage for each 5,000 additional. This would be an incentive to work; and an example of what can be accomplished by systematic business principles is shown in the membership of the New York Division, now numbering about 8,000. There is force and power in numbers, and 100,000 or 150,000 membership is not too large for the League to contain. But the methods must change to accomplish this result.

TIMING ROAD RACES.

An Expert Timer Discusses the Subject—He Makes Pertinent Suggestions to Race Officials.

In spite of the fact that road racing is illegal and dangerous, it continues to occupy a prominent place in the sport of cycling. This season's races have brought out in the most glaring manner the defects in the present system of conducting these events. The manner of checking at the turns and judging at the finishes is entirely inadequate and unsatisfactory, as the results of all the prominent events this season will show. At every race in Boston's vicinity protests have been made at the time and numerous kicks afterwards at the award of time prizes. Now it happens that a great many men among the racing men and their friends possess stop watches and it is the custom of such men to hold a watch on their particular pet. As it happens, there are plenty of men who can time one man or, perhaps, two or three, and do it accurately, but to get the times of seventy or eighty men coming in in bunches of from two to fifteen, and the whole lot coming in within four mintes of the first man, is an entirely different matter, and it is difficult to find timers who can do this. At the principal road race of this season one of the timers had the times of 123 men. The other two had only 93, making



J. E. SAVILLE, TIMER, BOSTON.

A Very Decided Break in the Times.

The leaving out of thirty men must surely misplace just that many times. If the judges skip a man, this moves up every man who comes after him. In case of five or six finishing in a bunch it is almost impossible to get the numbers accurately. In case of a mistake, this will also give the wrong times to some of the men. Now the man who has been holding a watch on one or two of his friends, and has gotten their times accurately, comes forward with his little kick. He says Speedy's time was 29:05 for the ten miles. We have our time sheet before us and refering to it we find that the twenty-first man's time was 29:05. Now we refer to the judge's sheet and find that Speedy has been awarded twenty-second place, time 29:10; and Kickem placed as twenty-first. The twenty-first man, Kickem, was a three-minute man on a four-minute limit, which would give him the corrected time of 28:05, while Speedy was a 2:45 man, making his time 27:55. Time prize was awarded in this case to a man having the time of 27:52. If, as the friends of Speedy claim, his time was 29:05 instead of 29:10—he and Kickem having been misplaced by the judges—Speedy should have been twenty-first and Kickem twenty-second, and Speedy would have then had actual time of 27:50 and time prize.

This is Only a Sample

of what has occurred in every road race in and about Boston this season. Various methods have been tried by the judges and timers to simplify the

matter and make the work more accurate. One method has been tried two or three times with great success in regard to the timing. Instead of having a scorer for each timer, the plan was used at the Mattapan road race with great success of having the chief timer and one expert scorer do all the talking. The other two timers simply standing with their watches to verify what the chief timer said to his scorer. If all three watches agreed, nothing was said. In case of a disagreement, an auxiliary scorer was at hand to take down the difference. In that manner the times of the sixty-four men who finished within the three-minute limit were taken without a break. This goes to show that as far as the actual work of timing these events, expert work of timers and scorers makes it a very easy matter to get accurately the times of every man finishing. In the first event above mentioned, the judges were more than an hour and a half in deciding the positions of the first seven men. This proves conclusively that there is a very reasonable doubt if the men finished in such position as was finally awarded to them, to say nothing of

The Liability of Error in Placing the Men

who came after the first seven.

Various methods have been suggested to secure accuracy in the judging, but none which have advantages which would seem to counterbalance the difficulty in using them. At the Austin road race in Reading, August 3, a method suggested by the writer will be tried, to decide if possible where the trouble lies. This will be a man simply to count the finishers, starting with the first man whose time is taken, and ending with the last man whose time is taken. If the number of finishers corresponds to the number of times taken, this will show that in all probability the times are accurate, as a time is given for each man, and there is very little chance of error in the mere getting of time. In case of a number of men, checked at the finish by the judges, not corresponding with this count, it will be an easy matter to locate the fault. The first thing a man looks for in reading the account of a road race is the time made. If he has timed some particular friend of his and finds that the time given in the account does not correspond with his, the first thought with him is that the timers have made an error. As a matter of fact, the number of times that are usually turned in at a road race exceed, as a rule,

The Number of Men Judged at the Finish.

It is hardly possible, in view of the difficulty of checking so many men in such a short space of time, that the timers should get in extra times, while the extreme difficulty of judging the men by their numbers at the finish, makes it extremely probable that men are skipped by the judges. If the plan of using a counter at the Reading race does not prove satisfactory, there are other methods being considered by the cycling editors of the Boston papers and the writer which will be tried at a later date. As a suggestion to road-race promoters, the writer would say that one position to which very little attention is paid—that of timer's scorer—is the most important position on the whole board of officials, as unless the scorer has the quickness to take down the times and the knowledge of the method of scoring them by which he can accurately take what his timer gives him, no matter how expert the timer may be, his work will go for nothing. Therefore, secure if possible the services of at least one expert timer, and allow him to choose his own scorer. All three timers should be expert and experienced men but in case there is a difficulty in securing three such, be sure of one, and it will be an easy matter for the others, even if not thoroughly experienced men, to

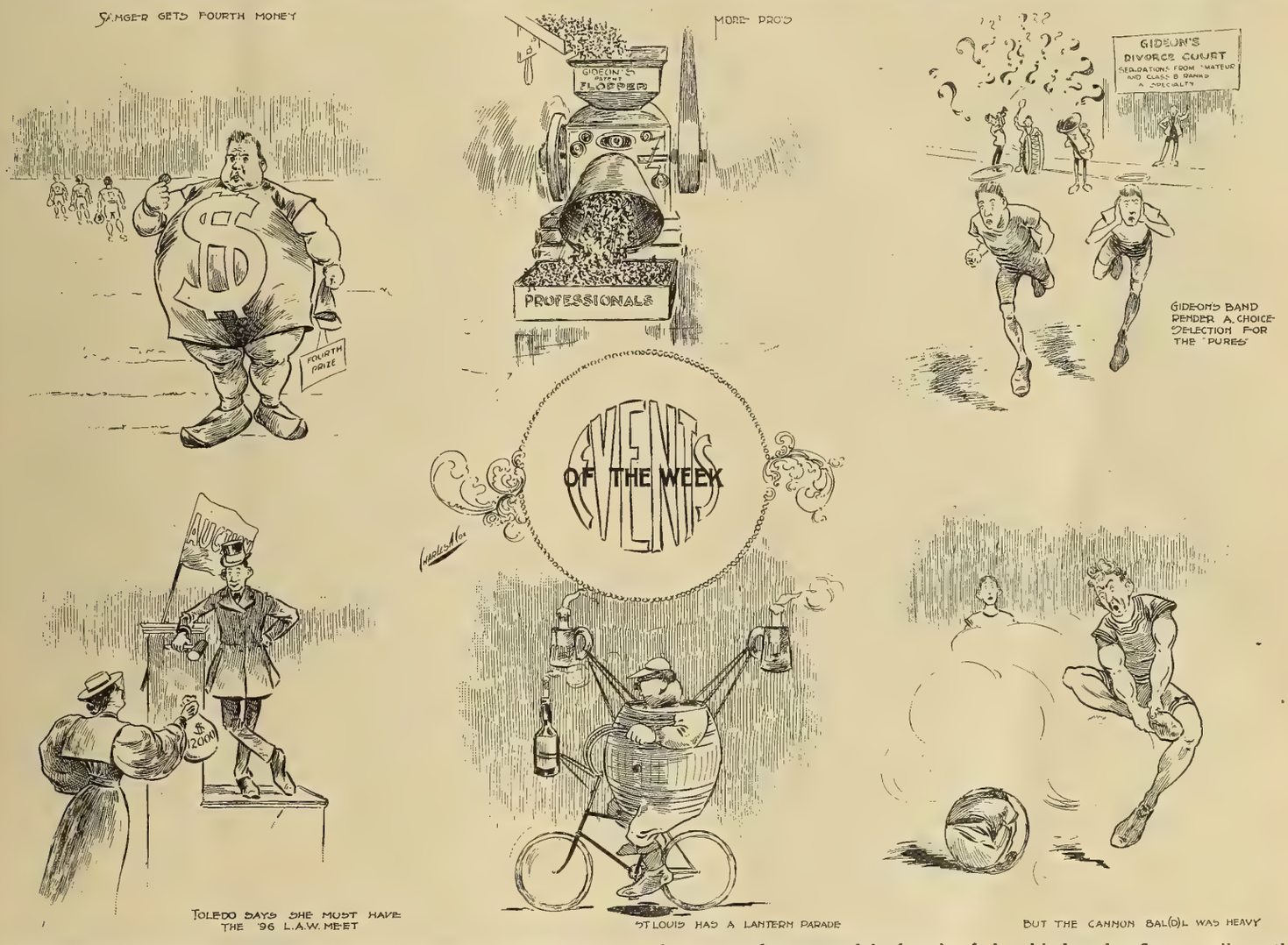
Check the Chief Timer's Work.

As to starting, the present method if properly conducted is extremely satisfactory as was shown by the start at the Linscott road race, in which over 200 men were started at intervals of fifteen seconds, all within a period of eight minutes, with no accidents and every man on his mark. The start of the Pequot road race on Saturday, July 20, was the only good feature in the race, and was a model of work of that kind, and reflects credit on the man who did the work, Mr. F. P. Sibley, especially as it was his first attempt. The muddle arising from the manner in which this race was conducted should serve as a warning not to attempt to run a short race over a loop course. On a ten-mile race the course should be five miles out and back and as straight as possible, allowing no chance for a man to cut the distance. Aside from the difficulty of checking a race run on a course of that kind, a record would not be allowed on a course shorter than five miles out and return for a ten-mile race. On a twenty-five-mile race, a five-mile course is allowable, and the distance being such as to keep the men farther apart would allow of easy checking and timing, even though they crossed the tape at every circuit.

J. E. SAVILLE.

[In addition to the suggestions of Mr. Saville we offer the following, which has been found to be a very effective check: Have in addition to each timer and his assistant, who takes down the times, another man whose business is to take the time of as many men as he can, together with their numbers. In the case of men finishing close together he will be able to get the time and number of one man in every five or six, on an average, which will greatly help the amalgamation of the scores of the timers and the judges. The times he will take down from the announcement of the timer and the number he will take himself. The plan was tried with good results in the run-over of the Chicago road race.—ED.]

Several European journals announced the death of the German champion Lehr, but he is alive and well. It is his father who is dead.



HE PAID HIS OWN FARE



[The editor, having occasion to hire a new boy, secured a most precocious lad, who immediately qualified for an editorial position, as the following fluent production of his pen will conclusively show.—ED.]

The editor was pensively sharpening a half-dozen of his blue pencils preparatory to editing some associated cycling press stuff when there came a loud knock at the door. The editor said, "Come in," and to his surprise in came his old friend Blank, of Michigan. Raising his hand the visitor said, "Hist," in a furtive manner. The editor has a feeling of aversion for people with furtive manners, owing to the number of villains he has read about, all of whom had furtive manners. There was no escape as the visitor had closed the door and was occupying a chair placed in the intervening space.



"Have you heard of it?"

"Heard of what?" said the editor.

"Why the way they have treated us," said the visitor.

"Treated who?"

"Why us. Us! Us!! Us!!! Don't you know US of the Michigan division?"

"Haven't heard anything startling from that section since 'Griff' quit trying to be chief consul. What is the matter now?"

"That's it. They've got the money; they won't let go!"

"Who has the money? Who won't let go? What money?"

The visitor gazed in silent wonderment for a minute, and then said, "Why, I thought every one knew all about that. It is a shame, too; 'cause we need the money. Why, Steele hasn't had his expenses paid since he has been in office."

"You had better start at the beginning, and I will see if I can catch on."

Thus advised the visitor told the following story: "You see, it was this way. Two years ago, when the election troubles occurred and the national assembly ordered a new election, Steele was elected almost unanimously."

"Didn't the other candidate withdraw?"

"Yes, but he was elected, anyway. Well, after we had been declared the winners of the second election we were duly elated, you bet, and after patting ourselves on the back we advanced the League enough money so that we could go down to Detroit and get that $665 that belonged to the League. Do you know we have never got that railroad fare back yet?"



"That is too bad. How did it happen?"

"Well, you see it was this way. We got down there and Bressler and those fellows wouldn't give up—*ab-so-lute-ly re-fused!* After we had paid our fare, too. Well, we tried to get the money every way we could—offered to give bonds and everything but they said no, *NO*, N-O. They claimed the election was illegal and they could be held for the money if anything should happen and they didn't propose to pay no $665 out of their own pockets—not they. They would pay the money over to the successful candidate of the next election. We had to go and pay our fare back again. We couldn't have stayed there till the next election, now could we?"

"Of course not."

"No, of course not. I knew you would agree with me. Well, we went back and waited for the next election."

"That is about all you did do, wasn't it?"

"Well, we didn't have any money."

"Wasn't there money coming in all the time?"

"Not much. The division lost a great many members that year."

"Eh-hu. Excuse me. Go on."

"Well, at the next election we won easily."

"Did any one else run?"

"No, but we would have won anyhow. Well, after the election we hurried down to Detroit again. Paid our fare, mind you. Say, do you know we haven't got that back yet?"

The editor maintained a discreet silence and the visitor proceeded:

"We went down to Detroit and presented the report of our election. They said it was funny they hadn't heard of it. We told them that it had been published in the *Wolverine Sick List*. Well, they talked it all over and Bressler and Noak had about concluded to pay over the money when along came a fellow they called Koky. Koky wanted to know what was up and they introduced us and said they guessed they had better pay over the money, and we said we bet they had better. Just then Koky, who had been scratching his head, said, 'Hold on, there, I paid some money into the League once. I can't just remember now whether it was $2 or $1.50. Anyway, I paid some money in, and if you give up that money I am going to sue you for it.'

"That settled it. They said they didn't want to be sued so they would have to keep the money. We went out and bought Koky three drinks but he would not give up. Do you know, we had to pay our fare back again, and we have never got it back yet. Say, will you roast them? Just give it to them strong, will you? Say, will you have a drink?"

The editor excused himself on the plea of having to hurry up to get the story in for this week. A moment later he heard a manly voice exclaim 'Down, nine," then all was still.

SAN DIEGO (CAL.) RACING.

SAN DIEGO, CAL., Aug. 5.—The racing at the Coronado mile track today was splendid. Slater, "the Arizona Boy Wonder," rode a half mile paced in :55⅛, a new state record. Ulbricht defeated McCrea in the half-mile open. The summaries:

One-mile novice.—H. E. Willey, first; C. E. Patterson, second; L. Allen Green, third. Time, 2:43½.

Half-mile open.—Emil Ulbricht, first; H. E. McCrea, second; H. Slater, third; William Haton, fourth. Time, 1:05⅘. Lacy, Holbrook, Kitchen, and Long also ran.

One-mile 2:40 class, Class A.—Yeoman, first; J. T. Stanfer, second; Morris Cook, third. Time, 2:12.

One-mile handicap, Class B.—Horace Slater, 15 yards, first; F. G. Lacy, scratch, second; H. E. McCrea, scratch, third. Time, 2:21⅛.

One-mile open, Class A; tandem paced by Edwards and Hannahs.—J. F. Frasee, first; Candy Hewett, second; William Yeoman, third. Time, 2:11. Taylor, Stanfer, Chandler, Cook, Cobb, Staughn, Sexton, and Bundy also ran.

Half-mile paced against time, ridden by Horace Slater in :55⅛.

RACING AT PROVIDENCE.

PROVIDENCE, R. I., Aug. 3.—A heavy wind prevented any fast riding today at the Narragansett Wheelmen's meet at Hills' Grove, R. I. The one-mile state championship was declared off by Referee Harden, after two trials, neither of which were ridden inside the time limit of 2:43. The loafing was caused by clever trickery on the part of Hills, the present champion. The other races were run off without any incident of special note. Joseph Bowden created a surprise by outriding several fast local men, this being one of his first races.

One-mile novice.—J. P. Monahan, first; J. Hebditch, second, Time, 2:37.

One-mile state championship, first trial.—W. H. Roland, first; H. B. Hill, second. Time, 2:48. Second trial.—A. E. Place, first; F. Devlin, second. Time, 2:46.

One-mile 2:50 class.—J. Bowden, first; C. J. Swenson, second. Time, 2:57⅖.

Ono-mile open.—J. Bowden, first; F. Devlin, second. Time, 2:45.

Five-mile open.—C. J. Swenson, first; Hans Hanson, second; F. E. Young, third. Time, 14:57⅛.

SUED FOR CUTTING PRICES.

A lawsuit for damages has been instituted against A. A. Budd & Sons, of Glens Falls, N. Y., by the Overman Wheel Co., particulars of which are as follows:

The agency for the Victor bicycle in Glens Falls, which has long been established with A. A. Budd & Sons, was canceled some time ago by the Overman Wheel Co. for alleged breach of contract. One of the fundamental conditions of an agency contract with the Overman Wheel Co. is that the agent shall maintain the published catalogue price on Victor wheels to the retail trade. It has been shown by the Overman Wheel Co. that Budd & Sons have gone outside of the territory allotted them in the contract, and established secret relations with a firm in Stuyvesant, N. Y., Thomas Bros., who have been advertising and selling Victor wheels at $85. In order to prevent the Overman Wheel Co. from tracing these machines sold at a cut price, Budd & Sons have removed or changed the factory numbers on the same, thus endangering or annulling the guarantee to the rider, and injuring the reputation of the bicycle.

Down in Nashville the riders of the wheel are a power in politics and when an obnoxious ordinance on the subject of lamps and bells came up the ordinance was not only thrown out as a result of the efforts of the wheelmen but another was passed in its place making it a misdemeanor to throw anything in the streets that would work an injury to the tires of bicycles.

Owing to trouble with complicated machinery the Betts Patent Headlight Co., of New York, has been unable to get lamps on the market when expected. The company will be able to fill all orders this month.

It's Like This

You want a bicycle! You've got the money to make the payment. You are not so wealthy that you can afford to take chances on your investment, nor allow new manufacturers to experiment with your money. Then buy a machine with a reputation, a wheel that has been put through every conceivable test and not found wanting.

The Waverley

was accepted as the finest machine shown at the National Cycle Exhibition by a mechanical expert in the employ of the Chicago "Times"; was accepted as the highest grade shown by 75 out of every 100 cycle dealers who visited the show, and who substantiated their testimony by placing good orders for wheels; was accepted by the U. S. Government for the military post at St. Paul, and the mail carriers of many other cities, at list price, while all other makes were offered at cut prices. We have just published a new catalogue of testimonials, giving the opinions of prominent riders. Free by mail.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

BRANCH HOUSES:

42 Peach Street, ATLANTA, GA.
602 Main Street, BUFFALO, N. Y.
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243 Vine Street, CINCINNATI, OHIO.
12 W. Second Street, DAYTON, OHIO.
1629 Stout Street, DENVER, COLO.
350 W. Jefferson Street, LOUISVILLE, KY.
498 Broad Street, NEWARK, N. J.
Masonic Building, SPRINGFIELD MASS.
11 E. 59th Street, NEW YORK CITY.
30th Street and Broadway, NEW YORK CITY
67 Cortlandt Street, NEW YORK CITY.
913 Arch Street, PHILADELPHIA, PA.
18-20 McAllister Street, SAN FRANCISCO.

THE FAMOUS HILSENDEGEN.

A Great Race from Start to Finish—Con Reinke, a Milwaukee Lad, Wins Time—One Hundred and Sixty-five Starters.

DETROIT, MICH., Aug. 3.—The fourth annual Hilsendegen road race took place here today, over the famous Belle Isle course, and fourteen riders covered the course in less than previous record time. The day was perfect, the riders had the wind at their backs, on the exposed portions of the course, and were sheltered by the trees when facing the wind. The weather was warm and altogether everything was favorable. The course was in perfect condition, the dust having been laid by a light shower the evening before.



CON REINKE.

The riders, 165 in number, lined up before the starter at 3:30, and

Got Away in Splendid Shape.

The scratch men seemed to have had an agreement on the matter of pacing, as they started right out from the jump, and at no stage of the race did they have the appearance of loafing.

A. L. Degeal and Percy Patterson rode a beautiful race from the one-minute mark, and by pacing each other managed to get within seven seconds of the fastest time.

At the conclusion of the first five miles Chas. L. Bentley, one of the limit men and a local lad, was in the lead, and appeared to be riding in good shape. Ten and fifteen miles showed but

Little Alteration in the Positions of the Men.

Bentley was still in front but was showing signs of weakness from his hard unpaced ride. During the last five miles he had lost a great deal of the lead over a large bunch of riders, who, by changing the pace at this point, appeared to be making large gains on the leader. The scratch men had been riding steadily, and now were worked well up into the field. The "terrible Swede" was setting the pace as they passed and all of the backmark men seemed to be riding well. De Cardy, who was expected to make a good showing, met with an accident to his wheel and was compelled to change his mount.

The Loss of Time was Too Great

for him to make up, and after a vain struggle he quit.

The twentieth mile showed a bunch of seventeen in the lead and a merry clip they were going. The men were now riding in a number of large bunches. The entire field passed in a space of less than five minutes, which showed that the efforts of the scratch men were beginning to tell. The last of the scratch men had no sooner disappeared than interest centered on the probable winner. After what seemed to be a very long lapse of time to the impatient crowd the word was given from the judges' stand that

The Men Were Coming.

Fully a mile up the road, which was perfectly clear, came a field of about twenty riders, and the way they were sprinting down that stretch was a pretty sight. They were strung entirely across the seventy-five feet of roadway, and first one rider would show to the front, and then another would shove his wheel a few inches ahead. On they came. The crowd were so excited that they forgot to push inside of the ropes. For a minute all was still, then the friends of the leaders sent up a mighty shout for their favorites. There was a game response on the part of the riders, but it was no use. There was a boy there who didn't have many friends to shout for him, but he did have

A Little Something up His Sleeve,

and in the last hundred feet Con Reinke, of Milwaukee, shot to the front and led the way over the tape by a small margin.

The riders finished rapidly. One or two spills occurred at the tape one of which nearly demolished the outfit of a photographer who was endeavoring to get a few pictures.

Just about three minutes after the winner had crossed the line the scratch men put in an appearance, and with their ranks augmented by a number of the handicap riders, came down the stretch at

A Terrific Pace.

F. R. Eddie, of Columbus, Ohio, was leading slightly, as the bunch neared the tape, and managed to hold his small lead till he was safely over the finish. Right behind him, and so close that a gain of two feet would have put the last man in the lead, came a bunch of four, three of them scratch men. The race was a grand one, well conducted, and a credit to the people having it in charge.

Following is the order of finish:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	Con Reinke	5:30	1:07:25	33	H. N. Quass	2:30	1:06:11
2	A. S. Hogan	6:00	1:07:57	34	C. J. Ivan	3:00	1:06:41⅘
3	F. W. Benky	6:30	1:08:29	35	W. N Carman	2:00	1:05:42
4	J. T. Esperon	5:30	1:07:30	36	John Schafer	3:00	1:06:43
5	R. Lomis	7:00	1:09:01	37	C. H. Werick	3:00	1:06:44
6	L. M. Kreigbaum	6:30	1:08:31⅘	38	C. T. Wilson	2:30	1:06:15
7	O. M. Beck	7:00	1:09:02	39	J. A. Crawford	5:00	1:06:46
8	F. A. Weage	4:00	1:06:02⅘	40	M. Singfelder	5:00	1:08:47
9	Harry Stofflett	4:00	1:06:03	41	Ed Henning	8:00	1:11:47⅕
10	E. A. Morrors	4:30	1:07:33⅘	42	F. Streberger	5:00	1:08:48
11	J. Brooks	7:00	1:09:04	43	P. F. Johnson	6:30	1:10:19
12	J. H. Gardiner	3:30	1:05:35	44	Geo. Cunningham	4:30	1:08:20
13	A. Flath	4:00	1:06:06	45	H. D. Osburn	8:00	1:11:51
14	Fred Schinneer	4:00	1:06:07	46	C. L. Beeri	9:00	1:12:57
15	F. A. Joseph	5:30	1:07:38	47	A. L. Degeal	1:00	1:05:21⅘
16	J. Kinetta	7:00	1:09:09	48	P. Patterson	1:00	1:05:22
17	J. A. Phillips	6:30	1:08:40	49	James Skelton	1:30	1:05:55⅕
18	P. Hathaway	5:00	1:07:11	50	E. B. Phillips	3:30	1:07:59
19	J. A. Wallace	10:00	1:12:12	51	Louis Gimm	1:00	1:05:31
20	C. L. Bentley	10:00	1:12:17	52	Will Henrick	6:00	1:10:31⅘
21	L. F. Skinner	7:00	1:09:18	53	Geo. R. Blackburn	5:00	1:09:37
22	Frank Moore	8:00	1:10:23	54	Joseph Closs	6:00	1:10:38⅘
23	B. A. Groch	4:00	1:06:24	55	Herb Frank	5:30	1:10:31
24	J. C. Proudfoot	6:30	1:08:57	56	F. G. Hood	7:00	1:12:02
25	G. W. Arbuckle	6:00	1:09:06	57	J. C. Vanmale	3:00	1:08:07
26	J. R. Newburn	3:30	1:08:46	58	W. Blackwell	7:00	1:12:11
27	W. H. Robertson	7:00	1:10:00	59	S. M. Amspoke	5:00	1:10:15
28	Harvey Snider	9:00	1:12:07	60	F. R. Eddie	scr.	1:05:15
29	Allen Schrever	6:00	1:09:12	61	Monte Scott	:30	1:05:45⅕
30	C. E. Proudfoot	5:00	1:08:20	62	B. J. Gable	scr.	1:05:15⅘
31	W. H. Webber	7:00	1:10:28	63	E. F. Leonert	scr.	1:05:15⅗
32	Otto Mayo	2:00	1:05:40	64	John Lawson	scr.	1:05:15⅘

THEY PEDALED AND WEDDED.

NEW YORK, Aug. 5.—So much has been written since society has discovered the bicycle that one has been led to think that the ninety and nine were a little different from other mortals, but a marriage notice published the other day has brought to light a little romance in which the wheel plays a part. The contracting parties were Miss Louise Kissam, a niece of Mrs. W. H. Vanderbilt, and Louis S. Kerr, a young broker, who lived opposite one another on a fashionable thoroughfare. Last spring Miss Louise learned to ride under direction of her brother, using the street, which was smooth and retired, as a riding academy. At the same time Mr. Kerr began to wobble, and in his erratic course frequently met the fair Louise. As they became better riders they became better friends, and soon frequent trips to Riverside

Developed into All-Day Excursions.

Papa Kissam, however, kept his eyes open, and a removal of the family to a cottage at Monmouth Beach was next in order. As the roads were good, by a strange coincidence Mr. Kerr selected the beach as a pleasant place to spend a vacation and took up his quarters at the club, not omitting to bring his wheel. Of course they met in the usual way, and soon papa and Louis had an interview which was neither lengthy nor satisfactory. The result was that the latter squared his account and left apparently for other fields. As Papa Kissam is a busy man, he dismissed the subject and made his customary visit to New York last Wednesday. After allowing a liberal handicap Miss Kissam went out for a walk and strange enough her steps brought her to the Long Branch depot, and, stranger still, who should be there but

The Faithful Mr. Kerr.

A train came along very conveniently and a happy ending was a quiet little wedding in the parsonage of an uptown church. As both of the contracting parties are wealthy and highly connected the affair has created a stir in fashionable circles. Papa Kissam was telegraphed to, and whether he has given his consent is as yet unknown, but it evidently does not disturb the happiness of the couple, who have departed for the Adirondacks. It is not known whether an order for a tandem has been placed as yet.

Chairman George D. Gideon, of the Racing Board, says that he has been advised by the International Cyclists Association that at their race meeting, August 17 and 19, to be held at Cologne for the championship, it has been found necessary to disqualify

August Lehr, the German Crack,

and several of the fastest amateurs, and they will be obliged to start in the professional races. It will be remembered that Banker and Johnson were nominated to represent the United States, but it is not likely that the latter will leave this country. Banker, however, is worthy to represent us.

The Crescent Wheelmen held four road races at Bayonne, N. J., on Saturday afternoon. The events were interesting and well contested. R. Williams won the half-mile and mile events, Oscar Hummelman the two-mile, and Charles Green the three-mile. On the same day the Catholic Cyclers, of Harlem, ran their annual road races at Weehawken, N. J. The half-mile race was won by J. J. O'Brien; E. Woods was first in the mile, and E. Degnan captured the two-mile event.

Racing at Fort Lee.

A large audience enjoyed the races of the *American Wheelman*, August 3, at the Fort Lee-Englewood course. The following are the summaries:

Half-mile open.—A. Bell, first; H. Bartholomew, second; E. Durant, third. Time. 1:13¼.

One-mile open.—W. Durant, first; E. Durant, second; L. Carelton, third. Time, 2:22⅕.

Two-mile open.—H. Bartholomew, first; W. Durant, second; J. Ainsworth, third. Time, 4:47½.

Three-mile open.—L. Vogel, first; A. Bell, second; E. W. Brant, third. Time, 6:53½.

THE FABRIC IS THE TIRE
IN 1894
TWICE AS MANY
PRIZES WERE WON ON
PALMER TIRES
AS ON ALL OTHER
MAKES COMBINED
THE SAME IN ROAD AND RACING

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

Chicago. AUGUST 3.	EVERY RACE BUT ONE. GUS STEELE makes new state record for paced mile. Time, 1:57 3-5.	

LEE RICHARDSON
has been invited to have his picture taken for the "Gallery," but he
IS STILL RIDING PALMER TIRES.

Manhattan Beach. JULY 27.	6 FIRSTS. 6 SECONDS. 4 THIRDS.	There were only seven races.
Battle Creek. JULY 22.	1st, 2d, 3d Times, 1st, 2d, 3d, 4th Places in 10-mile road race.	That wasn't our team that went over there, either.
Shelby, Ohio. JULY 17.	7 FIRSTS. 5 SECONDS. 6 THIRDS. OUT OF SEVEN RACES	Every prize but three on Palmers. Are you in line?

Palmer Pneumatic Tire Co., Cor. Lake and La Salle Sts, Chicago.

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TWICE AS GOOD AS OTHER TIRES

CYCLING IN MERRY ENGLAND.

Start of the Cuca Cup Twenty-four Hour—Fifteen Riders Come to Time—The North Road Club Hoodooed by Rain.

LONDON, July 29.—The London County Club was again favored with a perfect evening for the start of the fourth Cuca twenty-four-hour race at 8 p. m., yesterday. Last year F. W. Shorland won outright the original Cuca cup, beating all his opponents for the third year in succession, and covering 460 miles 1,296 yards, a distance which stands as British record at the time of writing these lines. The second Cuca cup, a silver-gilt vase, after Benvenuto Cellini, is forty-six inches high, weighs 321 ounces, and represents a value of $500. A number of minor prizes were also offered. Out of the eighteen competitors who raced last year only three figured in this year's contest, viz., A. W. Horton, C. Chapple, and A. T. Nixon. The famous names of Shorland, Fontaine, Ingeman Petersen, Wridgway, Carlisle, and Bidlake are absent from this year's list of entrants. The withdrawal of licenses only partly accounts for the large accession of new talent.

Last evening, punctually to time, fifteen riders were sent on their way round the battens. Their names were C. Chapple, A. W. Horton, John Hunt, J. A. Bennett, A. T. Nixon, George Hunt, H. Dubbin, J. F. Rudham, P. Litchfield, R. J. Atkinson, N. F. Willatt, W. Rosser, E. Mote, G. Neujean, and C. Sultzberger,

All Licensed Amateurs.

George Hunt, who hails from Nottingham, and is a marvelous performer at twelve hours, went to the front at once and led through the first two hours of the race. He was closely attended by Bennett, while Rosser, J. Hunt (George's brother), and Chapple were handy. J. Rudham, Horton, and Atkinson were riding strongly in medium positions. The pacing showed an improvement on last year's race, there being a good quadruplet for the leader and some triplets. The general arrangements were as admirable as on former occasions. The first mile, by G. Hunt, occupied 2:31⅘. Continuing at a twenty-four-mile-an-hour steady pace G. Hunt covered twenty miles in 48:12⅕. After this he got inside Shorland's figures last year and before fifty miles were traveled he was over a mile ahead of Frank's mileage. In the first hour George Hunt covered 24 miles 1,580 yards, or 120 yards more than Shorland—the pace having improved after twenty miles. At two hours Hunt's score, 47 miles 750 yards, was 1,080 yards behind Shorland's and at four hours Hunt was still leading with 89 miles 1,254 yards as compared with Shorland's 90 miles 1,555 yards. The weather continued perfect, there being but little wind, and a mild, humid temperature.

Freeholders Object to the Crowds.

Leaving the race for a moment, it should be stated that the London County Club has encountered great difficulties this year owing to objections raised by the freeholders of their grounds. It appears the mammoth attendance at last year's race scared the freeholders, who, fearing a riot this year, imposed very serious restrictions on the admission of the public. Last night only about 2,000 persons witnessed the start, the admission being by ticket costing 60 cents. Today the 12-cent admission will be in force. Last night the ordinary public had to leave the grounds by 9:30. It is hoped that by next year when, by the way, the Cuca race will start on July 24, these restrictions will have been removed.

About midnight a slight shower fell, the first rain ever known in a Cuca race. It rained again a little between 5 and 6 a. m., and the wind rose somewhat. George Hunt continued to make splendid progress, beating Shorland's mileage at the third, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fifteenth, and sixteenth hours. His scores were: 8 hours, 172 miles; 10 hours, 211 miles; 12 hours, 250 miles; 14 hours, 286 miles; 16 hours, 322 miles.

Hunt continued to lead at the time of mailing this letter, and if he avoids a bad time, such as Shorland had last year, the prospect of record going is fairly certain.

Little need be said concerning the finish of the ill-fated twenty-four hour organized by the North Road Club. In the afternoon a storm of wind of cyclonic violence raged for some hours, only subsiding an hour or so before the finish.

Rain Fell for Over Seven Hours,

and although the riders were drenched and there were many retirements, four good men and true sustained the struggle to the bitter end. First was R. H. Carlisle, who finished, after a plucky ride, with 417 miles 750 yards; then came J. P. K. Clark, second, with 403 miles 1,006 yards. The third and fourth men were young and comparatively unknown, viz., W. Standish, 395 miles 50 yards, and F. R. Cook, 372 miles 1,006 yards. Carlisle received an ovation at the finish from the scanty crowd which comprised "the gate that failed." Both as a sporting fixture and a financial success the event was utterly ruined by the unexpected storm. The North Road Club expects to drop $1,000 over the affair, and much sympathy is felt with it in its loss over its first path twenty-four. I omitted to say that F. T. Bidlake, the only tricyclist, gave up at nine hours with 164 miles, there being no prospect of his beating his own previous bests. One of the incidents of the day was the breaking up of some wood rims used by riders, the failure in nearly every instance being due to heavy collisions.

Last Wednesday F. W. Weatherley, of the Catford C. C., rode

On the Catford Track,

a flying quarter mile in :26⅘ on a safety.

On the 17th inst. A. F. Ilsley rode a mile on a tricycle at Wood Green in 2:22⅕. This afternoon at the same track the Ibex quadruplet will go for a five-mile record trial.

The Catford C. C. announces a novel form of twelve-hour race on its track. It will be divided into three periods. On August 22 a race of two hours, on the 23d a race of four hours, and on the 24th a race of six hours. The chief prize is a valuable gold vase. Separate entries will be taken, and distinct prizes given for each race. The winner of all three races will take prizes to the value of $240. This contest ought to furnish some exciting sport.

News has just reached me that August Lehr has been professionalized by the German Union. This will remove England's objection to sending a team to compete at the world's championships at Cologne in August, and I have little doubt the union will act accordingly.

Many American wheelmen have visited

The English Ripley and its "Anchor."

All these and others will hear with regret of the death of Annie Dibble, whose personality was beloved of all who had visited the Mecca of true cyclists, as the late Earl of Albemarle once styled the spot. The hospitality and graciousness associated with the "Anchor," for whose management Miss Dibble was largely responsible, has been for many years unsurpassed at any other wheelmen's resort in this country.

Punch prints the following clever parody this week. The air is obviously "The Lost Chord."

"The Lost Record" (The Wail of a Wiped-out Wheelman).

Reading one day in our "organ,"
I was happy and quite at ease.
A band was playing the "Lost Chord"
Outside—in three different keys.
But I cared not how they were playing,
Those puffing Teutonic men,
For I'd "cut the record" at cycling,
And was ten-mile champion then!
It flooded my cheeks with crimson,
The praise of my pluck and calm;
Though that band seemed blending "Kafoozlem"
With a touch of the hundredth psalm.
But my joy soon turned to sorrow,
My calm into mental strife,
For my record was "cut" on the morrow,
And it cut me like a knife.
A fellow had done the distance
In a fifth of a second less!
And henceforth my name in silence
Was dropped by the cycling press.
I have sought—but I seek it vainly—
With that record again to shine
With crack names in our cycling organ,
But they never mention mine.
It may be some day at the Oval
I may cut that record again,
But at present the cups are given
To better—or luckier—men.

C. W. HARTUNG.

A SURPRISE PARTY AT SILVER LAKE.

SILVER LAKE, N. Y., Aug. 1.—An excellent race meet was held here today under the auspices of the School of Physical Training of the Silver Lake Assembly. A strong wind was blowing across the quarter-mile gravel track raising a cloud of dust which the men were compelled to buck while rounding the lower turn into the homestretch. The meet was not without amusing features. Many of the crack Class B men came on unbeknown, and to the evident disgust of some of the riders who expected to have the races their own way. Charlie Callahan came down from Buffalo expecting to find in M. F. Dirnberger his only competitor; Freddie Allen, the sensational Class A rider, dropped in from Syracuse; Charles Earl, the speedy B who was transferred from the pure amateur ranks by Chairman Gideon this spring,

Came in the Expectation of Having a Walk-Over,

and Bob Terrell, the Sycamore, blew in from the Saline City. Earl, Allen, and Callahan captured the three events for pro-amateurs, and, in view of the strong wind that was blowing, the time made was excellent. The mile open was a pretty contest. Referee Batchelder placed a time limit on the race and asked each man to do his best to meet it. Allen took the pace to the quarter, Earl to the half, and Dirnberger to the three-quarter pole. After the men started Allen tried to get in front but collided with Cleveland and Leonert. The struggle was a procession till the start of the fourth lap was made, when Leonert jumped the bunch and gained a lead of twenty yards. Terrell, Callahan, and Dirnberger gave chase at once, but Callahan was too fast for the others, and with a fine burst of speed nipped Leonert twenty-five yards from the finish.

Summaries.

One-mile novice.—J. A. Perkins, first; F. J. Linse, second; M. Carnwell third. Time, 2:55.

One-mile open, Class B.—C. H. Callahan, first; W. Terrell, second; E. F. Leonert, third. Time, 2:50.

Half-mile open, Class A.—W. M. Randall, first; H. L. Connolly, second; F. A. Foell, third. Time, 1:22⅕.

Quarter-mile open, Class B.—F. H. Allen, first; M. F. Dirnberger, second; W. A. Terrell, third. Time, :36.

Two-mile handicap.—Louis Gardei, 50 yards, first; W. H. McBride, 75 yards, second; G. Carpenter, 75 yards, third. Time, 5:34⅖.

Two-mile handicap, Class B.—C. T. Earl, 100 yards, first; B. Cleveland, 200 yards, second; C. H. Callahan, 50 yards, third. Time, 5:32⅕.

Half-mile unpaced exhibition.—M. F. Dirnberger, 1:22⅖.

ADVERTISEMENT.

TESTING MATERIAL FOR BICYCLES.

The Most Perfect Machine Used for that Purpose was Built for and is owned by the Pope Manufacturing Company—Capacity, 1 to 100,000 Pounds.

In one of the large factories of the Pope Manufacturing Company, at Hartford, Conn., is a machine designed and built for the special purpose of testing every metallic element used in the construction of the world-famous Columbia bicycles. It is unpretentious in its appearance, being built for practical utility, not to overawe the public with a ponderous name. and its power of determining the difference between good and bad metal is marvelous. In this simple, yet expensive and thoroughly effective, machine is fully tested every lot of steel that comes into the Columbia factories before it is sent to the workmen in the different departments. It will as readily determine the strength of a piece of thread as a bar of steel 2½ inches in diameter, and by its unerring judgment the exact quality of material calculated to give the best service in the frame of a bicycle is obtained, and the experience of thousands of Columbia riders has proved that its demonstrations are accurate.

This testing machine was designed and built especially for the Pope Manufacturing Company, at a cost of $10,000, with the view of proving in a manner satisfactory to themselves that the material used in the construction of Columbia bicycles was the best the world could produce. Once within the powerful jaws of the machine, the piece of steel can be subjected by the will of the operator who moves the lever to a strain of from one to 100,000 pounds pressure, either by extension or compression, and each of the intermediate phases of strength, such as elongation under strain or contraction under pressure, breaking strain under varying conditions, ductility, etc.,is readily indicated on the register by the carefully balanced indicating needle, which is so sensitive that the pressure of the hand on the clamping jaws or their frame will be noticed, as is also the effect of heat and cold.

With such complete and accurate apparatus for testing construction material it is small wonder that Columbia bicycles excel in wearing qualities. With the best of everything to work with in the line of material, with the best and finest equipped factory in the world, with the best of mechanical ingenuity to devise and supervise construction, and the best skilled labor to construct, it is but the natural result of existing conditions that the Columbia bicycle is the best bicycle.

FACIAL EXPRESSION.

Much has been said of late in both hemispheres of the peculiar expression noticeable on the faces of cyclists while riding. A new physiognomical classification has arisen known as the "bicycle face," and philosophers are busy discussing its origin and reason for existence, while caricaturists are busy poking unlimited fun at it through the medium of illustrated periodicals. The only wonder is that the serious expression noticed on the faces of some cyclists is not one of absolute terror, if the bicycles ridden by them can be taken as a criterion.

A wheel that is properly constructed and sold by a reliable house furnishes no excuse for a facial expression on the part of its rider suggestive of impending catastrophe. Riders of Columbia bicycles are not afflicted with a "bicycle face" of that character. They have faces, to be sure, but they express satisfaction and pleasure, because they know the wheel they ride is the best manufactured, and anxiety as to personal safety while mounted on a Columbia is unnecessary.

Did it ever occur to you that a laminated wood rim, such as is used on Columbia bicycles, will stand double the strain a single piece rim can be made to endure. This has been proven by actual test on machines especially constructed for the purpose of making comparison. Laminated rims cost more, but only the best goes into Columbias.

Bald's "wiggle" in his driving finishes is a tremendous strain on the machine. But the Model 44 Columbia carries him victoriously through, every time. Regular machine out of stock, too.

ONE ON ELLIOTT MASON.

THE BEARINGS' correspondent stepped in to see Elliott Mason the other day, and in the course of conversation the latter told a good story on himself. Away back in '77 or thereabouts Mason was a resident of Yonkers, and had a little riding-school and agency for the Columbia. The only member of the concern he had met was Colonel Pope, who used to do all the selling in those days, when orders were not as plentiful and wheels as numerous as now—a trick, nevertheless, which he has not forgotten—and Elliott one holiday thought he would run on to Boston and take a look at the concern he was representing. Not being accustomed to traveling, Mason arrived at the Pope office before the shutters were down, and sat reading his paper while awaiting the arrival of the firm. Joy was the first to put in appearance, and Mason saluted him with a "Good morning, I am a little ahead of you." He was somewhat taken back by the reply, "Well, see that you are every morning." Elliott was a little surprised, but said nothing. It seemed, however, that the bookkeeper had been discharged and a new one expected that day, and Joy, with his military training, was endeavoring to impress him with the principles of punctuality

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RACING IN SUNNY FRANCE.

PARIS, July 26.—Excitement ran high all day last Saturday at the Buffalo track. The cause of the uproar was the absence of all news respecting little Michael, who was booked to ride a 100-kilometer match the following day against Lesna, the present holder of the hour and the 100-kilometer records. The event had been extensively advertised and the executive counted on a grand attendance. Middle distance races are very popular in France. As a rule the pace is terrific, and the sight of a small army of quads, triplets, and tandems tearing round a five-lap track at a breakneck pace is one not soon to be forgotten.

Neither the Gladiator people, for whom Michael rides, nor Choppy Warburton, his manager, knew anything about the "little wonder's" whereabouts. As the day wore on Choppy grew more and more uneasy. During the afternoon he took up his post in the riders' quarters and spent his time blessing his young charge and occasionally going out in the street in the hope of seeing the boy arrive, but like Sister Ann he failed to see anything. To the oft-repeated question, "Where's the kid, Choppy?" he could only shake his head and say he didn't know.

Michael turned up Tuesday morning at the track and was immediately ushered into Monsieur Baduel's private room where he was severely reprimanded for not having kept his engagement. He pretended he had never expressed a wish to race Lesna, and that the match had been arranged by Choppy without his consent. His excuses proved of no avail, and Mr. Baduel threatened to report him to the sporting committee of the U. V. F., and to have him suspended for a year unless he consented to pay the sum of 725 francs, the amount of expenses incurred by the management in advertising the match. Michael went home and got the money and is now bitterly repenting on his folly in not racing. Besides the stakes the tire and machine manufacturers had promised him a good bonus in case of success. The "young 'un" now knows what he loses by breaking an engagement.

In place of the match a 100-kilometer race with pacemakers was organized Saturday evening with prizes of 600, 300, 150, 100, and 50 francs. Arthur Linton and Lucas

Represented the English Colors,

but neither of them got a place. Lucas merely rode to keep his legs in trim in view of next Saturday's twenty-four hour race at Bordeaux. It was not expected Linton would do much. He has not ridden for several months and has only just started training again. As he has placed himself in the hands of Choppy, it may be taken for granted that he will show to advantage very soon. A heavy shower fell just before the race and delayed the start. Seventeen men, Thé, Van Marcke, Gras, A. Linton, Lesna, Gull, Lucas, Luciani, Lartigue, H. Farman, Tricot, Grosjean, and Rene Aries faced the starter. The first five kilometers were negotiated at a moderate gait and without pacemakers, the cement still being wet and slippery. At the sixth kilometer a triplet took Lesna in hand and the pace then became terrific. Lucas and Linton showed the best defense, but at the end of thirteen kilometers the plucky Frenchman lapped them both. Tricot, Farman, and Luciani were the first to cry enough, and others soon followed.

The figures for the first hour were 43.831 kilometers, Lucas being second with 42 kilometers, and Thé third, his score only showing 41.566 kilometers. Toward the end of the second hour Thé, who had been riding at a steady and regular pace since the start, made a bold attempt to go to the front. Lesna, Linton, and Lucas

Had Run Their Legs Off

and could offer but a feeble resistance to the game Marseillais. From fourth position he gradually worked up to the second, and when seven kilometers from home he was only three laps behind the leader. The struggle grew more and more exciting, Thé getting nearer and nearer to Lesna, whose efforts to leave his opponents at the beginning of the race had completely pumped him out. Only five more laps to go and barely 150 meters separated the two men. Lesna, however, made a desperate effort and succeeded in keeping his lead up to the finish. Only four finished the race, Lucas and Linton passing the post in the order named. The winner's time, 2:22:58⅕, was good considering the state of the weather and the slippery track at the start.

A very interesting day's sport was witnessed last Sunday at the Mondesir track at Bordeaux. George A. Banker, of Pittsburg, Pa., gained more glory here. In

The International Quarter-Mile Scratch Race

he won his heat and the final with the greatest of ease. H. Loste, as usual, caught on to George's back wheel in the sprint home, which got him second place, in front of Muringer and Leneuf.

The great event of the day was the Banker-Loste brothers match. Opinion as to who would pull off the race appeared to be evenly divided. The condition of the brothers Loste was problematical, these riders not having had an opportunity to prove their merit since the Protin match, and it was not known whether they were in good trim or not. On the other hand, Banker arrived in Bordeaux with a big reputation, and was known to be in splendid form. As in their match with Protin the Loste brothers took the lead at a moderate pace. At bell ring they increased their pace but only sprinted on reaching the last corner. Banker made a jump which brought him on equal terms with the tandem in the homestretch. but the task proved too difficult for him and the brothers shot past the pole with a fair lead. A grand ovation was given to both winners and the loser.

Protin and Houben met in a big scratch race last Monday at Brussels. After a fine struggle they finished a dead heat which was not run off.

Since Robertson returned from Italy he has been very unwell, and is obliged to give up riding for a time. His place in the Anglo-French team match, which will take place next Sunday, has been taken by Barden, rather a good recruit for the Englishmen.

A fine set of records was made at Antwerp last week by the Belgian rider Huet. He rode a mile flying start in 1:54⅘, and a half kilometer in :33⅗, which is world's record.



MISS COLLIE HAMPEL,
A HARDY AND POPULAR RIDER OF OMAHA NEB.

CHICAGO RACES.

The road racing section of Chicago had to divide honors with the aspirants for track honors on Saturday last. The track races were those given by the Young Men's Hebrew Charity Association and the entries embraced a large section of the Chicago racing contingent. One of the features of the day was the trial of Gus Steele, the "toy racer," to establish a new state record for a paced mile. In this effort he was successful, and pushed his America to the tape in 1:57⅗. The racing was good, and most of the events had to be run off in t ial heats as the entry lists were very large.

C. V. Dasey, who up to date has been a Class A rider, made his first bow as a B. This was of his own chosing, and on his first attempt he failed to make much of a showing in the fields he was compelled to ride with.

Summaries.

One-mile novice, final heat.—P. B. Wilson, first; F. Guhl, second; J. H. Schroeder, third. Time, 2:31⅗.

Half-mile open, Class A, final heat.—A. E. Wood, first; J. D. Erskine, second; L. E. Lange, third. Time, 1:07⅘.

One-mile handicap, Class B, eight starters.—Gus Steele, first; A. D. Kennedy, second; A. E. Lumsden, third. Time, 2:09⅕.

Two-third-mile handicap, Class A, final heat.—A. E. Wood, first; E. Henderson, second; H. A. Hovt, third; L. E. Lange, fourth. Time, 1:26.

Two-mile tandem, five teams starting.—Fitzgerald and Herschberger, 200 yards, first; O. Adams and J. Adams, 150 yards, second; H. P. Rice and P. B. Wilson, scratch, third. Time, 4:23.

One-mile open, Ciass A, final heat.—J. D. Erskine, first; L. E. Lange, second; G. E. Bicker, third. Time, 2:32⅖.

Two-third-mile open, Class B.—A. D. Kennedy, first; A. E. Lumsden, second; C. V. Dasey, third. Time, 1:29⅕.

Five-mile handicap, Class A.—I. C. Walker, 250 yards, first; P. B. Wilson, 150 yards, second; W. H. Herschberger, 340 yards, third; H. A. Klein, 360 yards. fourth; W. Austin, 360 yards, fifth. Time, 12:55.

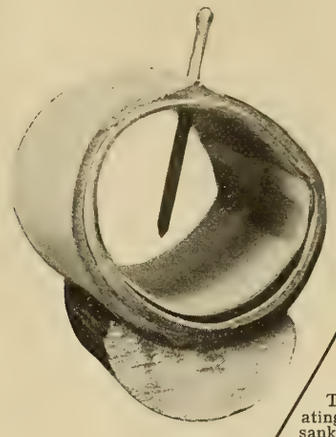
Road Racing.

On the North Side the road race of the Lincoln Cycling Club was the center of attraction. The course used was the five-mile course running

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See that nail?



Remove the nail. Inject rubber solution. Press the tire with the thumb. The solution will pick up the strip of patching rubber lying in the inner tube. That closes the puncture. Inflate the tire and ride off. Time, two minutes. The quickest, least expensive, and only permanent quick-repair device in existence.

Write for our quick-repair pamphlet.

MORGAN & WRIGHT
CHICAGO.

More Morgan & Wright tires are used than all others combined. Nearly all road riders prefer them. Johnson, Tyler, and a great many other racing men use them. They hold nearly 100 world's records.....

Extract from "Wheel Talk," Aug. 1, 1895.

OUR LITTLE SAY.

The only claim of superiority of the single tube tire over the M & W. double tube has been that it could be more quickly repaired. In this connection a history of the changes in the methods of repairing single tubers is interesting, as it points clearly to the vital defects of single tube tires.

SINGLE TUBE CLAIMS...

The first instructions issued by the manufacturers were that all that was necessary was to inject a little rubber solution up into the puncture, let it stand a few moments, and it was ready to ride.

But it wasn't.

They next instructed agents to put in more cement and let it stand longer. Hours of waiting failed to give any better results. The rubber solution would not harden sufficiently to withstand the air pressure.

A howl went up.

AND THE RESULTS.

It resulted in the sending out of rubber gum, which was to be poked into the puncture with cement and allowed to dry. It took but a few weeks to prove that this would not do the work, and a council of war was held, and they decided that the whole trouble lay in the fact that punctures were ragged and must first be cut round and a vulcanized plug inserted into the hole.

Then came the age of instruments for mutilating tires, but the plugs still leaked, blew out, or sank out of sight in the tire.

SINGLE TUBE DESPAIR....

To stop all trouble, agents were supplied with a plug having a string down through the center, to which was attached a brass plunger. To repair, you first cut the hole for the plug, forced it—plunger first—down into the hole, held the plug to prevent it coming out, and pulled on the string, thus enlarging the inside end of the plug by pulling the plunger up into it.

This method was in use for about three months, when constant trouble required a change to something else, and a new plug was made which was something of the shape of an hour glass.

Then they decided that the plug should be larger upon the inside, so as to try to cover a diagonal puncture. Umbrella patches, the stems of which were hollow, were then brought out, to be forced into the puncture with a wire inserted into the stem.

When this did not cure the case, the wise ones put their heads together and decided that all the trouble came from the broken ends of the fabric, which were forced into the tire, and along which the air crept to the fabric, coming out at a hundred little cuts upon the surface.

They supplied the agents with neat little instruments for burning out the puncture.

Did the trouble cease?

A STORM OF PROTESTS.

No. It gave way under a storm of protests, and was followed by rubber bands, which, after a liberal application of cement, were forced into the puncture and allowed to form a bunch upon the inside around the place where the puncture was supposed to be.

Only a few months ago we were told that this was the proper method, yet it gave way to a plug of the umbrella variety which has been used with just as poor success.

Today we are informed that the correct method is to pour rubber solution into the tire and vulcanize it there.

Where, then, is the claim of superiority on the ground of quick repair? If it is necessary to take the tire from the rim and send it to the repair shop or factory, there to wait to be vulcanized, it is time that people knew that their claim was a false one.

OUR QUICK-REPAIR TUBE

Meanwhile, we have not been idle. It is true that a flood of orders overwhelming us from one year's end to the other has not been conducive to quick changes, but over a year ago we began tests of our quick-repair inner tube, and, while perfectly satisfied with it ourselves, we desired to put it out regularly only after it had been thoroughly tried and approved by the trade, and by riders themselves.

THE BEST METHOD.

Returns from all sections of the country warrant us in claiming for it all and more than we did. This quick-repair tube can be withdrawn from the casing as readily as the old form, if desired. Its advantage, however, is that it enables a rider to repair a puncture perfectly and permanently in two minutes' time, by the roadside, without removing the tire from the rim or the tube from the casing, yet leaving the wheel ready to ride at once.

The quick-repair inner tube will be placed in all M. & W. tires in 1896. Inner tubes can be sent to us by riders now and be fitted with the device at a cost of $1 per pair, or the complete quick-repair inner tubes can be bought for $6 per pair.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

through Edgewater. The race was taken by G. R. Catto, who had a handicap of four minutes, and appeared to have but little trouble in getting home first. S. C. Cox, who had a handicap of thirty seconds, proved to be the fastest, and got around the course in 12:22.

Following the race of the Lincolns the Sons of Rest held a five-mile argument over the course and the final decision was awarded to E. Miller, who had a handicap of 4:45. Weinberg, who was penalized, got over the distance in 12:01.

On the West Side the first event of the day was the running off of the final heat in the Keats cup race. The following riders qualified for the final: F. H. Schuler, H. A. Buttrom, G. A. Hoeft, and C. Andrin.

The employes of Marshall Field followed with an effort to decide who was their best rider for five miles. A. F. Bengemen had the honor of leading the procession from the 2-minute mark.

CLEVELAND DOES NOT WANT THE L. A. W. MEET.

CLEVELAND, OHIO, Aug. 5.—Since reading in THE BEARINGS of a week ago that Cleveland was in the field for the national L. A. W. meet of '96, your correspondent has been trying to locate the parties who are responsible for the assertion, but so far without success. He himself has been repeatedly accused of being the author of the boom, which made him all the more anxious to locate the responsibility. Diligent research fails to find more than two or three persons who are in favor of holding the meet in this city, and therefore it must be said, decidedly, that Cleveland is not in the contest and never was. It may not come amiss at the present time to speak a good word for our sister city, Toledo. The wheelmen of that city already have the reputation of having given

The Most Enjoyable State Meet

that the Ohio Division has ever known, the one of '88, and as entertainers the Toledo boys certainly lead by a large majority.

The Lakeside Club gave a house warming at their new home on Tuesday evening last, and handsomely entertained several hundred guests.

At a council meeting of the village of Collamer last week it was decided to at once construct

A Three-foot Cinder Path

on one side of the Euclid Avenue roadway for the use of wheelmen. Said path will extend from the eastern limits of this city about three miles. Cyclers were recently forbidden the use of the side paths through this village, and the residents, it seems, are anxious to square themselves. The example may be worth following.

The Cleveland Driving Park Co. sandwiched professional cycle races between the horse events on Monday and Wednesday of last week. The events were uninteresting and not worthy such men as Sanger, Tyler, and the rest of the "string."

The summaries, July 29:

One-mile open.—Tyler, first; Sanger, second; O'Connor, third. Time, 2:09½.

One-mile handicap.—O'Connor, 70 yards, first; Tyler, scratch, second; Sanger, scratch, third; Coleman, 115 yards, fourth; Weinig, 100 yards, fifth. Time, 2:10½.

The summaries, July 31:

One-mile open, tandem paced.—Sanger, first; O'Connor, second; Tyler, third. Time, 2:24½. Run over, Sanger refusing to ride.—O'Connor, first; Tyler, second. Time, 2:14½.

One-mile handicap.—Kleinman, 60 yards, first; Coleman, 115 yards, second; Tyler, scratch, third. Time, 2:15¼.

Johnson did not Show Up.

Johnson was to have gone a mile against two minutes, but did not appear at all on account of sickness. On Thursday, after the horse programme was finished, the track was put into shape and Pat O'Connor went for the mile record. He was paced by a tandem to the half and there picked up by a running horse attached to a sulky. The pickup was perfect, and he clung to the sulky until within ten yards of the tape, when he pulled out to pass the horse, but

The Horse Beat the Wheelman

out by about two feet. The time was 1:55¼. But for this one redeeming feature the professional races would have been a flat failure, the time being much slower than Class A men had ridden the same track, and the contestants working as though they were doing the management a great favor by being here instead of riding for good purses. In fact the events only went to mar what little interest there was in cycle racing among the patrons of horse racing.

TOLEDO AFTER THE LEAGUE MEET.

TOLEDO, OHIO, Aug. 5.—The fight for the National League meet of 1896 promises to be more than interesting. From the way things look now the fight will be between Toledo and Syracuse. Cleveland will not be in the race, as H. A. Lozier has said that that city did not need it, while Toledo was the only place to hold it. Toledo has already girded on its armor, and is rapidly getting into fighting trim. When the time comes for action Toledo will be found ready to fight to the last ditch for the muchly coveted plum.

As soon as J. L. Yost returned from Asbury Park he started to interest Toledo people in the meet, and he has been more than successful. The past week several of the bicycle manufacturers met and discussed the question, and they all agreed that Toledo wanted the meet and wanted it badly. Alvin Peter, of the Union Mfg. Co., said that

He Wanted it Just $2,000 Worth,

and that he would subscribe that amount if $10,000 more was raised. This generous offer aroused others, and $8,000 was subscribed on the spot. The League meet association was formed, with J. L. Yost, of the Yost Mfg. Co., as president; J. Fisher, of the Gendron Iron Wheel Co., as vice-president, and Alvin Peter, of the Union Mfg. Co., as treasurer. It was decided to raise $12,000 and immediately begin the fight. The Associated Manufacturers of Toledo and the Chamber of Commerce have promised to assist, and Toledo's chances are bright indeed.

Toledo is an ideal place to hold a national meet, for it has advantages to offer that can not be equaled by any other city. In the first place, it is just the right size for such a gathering; then it has all sorts of amusements to interest League members. Surrounded as it is by water, many pleasant excursions could be arranged. The Toledo wheelmen are

Famous for Their Hospitality,

and could entertain the League gathering as it has never before been entertained.

"The only thing that can be said against us," said Alvin Peter to a BEARINGS' man, "is lack of hotel accommodations. I say this because if we get the meet and the League members complain about the hotels they can not charge us with misrepresentation. But we could care for our visitors. If the hotels will not hold them we will arrange to care for them in private houses. We will establish a first-class headquarters where all the wheelmen will be welcome. Toledo wants the meet, and will make a strong fight to get it. Why, we could give you a great meet! Just think of the excursions to Presque Isle, the Casino, Monroe Beach, Perrysburg, Maumee, Put-in-Bay, Kelly's Island, and other places too numerous to mention."

There is some talk of building the track on Presque Isle, a famous resort. It would be a magnificent place for a track, and very easy of access.

Prizes for "Bearings" Readers.

There is a saying as old as the hills to the effect that "money talks." THE BEARINGS is determined to see if the saw is literally true. It wants its readers to talk to each other, and will pay to loosen their tongues.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of THE BEARINGS of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection THE BEARINGS reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, PARAGRAPH COMPETITION.

FIFTY DOLLARS

will be paid for the best article on the mechanical side of cycling. Articles in competition for this prize should deal with mechanical subjects that will be of interest to cycle manufacturers or repair men. Where necessary to make clear the meaning of the author sketches should be sent. (Rough drawings will do.) This competition closes August 15, 1895. Address MECHANICAL COMPETITION.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, SELLING COMPETITION.

General Rules

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume*. Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume*. Inside the envelope must be written the title of the article, the writer's *nom de plume*, the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

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Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.

When you purchase a new machine keep your old saddle and use it, for it will take a long time to get used to a new one.

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387 pounds crushes the best drawn tubing, but it takes **848** pounds to buckle HELICAL TUBING of EXACTLY the same weight. (See Report of U. S. Government Tests in Premier catalogue.) This enormous gain in strength and security against accident can only be obtained by riding a

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the strongest, lightest, stiffest, easiest running, and highest grade ladies'. Premier agencies everywhere.

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Will remove on or about August 15 to Bridgeport, Conn.

34, 36, & 38 WATTS ST., NEW YORK CITY.

TEXAS DIVISION MEET.

The Postponed Division Meet and Races at Fort Worth a Big Success—The Particulars.

FORT WORTH, TEX., Aug. 6.—The annual meet of the Texas division of the L. A. W., postponed from July 4 and 5, passes into history as one of the most successful ever held in the state. The individual promoters and the Fort Worth Wheelmen did themselves proud, and every one in attendance is happy at being able to contribute to the success of the affair.

The division meeting in the parlors of Delaware Hotel was largely attended. Two nominations for chief consul were made, viz, E. W. Hope, the present incumbent, and G. L. Prescott, of Fort Worth. Present indications are that Prescott's election in November is assured. There was only one nomination for vice-consul, Charles Culmore, of Houston. The present secretary and treasurer, C. F. Wilmans, of Dallas, was also renominated.

L. A. W. Memberships.

An amusing incident of the meeting was an effort on the part of a new member to have the L. A. W. racing rules amended. The financial report was very creditable and the membership list is at the largest point ever reached and new applications plentiful. The present membership is 221.

A motion was unanimously carried authorizing George Hubbard, of Sherman, present secretary and treasurer, to canvass the state by towns, personally recruiting members, for his services to receive $1 on each new member. An effort will be made to bring the membership to 1,000 by Christmas.

The races yesterday and today were run off under some disadvantages, and considering a bad track, which was hardly safe for fast time, the success attained was phenomenal. Several accidents occurred but they were only such as might have happened on better tracks.

Cracks Fear the Track.

W. A. Parker, of Waco, did an exhibition half in 1:07, which was equal to one minute flat under proper conditions. Fear of the track kept him out of all races the first day. His performances today in the quarter and five mile races fully establish the fact that he has lost none of his old-time speed. Hofheinz, of San Antonio, also collected his nerve today and showed himself to be a king of Class B in Texas for races of one mile and over, with Parker almost a cinch on the short races. Boren was in bad form and did not show up well.

Max Morris, of Fort Worth, won all the championships and Class A races in which he started, and it is safe to say tonight that if a vote was taken the name of this town could be changed to Morrisville. Fort Worth is Morris' home and of course the audience was his.

Every effort was made to have the suspension on Solomon removed, but the Racing Board have the Waco wonder unjustly under a ban, and no end of telegrams would avail.

Kingsbury's trick-riding was one of the leading features of the meet. Attendance both days about 3,000.

Summaries. First Day.

One-mile novice.—J. S. Armstrong, first; M. W. McClure, second. Time, 3:09⅘.

Quarter-mile open, Class B.—Boren, first; Tackaberry, second; Hale, third. Time, :34⅘.

Quarter-mile state championship.—Morris, first; Tremane, second; Wilmans, third. Time, :35⅕.

Half-mile open, Class B.—Boren, first; Tackaberry, second; Van Rensaellaer, third. Time, 1:13.

One-mile open, Class A.—Morris, first; Wilmans, second; Tremane, third. Time, 2:44.

Two-mile handicap, Class B.—Gill, 25 yards, first; Van Rensaellaer, 75 yards, second; Taylor, 75 yards, third. Time, 5:22¼.

Two-mile lap race, Class A.—Tremane, 19 points, first; McClure, 11 points, second; Blake, 7 points, third. Time, 6:17.

Half-mile state championship.—Morris, first; Miller, second; Tremane, third. Time, 1:13.

Summaries. Second Day.

One-mile open, Class B.—Hofheinz, first; Hale, second; Van Rensaellaer, third. Time, 2:27.

Two-third mile boys' race.—Culmore, first; Lischke, second; Mead, third. Time, 1:44.

Quarter-mile open, Class B.—Parker, first; Tackaberry, second; Van Rensaellaer, third. Time, :34½.

One-mile Tarrant County championship.—Sheldon, first; Wilmans, second. Time, 2:51.

Two-mile lap race, Class B.—Hofheinz, first; Taylor, second. Time, 5:53.

One-mile state championship.—Morris, first; Tremane, second; Wilmans, third. Time, 2:45.

Third-mile open, Class B.—Tackaberry, first; Van Rensaellaer, second; Brown, third. Time, :48.

Two-mile handicap, Class A.—Tremane, first; Wilmans, second; Granview, third. Time, 5:22.

Five-mile open, Class B.—Parker, first; Van Rensaellaer, second; Gill, third. Time, 15:27.

Five-mile state championship.—Morris, first; Wilmans, second; Tremane, third. Time, 15:22.

PROFESSIONAL RACING IMPROVING.

NEW YORK, Aug. 3.—The last of the joint meetings of the Riverside Wheelmen and the cycling end of Manhattan Beach management was characterized by a cloudless sky, a big breeze, large fields, and great racing. The audience was large and somewhat critical, but nevertheless interested to the end. The presence of Sanger and Harry Tyler helped considerably although the big fellow was a bit of a disappointment. There is no doubt but that public interest in professional racing is on the increase and being slowly awakened. The people of Gotham like to be amused, and require continual coaxing to be drawn out of their shells, but once started are enthusiastic and steady patrons. The Manhattan Beach track is a fine plant, but considerable work remains to be done to make it popular. A shorter and more direct method of reaching the grounds is demanded, and the erection of another stand at the windward side of the track would promote faster time. The racing was of a higher order than previous efforts, and the finishes, especially in the mile handicap for professionals, were excellent.

The game started with three quarter-mile heats for the pros, the first two men in each event qualifying. In the final Harry Tyler jumped at the start and won with yards to spare, Porter and Berlo making a pretty race for place, the former getting the decision. Harry Wheeler, who is not yet up to form, was unable to keep up with the procession.

The novice race was next, and a field of thirty-seven was split up into four heats, which were rapidly run off. The final was a loaf until the bell, Kuhl taking the medal in 3:16⅘, the slowest time of the day. The one-mile professional handicap with Sanger on scratch was one of the best races. Kuhlke, with 125 yards, led and looked a winner from the start, the bunch, led by Sanger, who had worked his way up, catching him on the last turn. He managed to hold his lead over the tape, but Coleman and Baldwin both passed Sanger about ten yards from home and made a blanket finish.

The one-mile handicap A brought out a large field. J. Gregory scored a clever win, with Von Rodeck, again favored by the handicapper, securing second. In the second heat Roome started from scratch, but did not have beef enough to fight the wind, although he made a plucky effort, Shinn from 65 yards, securing the plum. A mix-up of four wheels at the grand stand caused a little excitement in the audience. J. P. Warner was the leader in the third heat, and W. La Due secured the fourth. The final was a picnic for J. Gregory, H. Von Rodeck, and G. G. Reith, who finished in one, two, three order way ahead of the tailenders, with twenty yards to spare.

The one-mile professional invitation brought out the cream of the talent, Blauvelt making his first plunge in the cash kettle. Special prizes were offered for the first man at each quarter mile. Starbuck and Wheeler had a pretty brush at the quarter, the former winning the half with Sanger well up, Porter, the new comer, landing ahead at three-quarters, but Tyler, who had been holding back, came on with a rush, capturing first money; Porter and Sanger finishing half a wheel apart. Baker fell on the backstretch, while Blauvelt and Wheeler were lost in the shuffle.

The five-mile professional scratch was paced by two tandems. Kuhlke and Blauvelt made the pace for the first mile, but went wrong and pulled up with a broken chain. Cutter and Mayo then came out and carried the field along for the rest of the distance, Porter hanging on to the rear wheel followed by Starbuck, Baker, and Sanger. The first mile was covered in 2:29⅘, the second in 4:47⅗, the third in 7:06⅗, fourth in 9:29, which was good going considering the heavy wind. Sanger was run out at this stage of the game and went for fourth money, a lap behind. The last mile was made in 2:19⅕, the tandem pulling out on the bell lap, leaving Porter to finish in 11:48⅕, with Baker second, followed by Starbuck. St. Onge made a plucky effort to beat Sanger, sprinting the leaders in the run home.

The five-mile handicap for the A men was a sight worth seeing, the entire field of thirty-seven starting, the handicaps running up to 500 yards. J. Gregory had the limit, and won by half a lap. The others got together in two bunches, C. H. Appleby commanding the first division and W. H. Owens being the corporal of the second division. The spectacle of twenty or thirty riding in a bunch was long to be remembered, and fortunately none fell, but it kept the scorers guessing and made a pretty picture. The fight was for place and H. K. Roe was just a little bit better than Owens at the last call.

The wind-up was the mile consolation for the professionals, and Silvie was king pin, Eaton, Blauvelt, and St. Onge securing the balance of the coin.

Summaries.

Quarter-mile professional, final heat.—H. C. Tyler, first; A. W. Porter, second; P. J. Berlo, third; Conn Baker, fourth. Time, :31⅖.

One-mile novice, final heat.—F. Kuhl, first; A. Hirsch, second; L. G Bach, third. Time, 3:16⅘.

One-mile handicap professional.—G. P. Kuhlke, 125 yards, first; Watson Coleman, 60 yards, second; J. W. Baldwin, 70 yards, third; Walter C. Sanger, scratch, fourth. Time, 2:19⅖.

One-mile handicap, Class A, final heat.—J. Gregory, 140 yards, first; H. Von Rodeck, 115 yards, second; G. G. Reith, 100 yards, third. Time, 2:15⅘.

One-mile open professional.—H. C. Tyler, first; A. W. Porter, second; W. C. Sanger, third; Watson Coleman, fourth. Time, 2:25⅘.

Five-mile open professional, paced.—A. W. Porter; first; Conn Baker, second; J. F. Starbuck, third; Walter Sanger, fourth. Time, 11:48⅕.

Five-mile handicap, Class A.—J. Gregory, 500 yards, first; H. K. Roe, 110 yards, second; W. H. Owens, 75 yards, third. Time, 12.26⅗,

One-mile professional, consolation.—I A. Silvie, first; Jay Eaton, second; E. L. Blauvelt, third. Time, 2:35.

The New York Division nominations have been made, and Isaac B. Potter is renominated, with W. T. Underhill for vice consul, and W. S. Bull secretary-treasurer. It is a good ticket and will doubtless be elected. The presidential race is a little remote, but Mr. Potter's chances are a trifle better than other candidates at hand. A new edition of the Tour Book will be sent out early next week.

Harry Crocker and Ed. Roth, of Milwaukee, the Telegram tandem team, have established a new half-mile tandem record for Wisconsin, having covered the distance at National Park, over a poor track, in :58½.

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ONE OR TWO RACES

Won lately may interest you. Only a fraction of total wins.

Dixon, Ill.—Ingraham first in one-mile handicap, first in five-mile handicap.

Wilmington, N. C.—First in quarter-mile, first in half-mile, first in three-quarter-mile.

Anderson, S. C.—Tant first in half-mile open and first in two-mile handicap. Maxwell first in quarter-mile.

Morrison, Ia.—Roy Upton first in one-mile open, first in five-mile lap, second in quarter-mile open, third in half-mile open.

Kalamazoo.—Loughead ***first*** in half-mile open, quarter-mile, and half-mile unpaced; Wilson ***first*** in two-mile handicap, ***second*** in one-mile open, third in half-mile open, quarter-mile, and ten-mile; Turner ***second*** in two-mile handicap. Four firsts, two seconds, three thirds. Half-mile, unpaced, 1:03⅖, state record; ten-mile, 25:07, state record—Loughead and Wilson.

Tecumseh, Mich.—Three ***firsts,*** two ***seconds.***

Jackson, Mich.—Loughead ***first*** in quarter-mile open, half-mile open, one-mile open, three-mile laps; Wilson ***first*** in two-mile handicap, ***second*** in half-mile open, one-mile open, five-mile handicap, three-mile laps. Five firsts, four seconds. Two Sterling riders against big field of fast men. Three-mile state record, 7:15.

Estherville, Ia.—***First*** and ***second*** in one-mile open.

Ottumwa, Ia.—***First*** in one-mile handicap, ***second*** in half-mile open, ***fourth*** in one-mile novice.

Vicksburg, Miss.—Leon Martin (fifteen-year-old boy against six fast men) ***first*** in quarter-mile open, ***second*** in half-mile open. And there are many others.

Alpena, Mich.—Quarter, half, and one-mile unpaced shore record.

Please write for catalogue and colored calendar (inclosing stamp).

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Johnstone & Bryan, 314 Post St., San Francisco.

BIG LANTERN PARADE.

St. Louis Riders Take Possession of the City—The Parade a Huge Success—Other News.

ST. LOUIS, Aug. 4.—The first annual parade of the St. Louis cycling fraternity, which took place yesterday under the auspices of the Associated Cycling Clubs, was a success of the most pronounced kind in the point of attendance, both of wheelmen and spectators, and the day was perfect, but the detachment of police assigned to duty on the route of the parade was so small that they might as well have been absent, and the result was that the crowd seriously interfered with the wheelmen, leaving them scarcely room to ride in the streets, and spoiled the effect of the parade entirely. Over one thousand riders were in line, and on Lucas Place, where the parade formed, the crowd was so dense that the riders were compelled to walk from Fourteenth Street to Twenty-sixth Street. It seemed as if

The Whole Town Had Gone Bicycle Crazy.

Every available doorway and window was crowded with spectators, and the juvenile portion of the population utilized signboards, telegraph poles, and lamp-posts as points of vantage.

Four o'clock was the time set for starting, and it was just fifteen minutes later when the parade moved off, headed by a detachment of mounted police. Chief of Police Harrigan evidently did not think much of the parade, for he detailed a squad of only eight of "the finest" to this duty, and the officers on foot who were to handle the crowd of fully 50,000 spectators were as scarce as hen's teeth. Following the police came the band, the grand marshal and aids, the ladies' division, which was of goodly size, with bloomer suits greatly in the majority; the military, represented by the McGrew Guards and the Branch Guards; the clubs, of which there were twelve, and the great "unwashed," who furnished the majority.

Special Features.

The dealers aided greatly in making the parade a success by furnishing special features. The Meacham Arms Co. furnished the band wagon decorated with banners; Jordan & Sanders had a squad of Chinamen, in the yellowest of yellow suits, riding "Yellow Fellows," while the A. F. Shapleigh Hdw. Co. had a band of Indians direct from Jackson Hole, mounted on "Crimson Rims." The International Wheel Co. had a yacht tastefully rigged upon a tandem that attracted considerable attention, and the Knight Cycle Co. had a company of crusaders arrayed in knightly caparison, helmets and all. The Hyman Cycle Co. had a nicely arranged float, showing the Goddess of Liberty, who was carried on a platform built on the front portion of two tandems; but they were insecurely fastened together, and it fell out of the parade, as it could not be managed.

The streets along the route of the parade were all in fine shape as the sprinkling superintendent had issued orders that they were not to be sprinkled after 2 p. m. that afternoon.

At the St. Louis Cycling Club house the parade was

Reviewed by Acting Mayor Charles Nagel

and a number of the city officials, but it is safe to say that while the members may have impressed them, the manner in which the parade filed by did not.

After the parade fully 300 wheelmen enjoyed supper and the concert at Bartoldi Grove, and listened to short talks by prominent wheelmen on the benefits of organization.

The prize offered for the club having the largest representation was won by the Branch Guards, and the prize for the largest percentage of membership was won by the Kenneth Cycle Club.

Chief Consul Holm and August Busch, vice-president of the big brewing association, got into an argument last week in regard to the number of riders in town, Mr. Busch belittling the idea that they were numerous enough to be of any consequence.

Chief Consul Holm Suggested a Good Way

to satisfy himself. It was to invite them to visit the huge brewing establishment. Mr. Busch at once took up with the idea and said, "All right. Invite them all to come and we'll get a lunch for them and have the entire establishment lighted from cellar to roof for their benefit, and all the men at work any evening you select." The evening selected was August 7, and invitations have been sent to every wheelman in town (but visiting wheelmen are also eligible). The Anhueser-Busch Brewing Co. never do anything by halves and it is safe to state that this will be an occasion long to be remembered.

Chairman Gideon had better see that his axes are good and sharp and possibly get some new ones for

There Is Surely Work for Him

in this "neck of the woods" At the Irish Nationalists' picnic today there are two bicycle races and about fifty entries from among riders who care not for the L. A. W. They are a stiff-necked lot and it will take a sharp ax to bring them to time.

In these days of bicyclomania numerous are the schemes that are being floated to get the dollars of the unsuspecting cyclist, who is thought to be "easy" because he had the price of a wheel. Companies are formed to insure riders against accident while wheeling; against theft of wheels, and the latest is a company organized to furnish medical attendance in case of accident due to collision with another vehicle and legal talent to fight the suit in court, all of which costs $2 per year. Next!

HOT RACING AT TORONTO.

A Match Race in Three Heats Ends in a Tie—Johnson May Live in Toronto.

TORONTO, ONT., Aug. 5.—The new board track erected this season by the Toronto Ferry Co., at Hanlan's Point, is responsible for many new figures, and before the season is closed will doubtless hold several world's records. Exciting races are held every Saturday evening by electric light, and last Saturday the crowd was the largest of the season and the racing was of the first order. Some fifty riders took part in the nine events on the card, and records went by the board. G. H. Doherty won his novice in the excellent time of 2:13⅗, which reduced the Canadian record by over six seconds. There was a large field, and a tandem was sent out to make the pace. Doherty caught the machine at the start and it was his race all the way, the field being distanced. At the conclusion there was the greatest excitement, and the winner was loudly cheered and carried from the track by his enthusiastic club mates.

The match race between

Fred W. Young and T. B. McCarthy,

two of the speedy Class B men, resulted in a tie; first and second heats went to Young and McCarthy respectively, and the third was a dead heat. The final will likely be run off next Saturday. In the quarter-mile dash, which was the first of the three races that were billed, McCarthy won by a wheel in the slow time of thirty-five seconds. In the mile paced, Freddy Young won his heat in the fast time of 2:03⅘ from his standing start. McCarthy sprinted ahead of the tandem taking the pole, forcing the maching out and then intending to drop behind; he was unsuccessful, and as the tandem swung wide Young was right on the back tire, and McCarthy was "out of it." Young may now be considered as easily the fastest of the Toronto riders. In riding paced races there are none of them can beat him in the jump to catch the machine, and his friends affirm that if the pacing is fast enough he can ride a mile under two minutes.

Tom Eck was an Interested Spectator

at the racing at the island on Saturday evening. There is to be a professional programme at the island on Civic Holiday, August 19, and O'Connor and Weinig have arrived today and John S. Johnson is expected tomorrow. The party intend to train on the track for the next two weeks. It is said that John S. Johnson intends to take up his permanent residence at Toronto.

The Toronto Ferry Co.'s Race Track Association with their splendid track and complete organization have now practically a monopoly of bicycle meets in this city and the Toronto Bicycle Club, who have for the past thirteen years given a race meet on the Rosedale track on Civic Holiday, have this year been compelled to abandon the same, feeling that it would not be a financial success. The owners of the Rosedale track have themselves largely to blame in this matter, as an extension of the street car service to their beautiful grounds would have prevented their track from losing its popularity.

Summaries.

One-mile novice, Class A, final heat.—G. H. Doherty, first; T. R. Johnson, second; M. Boake, third. Time, 2:13⅕.

One-mile handicap, Class A, final heat.—John Wills, first; R. Gardiner, second; F. R. Crowley, third. Time, 2:22⅘.

One-mile match race, with tandem pacemakers.—F. W. Young, first; T. B. McCarthy, second. Time, 2:03⅘. Quarter-mile.—T. B McCarthy, first; F. W. Young, second. Time, :35. Half-mile.—F. W. Young and T. B. McCarthy rode a dead heat in 1:02⅗.

One-mile match race, paced by tandem.—H. Hulse, first; H. D. McKellar, second. Time, 2:10⅖. This time is ⅗ of a second under the former Canadian Class A competition record. One-mile unpaced.—H. Hulse, first; H. D. McKellar, second. Time, 2:24. This last quarter was made in :28⅗.

Two-mile lap race, Class B.—S. H. Gibbons, 21 points, first; R. E. McColl, 19 points, second; J. H. Gratz, third.

MILWAUKEE A'S ALARMED.

MILWAUKEE, WIS., Aug. 5.—There is apt to be a little commotion among the pures of Milwaukee during the next few weeks, and all because a number of the riders have come under the eye of the Racing Board as being in the employ of a manufacturing concern and still claiming to be in Class A. The members of the fraternity who are directly interested are Sanger, Roth, and Crocker. In case these riders fail to answer the propounded questions satisfactorily, it is likely that a number of the other star A riders who have been taking in the meets around the state will be asked to undergo a little questioning.

Chief Consul Morrison, who for the past two years has so ably conducted the League affairs of this division, is out with

An Absolute Refusal to Again Serve.

In view of this state of affairs, considerable speculation is being indulged in as to who will be selected to be his successor. At present there are two likely candidates in the field, William A. Brown, president of the Marinette Cycle Club, and Dr. S. McArthur, of LaCrosse. Interest is already being felt in the outcome of the canvas, and the prospects are that the election will bring out a large vote.

The annual assembly of the Scottish clans was held here on the first of the month, and in connection with the games there were run a number of bicycle races, which proved the most interesting part of the programme.

In spite of the edict that priests should not ride bicycles, it seems to have but little effect on the riders of that class in this part of the country, as there are several priests here who enjoy a morning spin frequently.



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MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agenc es—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR. FRANK T. FOWLER.
ILLUSTRATOR. CHARLES A. COX.

WE CALL THEM FREAKS.

If there is anything we like to see it is a neatly uniformed cyclist riding quietly on the public highway in a proper, decorous manner. It therefore gives us great pleasure to daily witness the passing by of the many thousands of wheelmen who go about their business in a way with which even the most particular anti-bicycle cranks can not find fault.

Sunday was a beautiful day, and it occurred to us that never before had we seen such a large number of cyclists speeding silently on their joyous way, and it was with sincere disgust and great regret that toward the end of a splendid day's journey two incidents came under our notice which deserved severe criticism.

It is well known to Chicago people that there is a big fat freak who is paraded around for an advertisement, and this same freak seems to take delight in publicly insulting people, generally ladies—they seeming to be his particular forte.

We overheard this freak sing out, in one of our most crowded parks, a characteristic insult to a carriage full of ladies who happened to go by as he dismounted from his wheel.

We frankly admit that this same freak is a good advertisement for a bicycle, but it behooves the maker whose wheel he rides to give him a little forcible instruction as to the proper manner of carrying himself.

A cyclist who should know better was the chief actor in the other annoying incident. He is a man who frequently performs in cycle shows under the title of "trick bicyclist," and not content with the newspaper account of his performance the previous day, in which some of the papers spoke of him as "Professor So-and-So," he must carry his tricks to the public highway, where, viewed by a few of his ilk who applauded, he did more to harm cycling and bring it into disrepute than a thousand quiet well-behaved cyclists could do to establish its credit and add to its fair fame.

This man has depended on the cycle industry for a couple of years past, we believe, for his livelihood, and while a very good trick rider, and a nice young man, yet he should curb his impatience to show off, and keep his tricks for exhibition inside of closed palings before pay audiences.

We all know that there are many thousands who almost hate cycling and who grasp at every opportunity to give it a stab, and such incidents as those above referred to put weapons into the hands of those who would harm the interests of the wheelmen.

Since That Asbury Park Meet.

We have really discovered, if never before, how easy it is for some people to make the truth other than it is, and still have it the truth. We wish that every maker who had his wheels ridden at Asbury Park would come out publicly and state the facts, so that we can find out definitely whether or not there were three times as many races won and lost there as were indicated by the score card.

It is true that Asbury Park is a very dry place, but ocean water has sometimes a bad effect on people, and it may be possible that there were really more races run than we saw.

A GENUINE 24-CWT. GOLD BRICK IS THE

1896 Fowler Agency.

Apply now.
FOWLER CYCLE MFG. CO.,
144 W. Washington St.,
CHICAGO.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE MARCH-DAVIS COAST TEAM.

The March-Davis Cycle Co. have one of the strongest teams on the Pacific coast with the result that a great many of the races on the Pacific coast have fallen to the riders of this justly popular wheel. One of their recent wins was that of G. A. Nissen, who rode from scratch in a ten-mile handicap, winning the race, which was unpaced, in the record time of 25:45. The race was a very good one, over roads favorable to a record ride. In addition to the breaking of the record the race was won by J. A. Clymer, another March rider.

A NEW SPEEDING DEVICE.

Each day adds to the number of devices that are turned out with the idea of benefiting the riding public. One of the latest inventions to put in a claim for the attention of the cyclists is a device for the purpose of bringing the feet over what is known as the dead center. In addition to this important feature it is also said to be very beneficial to the rider inasmuch as it acts as a shoulder brace and does away with the curved motion of the spine that has attracted so much unfavorable comment. Robertson's famous harness, the device in question, as shown in the cut, consists of a harness with elastic bands leading down the back and fastening to the heels. These bands are stretched when the leg is straightened. As soon as the leg passes the lowest point the reflex action of the band assists in lifting it. The value of this is apparent, as the tiring part of riding a wheel consists not in the pushing down of the limbs, but the lifting of them up. This will be of particular benefit to heavy riders. The people who have tested the device report that it is all that the inventor claims.



THE OLD FORT MFG. CO.

The Old Fort Mfg. Co., of Fort Wayne, Ind., is making the Old Fort wood rim. The feature of this rim is the patent interlocking joint, a sort of double lock which fastens the joint in every conceivable way. The rim is fastened at the joint without glue and is hard to take apart. It will sustain as much pressure at the joint as at any other point. When glued and finished it is impossible to detect the joint. The company makes all its rims of strictly rock elm, carefully selected. Its factory is at Eaton, Ind., and the company for years has made the L. & D. wood pulley. A large part of the factory heretofore used for making pulleys is now used for the manufacture of wood rims. With its large factory and improved machinery the Old Fort company will be able to supply any demand. A. L. Randall will cover Indiana, Ohio, Michigan, and Illinois in the interests of the company.

THE PLYMOUTH CYCLE CO.

W. S. Daniels, of the Plymouth Cycle Co., of Plymouth, Ind., has just returned from a trip through the east. While away he ordered material for next year, besides a quantity of new machinery. Next year the Plymouth Cycle Co. will build about 5,000 wheels. It will cater to a high-class trade and will get fancy prices for its goods. A hand-made ladies' wheel, listing at $150, will be made for the elite trade. Mr. Daniels says that his company will reach out for a large retail trade in '96, and will not job its wheels, the jobbers having been thrown over this year. Two hundred and fifty tandems will be built, to be ready by November 1. This year has been a most successful one, 3,800 machines being turned out. Several changes have been made in the factory, George Klingerman having taken M. D. Smalley's place as superintendent. New foremen have been put at the heads of every department.

RICHMOND A WHEEL CENTER.

RICHMOND, IND., Aug. 5.—This city promises to cut an important figure in trade circles the coming year, for here are located two of the largest bicycle factories in the state. They are new concerns, but they have plenty of capital, and the two together will turn out 15,000 wheels. The Henley Bicycle Works are going into the business on an extensive scale, and their output will be between 5,000 and 6,000 wheels. M. C. Henley, president of the concern, is the man who made roller-skating famous. He made a fortune in this business, and his successful career will probably be continued in the bicycle business. He has a magnificent plant which has been fully equipped with the most improved machinery for the manufacture of bicycles. The building is 320x120 feet, and is four stories high. The Henley Bicycle Works are making

A Strictly High-Grade Machine,

built on beautiful lines, listing at $100. Next year's model will be as near perfection as possible, 1⅛ inch tubing being used.

J. A. Windsor, manager and superintendent of the Richmond Cycle Co., is confident that his machine will be one of the best on the market in 1896. The roadster will weigh from 23 to 25 pounds, while the light wheel will weigh between 18 and 20 pounds. The list price is 100. Between 7,000 and 8,000 machines will be made, Mr. Windsor having contracted for enough material for 7,500 machines. The factory is now being put into shape and will be in full running order by September 1. It is an immense plant with 25,000 feet of floor space, and fitted up in modern style.

With these two prominent concerns in the business Richmond ought to rank with the best cities in Indiana.

A NEW THING IN WOOD RIMS.

Mr. Lee Greenleaf, superintendent of agencies in the central states for the Indiana Bicycle Co., has designed and obtained a patent on a sectional or solid wood rim, known as the Greenleaf rim, which bids fair to cut an important figure in the rim business in '96. The cuts herewith show splice or locking device and manner of construction of a built up rim. The splice, Figure 1, which is ingenious and something entirely new, is a very strong one. The layers, Figure 2, are tapered transversely, allowing any variation to be taken up in the diameters of the different layers, and the splice being constructed so as not to pull apart, the layers can be driven tightly together, and thus a very compact and elastic rim can be made. The splices are broken at equal distances apart in the rim.



FIG. 1.

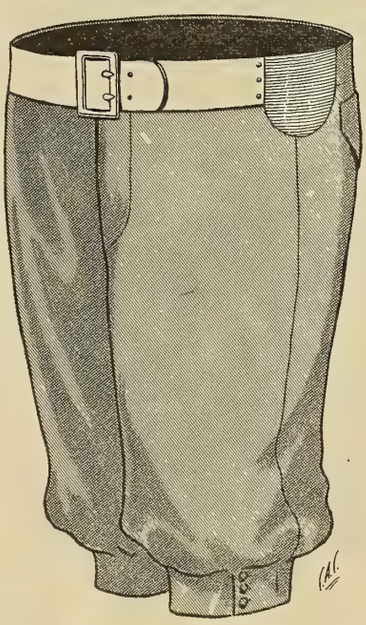


FIG. 2.

Mr. Frank Wood, secretary of the Indianapolis Rubber Co., has become interested with Mr. Greenleaf in the rim business, and they have made arrangements to furnish rims in large quantities to the trade. They expect to compete with solid rim makers in price, and claim a much superior rim.

SOMETHING NEW IN TROUSERS.

The Chicago Self-Supporting Pants Co. is a new concern in the manufacture of cyclists' clothes, and is already enjoying a large trade. In addition to turning out goods of first-class material and workmanship, it has a new method of supporting the trousers, that has met with the hearty indorsement of all who have been fortunate enough to secure a pair of them.



The device in question consists of a piece of elastic webbing incorporated into the waistband of the trousers on each side. The trousers are adjusted in the ordinary manner by a buckle in the rear, after which the waistband is tight enough to support the garment, and owing to the elasticity of the waistband conforms to every motion of the body. For the sake of emulating fashion there is riveted onto the front part of the garment the two ends of a belt. These are used solely for appearance, and have nothing to do with the supporting device. The company, which will make a bid for a section of next year's business, is located at 127 and 129 Market Street, Chicago. It has an article which will prove popular, and its trade should be large.

Here's a Good Lubricant.

The Anti-Friction Lubricating Compound Co., of Chicago, are on the market with an article that will be thoroughly appreciated by any cyclist who pays much attention to the running of his machine. This concern have a lubricant that is guaranteed not to gum after it is applied to the wheel. The advantages are obvious as the gumming of oil not only makes the bearing very dirty but also detracts greatly from its ease of running. The new company has officers at 247 Rialto Building, and will be pleased to hear from agents to whom they will make special offers.

IT IS NOW THE TINKHAM CYCLE CO.

The old and well-known Bidwell-Tinkham Cycle Co. has been supplanted by a new concern bearing the name of the Tinkham Cycle Co. The new concern is incorporated under the laws of New Jersey, and starts in business with a capital stock of $100,000. In addition to the business of manufacturing wheels, which will be carried on on a large scale, the new firm will be the representatives of the Stearns wheel in the metropolitan district. The officers of the company are Julian R. Tinkham, president; Earnest F. Walton, treasurer and general manager; Loyd McKim Garrison, secretary. The new company will have its headquarters at 306, 308, and 310 West 59th Street, New York, and will maintain its present branches at 20 Warren Street, New York; 1,213 Bedford Avenue, Brooklyn, and also at Newark, N. J.; Newport, R. I., and Chicago, Ill.

STOCKINGS WITHOUT FEET.

The Lion Knitting Co. are on the market with an idea that will not fail to catch the favor of the many cyclists who are admirers of golf hose. The new method does away with the heavy cumbersome feet that have compelled the wearing of a larger shoe, and also are warm to an uncomfortable degree. In addition to these difficulties the feet of the stocking have been the first to wear out, and as they are quite expensive this will be no small item. The cut of the new article explains itself. In addition to this form of golfing hose the Lion Knitting Co. make a full line of all knit goods, including sweaters and stockings of all kinds. It is their intention to cater largely to the bicycle business.



A New Pneumatic Saddle.

Something new, and a device that will be appreciated by a large number of riders, is the saddle that has lately been put on the market by the firm of Cutting & Kaestner Mfg. Co., of 162 and 164 West Van Buren Street, Chicago. This saddle is of the pneumatic variety and of such shape as to do away with a great many of the evils that arise from the use of the ordinary variety. This new device, of which a cut is shown in their ad, is made of the very best material, the inner tube being made by Morgan & Wright. The cover is of the finest calf-skin and stitched in such a manner as to effectually resist wear. Mr. Cutting, the inventor of the saddle, is the well-known racing man, and is having the new idea tested by a number of racing men, all of whom are loud in the praise of the saddle.

The Davis Sewing Machine Co.

The Davis Sewing Machine Co., of Dayton, O., has an immense plant covering a whole block. Here Dayton bicycles are being turned out at the rate of twenty-five machines per day. The demand for this wheel has been excellent so far and its makers have found no trouble in disposing of all they could manufacture, but now that the '95 season is drawing to a close the Davis people are preparing for an immense business in '96. Applications for next year's agencies have commenced to come in already and the prospects of the concern are of the brightest. Many good contracts have been closed. A new building, 200x50 feet, has recently been added to the plant. This will give the company additional facilities, and it is expected 25,000 wheels will be made the coming season. The Davis Sewing Machine Co. has been manufacturing sewing machines for many years and is a strong concern. Dayton bicycles will be heard from next year.

The Columbus Bicycle Co.

August 15 the Columbus Bicycle Co., of Columbus, Ohio, will move into an immense factory about one block from its present location. In the new place there will be 75,000 square feet of floor space; the present quarters have but 15,000. With these added facilities Manager Chapman expects to be able to turn out 15,000 men's wheels and 5,000 women's machines. These will be for the jobbing trade, to which the Columbus Bicycle Co. caters. The new wheels will be made of 1⅛-inch tubing, and will weigh 23 pounds each, quite a reduction of this year's weight. This company has made wonderful strides in the past two years. In 1894 it made 1,000 machines; this year 5,000 will be turned out, while in 1896 the 20,000 mark will be reached. G. C. Urlin was recently elected president of the company, vice F. J. Kistler.

A GLIMPSE INTO THE FUTURE.

From the "Chicago Herald," August 8, 1996.

Our worthy mayor had a narrow escape last night from a serious accident when returning home from the theater on his skycycle. The red lights on the top of the old Masonic Temple had, from some unexplained cause, gone out, and his machine dashed with considerable violence against the new parapet on the summit. It was badly wrecked, and had he not had on his pneumatic life suit he would have been a very hard man to find. As it was he received a severe shock, and rebounded over 100 feet, alighting on the roof of an adjacent building. He says those pneumatic suits, though a little awkward, are *the* things for skycyclists.

In a race between the two crack skycyclists, Wanger and Skimmerman for the New York-Chicago trophy and $100,000 prize, the old record of 5 hours 23 minutes 13 67-100 seconds was knocked into a cocked hat, and an entirely new and sensational record of 5 hours 23 minutes 13 66-100 seconds established. The finish was wildly exciting. Skimmerman, by reason of his previous fast work, was looked on by many as a sure winner, but the new propeller which Wanger has recently had fitted and his extended æroplanes, placed him on even terms with his rival. At 4:30 p. m. some skycyclists at an altitude of 3,000 feet signaled them in sight, and with the aid of powerful glasses they could be seen approaching neck-and-neck at a rapid rate. The tape, as usual, was stretched from the tower of the Union Skycycle Co.'s new building to the flagpole on the *High Flyer* office, and every roof in the immediate vicinity was black with humanity. A large number of skycyclists were taking advantage of the holiday, more than 5,000 being in sight above the city at any one time. The excitement became intense when, on the close approach of the contestants, it was seen that a dead heat was probable, and when this actually occurred the air was rent with deafening shouts.

Owing to the finish leaving the championship still undecided, the two flyers will meet in a match race over the San Francisco-Boston course, the record for which stands in the neighborhood of eleven hours. Wanger was seen after the race and reports stiff head winds were encountered in the neighborhood of Albany.

A few accidents happened at the great race today. In the struggle for front places on the *Herald* building a young man was pushed off the roof. An alarm was immediately rung in, and the firemen got around with blankets and caught him handily before he touched the ground. Chicago firemen still uphold their reputation for "getting there" in case of an emergency.

Several skycyclists were in collision, and half-a-dozen of the flyers were killed, but after being treated at the emergency hospital with the new Elixir of Life they were able to proceed to their respective homes. The elevated police did excellent service in keeping the course clear.

AMONG THE TRADE PEOPLE.

The Snell Cycle Fittings Co. will have a patent crank next year which will do away with cotter pins.

The Tracy-Wells Co., of Columbus, Ohio, will handle Elmores for Ohio and Indiana, and the Columbus for Ohio next year. Two more lines will be added.

The Gilliam Mfg. Co., maker of the famous Gilliam saddles, at Canton, O., will have a new and improved line of saddles on the market next year. This year the Gilliam people sold all the saddles they could make.

Morgan & Wright have placed an order with the Syracuse Cycle Co. for one of the famous Crimson Rim Quadruplets. This machine will be used to pace Gardiner and Coulter for records this fall. The price of the machine is $1,000.

A. M. Scheffey & Co., of 92 Reade Street, New York, have renewed their contract with H. Miller & Co., of Birmingham, Eng., for the handling of their output in America. H. Miller & Co. are well known to the trade as one of the oldest manufacturers of lamps in the old country.

At Tyler, Tex., July 26 and 27, Monarch riders won four firsts, three seconds and eight thirds. Tom Cooper, of the Monarch team, captured the Class B mile and two-mile handicaps at Toledo, August 3, in masterly style. Pye Bliss ran second in the quarter-mile open, and fourth in the mile open.

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, report a steady increase in foreign and local trade, and anticipate a large fall business. They have recently made shipments to South Africa, Brazil, Russia, and England. They also have orders on their books from France, Germany, and Mexico.

F. S. Odell, of the Excelsior Needle Co., of Torrington, Conn., has just concluded a western trip through Chicago, Toledo, Buffalo, Dayton, Indianapolis, and Columbus. He was gone four weeks, and in that time sold 40,000,000 spokes and nipples. The Excelsior Needle Co. will average 200,000 spokes and nipples a day next year.

The American Bicycle Co., of New York City, who entered the field as agents last fall, and who now control four stores in that city, will manufacture the coming year, and are arranging to turn out from 5,000 to 10,000 wheels. Orders have been placed with the Garvin company for machinery, and work will be commenced as soon as suitable quarters can be secured.

The New York Tire Co. have placed a very convenient repair outfit for single-tube tires, which is simple and effective, on the market. Contrary to general expectation, the '96 tires will be no heavier than those at present turned out, the record for this year having been most satisfactory. Arrangements are being made to increase the output, an additional factory having been found necessary.

The present plant of the Julius Andrae & Sons Co., on West Water Street, Milwaukee, will shortly be abandoned for larger quarters. The firm will shortly move into a five-storied brick building on West Water Street. The store has forty feet frontage and extends 150 feet back. Tony Andrae and Harry Warner are now in New York purchasing machinery, and will return this week when the firm will commence to move. The capacity of the plant next year will be fully double that of '95.

ENGLISH TRADE NOTES.

LONDON, July 27.—The returns of the export trade for the first six months of the year are now available, and, as I anticipated would be the case, the falling off experienced during April and May has continued through June, the total being below that recorded last year. It was thought by some that the amount of business done in June would be in excess of that of last season, but events have proved otherwise. The total for June last only amounted to $739,780 as against $748,125 for the corresponding month of last year, and $790,480 in June 1893.

Nevertheless the trade at home appears to be remarkably good, more especially among the parts providers. Most of the component firms have done and are still doing a large business, and the wholesale agents are also doing very well. One of the leading representatives of a London house is of opinion that there must be something radically wrong with a firm that does not do well, with the trade in its present condition.

A Scheme to Obtain Machines at Cost.

A prospectus is being largely circulated by the Coventry Cycle Co-operative Co. of a profit sharing scheme, which is to enable members to obtain machines and accessories at cost, with other advantages "too numerous to mention." Postal cards are being sent broadcast throughout the land asking people if they would like particulars. I should, but I very much doubt if I shall get any genuine ones. I have heard of another cycle supply association which requires members to take five $1 shares, after which they may have machines at cost. I don't know whether they are limited to those manufactured either by or for the promoters of this system, but in any case I should like to know what is to become of the real agents. I believe that in the end all this will tend to flood the market with a lot of crocks, which will not be to the ultimate advantage of the trade generally. I am awaiting further particulars with interest.

I hear that there is another

New Puncture Closing Air Tube

being brought out and that invitations were issued this week to all the unpractical writers on the cycle press—which means a big thing, let me tell you—to a private view and a lunch at Birmingham. Several of the large firms are to be in the syndicate formed to work this tube, but the whole thing savors of company promoting once more. It is notable that three of the most practical cycling experts on the London wheel press were not invited to the view. Perhaps the promoters would not care for them to be present; some men are so inquisitive and want to put pressure gauges on the tubes, and to try such-like stupid experiments which only waste time. Far better get a reporter from the *Times*, who knows nothing about the subject. He won't make nasty practical experiments, and will be sure to say that the new thing "will revolutionize the trade."

The Boudard Gear Co. are endeavoring to draw crowds to their window by exhibiting the machine on which Hal Berte

Rode 1,000 Miles in Record Time.

I don't exactly know what the 1,000 miles record was, and nobody seems to have taken much notice of Mr. Berte's performance, but of course a company like the Boudard must have a record of some kind. They also show a machine on which a trick rider named Herbert rode up Westerham Hill after the Catford hill-climbing contest. We don't hear much of the Boudard gear now, and, in spite of its advertised speed, it is not used by a single path racing man.

I hear that the Crypto Cycle Co. are doing very well with the Bantams among the upper classes. I am truly sorry for the upper classes, for there can be no doubt that

The Front Driver is Completely Out of Date.

I should recommend the Crypto company to really devote their energies to constructing a tip-top rear driver, when doubtless many of their old customers, who have in the past been pleased by the straightforward treatment they have received at the hands of the company, would return to them again. One may wish to trade with people for whom one has great respect, but when it comes to buying front drivers—well, one must draw the line somewhere.

We are just now suffering from an outbreak of the physiological saddle mania. This is very trying, especially to those unfortunate press men who are compelled to personally

Test These Contrivances.

I don't think, however, that the cycling saddlers need fear these new patterns, which mostly partake of the nature of the old pan-seats and are utterly unsuitable for modern cycles.

The cycle thief has been very busy this season, and it now seems that the police are powerless to stop him, for it is, they say, so difficult to identify stolen machines. The system of numbering adopted by the trade is practically useless, as the numbers, if stamped on the frame, can be easily filled up with solder, and if upon the handle-bars, or other movable parts, can be removed altogether. A new system of marking machines is badly wanted, and the firm which devises some really efficient plan will do good business.

There have been a great many complaints in the papers lately as to the careless manner in which machines are frequently sent out by even the large firms, and from some recent cases which have come under my own knowledge, I feel certain that these complaints are not being made without reason. The fact is too much is often left in the hands of the packers or forwarding clerks, and as these young men are most likely racing cyclists, they are apt to let things go anyhow, as their heads are full of racing and records. Unfortunately

This Kind of Thing is too Frequently Met

with by those in higher positions, and only lately I heard of a case where a tourist, who had specially arranged with the manager of a tire company to have a new tire forwarded immediately, should his old one go wrong on the journey, wired for one to be sent, and, after waiting five days for it, had to return home by rail. On inquiring at the depot of the company he found that his telegram had duly arrived, but that nobody had deemed it worth while to give it attention. The manager was away arranging a big race, so of course no blame could be attached to him; the race was doubtless part of his business. There are some people, though, who get a bit wearied with this kind of thing. We have too much racing in the trade at present.

"A Revolution in the Cycle Trade."

There is to be another "revolution in the cycle trade," that is if we are to believe all that we are told in the prospectus which has just been issued by the Mutual Cycle Mfg. & Supply Co., Ltd. This prospectus seems to have been most widely circulated, and everybody appears to have had a copy. C. T. C. members have been inundated, and how all the addresses have been obtained is a mystery. The capital is to be $500,000, in 400,000 shares of $1.25 each. Of this sum $375,000 is to be reserved for working capital. The vendors are to sell the present factory at the valuation figure of $100,000, of which sum they will accept one-half in fully paid up shares, and will take another $25,000 for good will. The vendors are the present proprietors of the Leicester Cycle Co., the manufacturers of the Peregrine cycles. Now so far as the Leicester Cycle Co. electing to turn their business into a limited company is concerned, I have nothing to say, although I personally



Should not Feel Disposed to Invest

in shares, but the new concern is being floated upon rather original, and, to my thinking, catch-penny lines. Printed in red type is a special paragraph calling attention to the fact that it has been arranged that every holder of four shares and upward shall be entitled to purchase from the company a machine of guaranteed quality and workmanship at the lowest market quotation to the trade, exporters, and merchants, thus effecting a large saving. It is not stated whether or no the holder is limited to the purchase of one machine, but presumably he is not. It is estimated that the present factory is capable of turning out 20,000 machines per annum. The promoters consider that at least a quarter of the shareholders will avail themselves of the opportunity offered of obtaining a cycle at trade price, and that this alone will result in a sale of at least 22,462, presumably per annum, so that unless the factory be enlarged at once it follows that

2,462 Shareholders Must be Disappointed.

The managing director will be Cecil Holmes, present manager of the Leicester Cycle Co., but none of the other names appearing on the prospectus are at all well known in the cycle trade.

Thirty Rudge-Whitworth safeties have been ordered by her majesty's Royal Horse Guards. A previous order for thirty-six machines for the Second Life Guards is to be copied exactly.

I have just received some particulars of the new self-closing air tube before alluded to. It consists of an inner tube somewhat thinner than those usually employed. This is stretched upon a mandril to about three times its normal length, and over it is slid a second tube three times the length of the inner one. The two tubes are solutioned together, and when dry the mandril is withdrawn and the inner tube allowed to contract to its normal length, thereby compressing the outer one solutioned to it. It is claimed that this compression is sufficient to make the duplex tube thus formed self-closing, so far at least as ordinary punctures are concerned, though I hardly fancy that

The Contracting Force of the Inner Rubber

will be sufficient to do this when there is a great pressure of air inside the tire. I know of one or two self-closing tubes which are perfectly air-tight up to a pressure of say twenty pounds to the square inch, but which nevertheless leak badly when the extra ten pounds necessary to render the tire rideable is put in. The mere fact of a tube standing well and holding air in spite of penknife punctures, etc., when there is little or no pressure upon it, is no real test.

The public examination and inquiry into the history of the Turner Tire

Co. was resumed last week. Several of the directors were examined, including N. L. Jackson, a well-known football enthusiast. The latter gentleman ascribed the failure to the promoters, or some one on their behalf, having applied for 3,000 shares, which applications were believed to be *bona fide*, but upon which the calls were not subsequently paid. The company's solicitor was also examined with reference to the apparent "juggle" respecting the handling of certain checks to the amount of $140,000. Mr. Martin admitted that he thought the action "childish." Mr. Registrar Hood asked if it was not a little more than "childish," in fact almost dishonest, and Mr. Martin admitted that it was.

One of the sensations of the week has been the astonishing rise in Humber & Co.'s shares, which have touched $61. This is a big rise, and is the result of a rumor that the firm will pay a large dividend shortly. The shares not so long ago stood at the moderate figure of $30, their par value being $25. WILL 'O THE WISP.

TWO THOUSAND MILES CONQUERED.

How about the McIlraths? Doubtless our readers have watched their progress westward with interest since they wheeled out of Chicago four months ago. Indeed whoever reads could scarcely avoid taking interest in their unusual and adventurous undertaking, for they have cut a broad swath between the city by the lake and the city by the sunset sea. Their trail, though noiseless in its passage as if they wore the silent moccasins of Poor Lo, has been heralded through the country both by their own magic pen and the field glasses of 500 editors and scribes turned in their direction. Those broad Palmer tires and their glorious and henceforth historic Fowler wheels have illumined a path across the country much as if the searchlight from the Masonic Temple in Chicago had been directed toward and reached to San Francisco.

Now at last the first stage in their journey is accomplished and two tattered comrades, brown as acorns, weather roughened and toil hardened, with added pounds of solid muscle and unmeasured development of the quality called pluck, are taking a breathing spell by the balmy Pacific.

They have strange tales to tell to those who are so favored as to listen; tales of peril by storm and flood, deserts traversed and mountains crossed, canyons invaded where their right of way was disputed by Rocky Mountain rattlers, cowboys braved, and the elements defied.

At one time in crossing the Utaline desert they were sixteen hours without water, while the scorching air was filled with particles of burning sand. They bore up bravely against the cruel thirst until at last with parched lips and swollen tongue Mrs. McIlrath declared she could go no farther, and when all other urging and argument had failed, her husband was compelled to threaten the use of his pistol to end their suffering. Their fate was happily averted, however, and as McIlrath succinctly remarks, "We set out to cross that desert, and cross it we did; it was awfully hard on the little woman, though."

Variety has not shunned them. The deserts were sandwiched with mountains, and on the morning of July 23 McIlrath and his wife indulged in a game of snowball, and that same evening ate "figs off the tree in Sacramento."

Twice the pistol came into sight; once when a bully with a double team threatened to drive over him and tried to crowd him into the ditch. "I pulled the pistol," says Mr. McIlrath, "and told him it he knocked a speck of varnish off my wheel I'd blow him into the next country."

"Don't shoot," replied the fellow, "you can have the road. I'm afraid you will frighten my colts."

The second instance was when a drunken cowboy tried to lasso him, but the pistol settled this blusterer.

"Say, young feller," said the cowboy, "put that up. You might break one of these buttons of mine."

Their route has led them through *three* deserts (the Utaline, Colorado, and Nevada) and over three mountain ranges (the Wasatch, Sierras, and the Rockies), the highest altitude they have attained being 12,000 feet.

They have registered their names in the cities of Clinton, Des Moines, Omaha, Denver, Colorado Springs, Cripple Creek, Leadville, Grand Junction, Salt Lake, Ogden, Reno, and Sacramento, touching up these towns with a fertile pen, receiving homage, fetes, and banquets, and bidding farewell, as they pressed forward on their journey, to scores of new found friends.

Although four months out from Chicago, yet fifty-eight days of actual traveling have been sufficient to bring them to the coast. They have not been hampered in their purpose to burn up the country through which they passed by any limit of time or any attempts to "break records." That they can ride is instanced by the fact that the day they entered Denver they covered 132 miles, and 93 miles of the distance after half past 1 o'clock.

Mrs. McIlrath says that all the hardships of the trip have faded from her memory, and it seems as though some one had told her of just such a trip as she has accomplished. Nevertheless the conquest of these first 2,500 miles has been a tolerably severe initiation and preparation for what lies yet before them. They have shown what they could do and endure, and the unknown dangers and adventures that lie before them have no terrors for these resolute spirits.

Their trustworthy, silent steeds are yet alive. The cacti of the plains, the roughness of the rocky steeps and canyons of the mountains, have not been able to subdue their metal. Some punctures and mishaps they have had, but nothing to materially retard progress or shake the faith of their riders in the winning and wearing qualities of Fowler wheels.

The McIlraths may linger some days in San Francisco, as the climate seems to suit them. "When California was reached," says Mr. McIlrath, "it seemed as if we were wheeling into paradise. We saw scenery in the Sierras that fully equals the Yosemite, and it was a boon and a pleasure to breathe the California air after being so long on the deserts and highlands."

And then for the ocean voyage, still westward, until the east-most shores of the new-old empire of Japan shall make them take to their wheels again. The eyes and thoughts of thousands will follow their wheelings, and if well-wishes will bring good luck, the wheels and their riders will safely girdle the big circumference and return crowned with the laurels they have so bravely earned.—[ADV.]

WINNINGS ON MORGAN & WRIGHT TIRES.

SEVENTEEN TIRES PUNCTURED in the Detroit Wheelmen's twenty-five mile road race but not one M. & W., though M. & W.'s were there at the ratio of 10 to 1. Nearly all of those punctured were single tubers.

THE FASTEST EXHIBITION MILE ever ridden was done in 1:55⅗ by C. R. Coulter on M. & W. tires at Mansfield, Ohio, July 29, on a Falcon.

ARTHUR GARDINER, at Dayton, Ohio, won the mile open, B, in 2:09⅕ on a Thistle with M. & W. tires. At the same meet, Ziegler on a Barnes, Cooper on a Monarch, McLeod on a Brantford, and Gardiner, took first four places for the M. & W. tires in the half-mile open. B. Schrein, in Class A, won first in the quarter-mile open and first in the mile open. Two prizes were secured in the mile tandem, B, and two more in the two-mile handicap.

A STATE TEN-MILE RECORD.—Frederickson, on a Sterling, with M. & W. tires, took first in the half-mile open, first in the mile open, and first in the ten-mile open, breaking the ten-mile state record.

AT TYLER, TOO.—Bob Gill, at Tyler, Tex., July 29, and on M. & W. tires, took all there was—first in half-mile open, first in quarter open, first in two-mile handicap, second in half-mile handicap, second in five-mile open, and third in mile open.

FIRST FIVE PLACES in the five-mile handicap at Minneapolis went to M. & W. tires, while Lange secured three firsts at Monmouth, Ill., July 30. In all, M. & W. tires won thirteen prizes at the Monmouth meet.

THE HORSE JOHN R. GENTRY, in a sulky shod with M. & W. tires, easily defeated Joe Patchem at Freeport. In the first heat Gentry covered a half in :59½.

MANITOBA HEARD FROM.—R. H Durbar, who has been suffering defeat in this field on other tires, is now riding M. & W. on his "red bird" Brantford. In the Winnipeg exhibition races he won the half-mile open, mile handicap from scratch, and in the three-mile race he ran away from the crowd and won by over 100 yards.

AT CEDAR RAPIDS, IOWA, Harry White, scratch, on M. & W. tires, won the 9½-mile road race.

AT MINNEAPOLIS M. & W. tires took first in the novice, first in the half-mile open; first, second, and third in the two-mile handicap; second, third, and fourth in the mile open, and the first five places in the five-mile handicap went to M. & W. tires also.

THE SYRACUSE-UTICA RECORD, 108 miles, was broken in a match race in 7:06 on a Syracuse fitted with M. & W. tires,

MISS MAE MUNGER, on a Syracuse and M. & W. tires, finished the first century made by lady riders in New York and accepted as official by the Century Road Club. Time, 10 hours.

AT SANDY CREEK, N. Y., M. & W. tires captured first, third, and fourth in mile handicap, first and fourth in half-mile, first four places in mile Oswego County championship, second, third, and fourth in two-mile handicap.

THIRD AND FOURTH in mile Oswego County championship, and second, third, and fourth in the two-mile handicap.—[ADV.]

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

Why popular?

THIS, of course, relates to the Crimson Rims. They are popular. Would'st know the why and wherefore? It is conceded that to smash records on the road and track there must be something in the wheel. A "bone shaker" could not be ridden under 3:00 for the mile. The better the wheel the better the time.

Sound logic, this

WHEELS have grown lighter and better. Records have been slowly going lower and lower. Why all this? The men can train themselves to just a certain condition. The wheel must do the rest. Some wheels never hold records. They are not fast enough. Is there a better illustration in the world today than the simple reminder that more records are held by riders of the Crimson Rims than any wheel made.

Hip, Hurroo! for the Sycamore Riders!



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

DISCUSSING THE CHICAGO CYCLE SHOW.

NEW YORK, Aug. 7.—The executive committee of the board of trade met this afternoon, A. G. Spalding presiding. Geo. R. Pope, W. F. Wilson, W. A. Redding, A. Kennedy Childs, secretary, present. A special committee of the National Cycle Exhibition Co. was in conference with the executive committee most of the afternoon, discussing matters pretaining to the western National Cycle Show at Chicago. By reason of the late hour of adjournment, the understanding was that the committees would come together again to complete details.

BENJAMIN MAKES A CHANGE.

C. A. Benjamin, an old and well-known racing man, is one of the latest additions to the force of the Barnes Cycle Co. Mr. Benjamin, in addition to his abilities as a racing man, is well and favorably known to the trade, having for the past year been the manager of the L. C. Smith Tire Co. For a number of years he has been identified with the retail trade of Syracuse, at which place he was the owner of one of the leading retail establishments. "Ben" is a hustler, and it is needless to say that he will add very materially to the already well-known force who have pushed the White Flyer so rapidly to the front.



Harry W. Chapin, who has been in the employ of the L. C. Smith Tire Co. since the New York show, has been advanced to the position of manager in place of C. A. Benjamin. Mr. Chapin is thoroughly acquainted with the business of the concern, and is eminently fitted to fill the position to which he has been appointed.

TOLEDO TRADE ITEMS.

TOLEDO, OHIO, Aug. 5.—The building of a large addition to the plant of the Standard Sewing Machine Co. in this city has given rise to the report in trade journals that the company was about to go into the manufacture of bicycles. This report is denied by officials of the company.

The White Sewing Machine Co., of this city, will manufacture bicycles and promises to have a '96 model out by September 1. It will be called the White. The agents of the company will secure first option on agencies, but cycle dealers throughout the country are invited to correspond.

TRADE CHANGES.

POUGHKEEPSIE, N. Y.—John McLaren, bicycles, etc., at 394 Main Street, is reported to have made an assignment.

MEMPHIS, TENN.—Whitehead & Ferbush, bicycles, has been succeeded by W. H. Whitehead.

BRIDGEPORT, CONN.—The Liberty Bicycle Co., of New Jersey, it is reported, will establish a bicycle factory at Bridgeport.

CANON CITY, COLO.—Merrick & Avery, bicycles, dissolution of copartnership reported.

CHICAGO, ILL.—Chicago Tire and Spring Co. deny the reported sale of their plant to the Latrobe Steel Co.

WORCESTER, MASS.—The Decker Cycle Co. has been organized to manufacture a high grade bicycle invented by W. L. Decker. The wheel is to retail at $125.

WESTBOROUGH, MASS.—The Humber Bicycle Co. contemplate enlarging their factory, and will double their capacity.

WORCESTER, MASS.—The Bloomingdale Cycle Mfg. Co. will erect a new two-story bicycle factory building and equip it with the latest machinery.

LOUISVILLE, KY.—M. T. Callahan has opened a bicycle livery in the Macauley Building, and is negotiating for the Louisville agency of a high-grade wheel.

CORTLAND, N. Y.—The Wesson-Nivison Mfg. Co., recently reported incorporated, has elected W. O. Nivison, as president; David Wesson, vice-president and treasurer, and C. C. Goodwin, secretary. The name selected for their wheel is the Loyal. It possesses a number of special features, including a new fastener for the handle-bar, a new tubular hub, and a seat post, doing away with the bolts and using a hexagon tapered nut, instead of the ordinary clip and bolt.

NEW YORK, N. Y.—Parkhurst & Wilkinson, of Chicago, have established an eastern branch at 95 Reade Street, with J. I. Brandenburg as resident manager. This firm is headquarters for fine goods of all descriptions that enter into the construction of bicycles. They are the sole United States agents for the Sager saddle.

DALTON, PA.—Rice & Davis, hardware, bicycles, etc., have opened new store.

NEW YORK, N. Y.—William E. Guard, 30 Park Place, is putting on the market a detachable crank for bicycles, invented by himself. Negotiations are reported pending with bicycle manufacturers looking to the use of this crank on machines for 1896.

BRISTOL, CONN.—The Horton Mfg. Co., manufacturers of sportsmen's supplies, has commenced the erection of an additional building, which will be larger than the present plant.

ROCHESTER, N. Y.—The Clark Novelty Co., manufacturers of valves for pneumatic tires, have fitted up a department for the manufacture of bicycle specialties, pumps, etc. The company has recently moved in larger quarters at 380 and 382 Exchange Street, where increased facilities will be had.

CLEVELAND, OHIO.—The Winton Bicycle Co., manufacturers of the Winton bicycle, are making preparations looking to the enlargement of their factory building to twice its present size, and put in an equipment of the most modern machinery. Their present building is three stories high, 150 feet deep, and has a frontage of 400 feet.

Recent Patents,

543,484—Safety bicycle; John A. James, Worthington, Pa., assignor of one-half to John M. Williams, same place; filed March 1, 1895; serial No. 540,183.

543,515—Bicycle; George B. Thomas, Durango, Colo; filed February 7, 1894; renewed February 15, 1895; serial No. 538,494.

543,547—Bicycle chain lock; Hiram G. Geistwite, Reading, Pa.; filed December 1, 1894; serial No. 530,560.

543,723—Bicycle brake; Jorgen Christensen, San Francisco, Cal.; filed March, 6, 1895; serial No. 540,748.

543,782—Metallic tire for bicycles; Joseph D. Prescott, Boston, Mass.; filed December 13, 1894; serial No. 531,668.

543,792—Machine for perforating hollow or pneumatic tires; Rufus Wright and John E. Parker, Chicago, Ill.; assignors to Morgan & Wright, same place; filed July 23, 1894; serial No. 518,329.

543,809—Combined shears, punch, and tire-shrinker; Hollis W. Moore, Orleans, N. Y., assignor to the International Steam Power Co., same place; filed October 10, 1894; serial No. 525,500.

LIST OF WINNINGS ON SYRACUSE WHEELS.

WATERLOO, N. Y., July 23.—First in the quarter-mile open and the half-mile open.

PHILADELPHIA, PA., July 24.—J. F. Starbuck, first, one-mile professional, first heat, time 2:39⅘; H. E. Bartholomew, second, one-mile professional, first heat; J. F. Starbuck, first, one-mile professional, final heat, time 2:22⅖; J. F. Starbuck, second, five-mile professional; H. E. Bartholomew, second, one-mile professional, final heat.

ROCHELLE, ILL., July 25.—C. A. Johnson third in two events.

NEWARK, N. J.—A. S. Ellis first in five mile road race.

MONTCLAIR, N. J.. July 26.—Bert Jacobus made one mile in 1:44½, flying start, on a Crimson Rim tandem.

SYRACUSE, N. Y., July 27.—Archie Hughes, third, two-mile A. A. U. championship.

MINNEAPOLIS, MINN.—J. A. Hansen, first, twenty five-mile road race; Howard Pyle first, one-mile open, beating out N. E. Becker, the Minneapolis crack.

AT THE KITSONDALE TRACK.—The Crimson Rim riders finished one, two, three, four in four events.

AT ST. PAUL.—The Crimson Rim riders took everything in sight. It was a case of Syracuse first; the rest nowhere. One-mile novice, M. A. Wittman, first, time 2:23⅖; one-mile novice, M. Littman, second; one-mile novice, A. M. Nelson, third. This is a state record; previous record time 2:31. One-half-mile open, C. Hoefer, first; one-half-mile open, J. Griebler, third; one-mile open, J. Griebler, first; one-mile open, P. Ostlund, second; one-mile open, C. Hoefer, third; one-mile open, A. C. Mertens, fourth; five-mile handicap, C. Hoefer, first, from scratch; five-mile handicap, M. A. Wittman, fifth; five-mile handicap, P. Ostlund, sixth. Exhibition mile, Bernie Bird, time 2:19.

SYRACUSE, N. Y., July 29.—Fred C. List, first and first time in the Syracuse-Utica match road race of 108 miles. Time, 7:06, breaking the course record by twenty-four minutes. Miss Mae Munger, Syracuse-Utica century, 108 miles, first lady in New York state to ride a century accepted as official by the Century Road Club of America. Riding time ten hours.

CLEVELAND, OHIO.—Pat O'Connor, first, one-mile handicap, professional, purse $1,000; Pat O'Connor, third, one-mile open, professional.

RIVERTON, N. J.—H. E. Bartholomew, second, one-mile professional, second heat; J. F. Starbuck, first, one-mile professional, final heat, 2:35⅗; C. H. Hensel, second, one-mile open, Class A, second heat; C. H. Hensel, second, half-mile handicap, Class A, fourth heat; J. F. Starbuck, first, five-mile professional. Time, 12:20⅕.

CLEVELAND, OHIO, July 31.—Pat O'Connor, first, one-mile open. Time, 2:15. Defeating Sanger and Tyler.

ROCHESTER, N. Y.—Archie Hughes, first, one-mile open; Archie Hughes, first, half-mile open; Archie Hughes, second, quarter-mile open; broke half-mile track record. Time, 1:06.—[ADV.]

THE MONON ROUTE TO THE G. A. R. ENCAMPMENT.

Are you going to Louisville to attend the twenty-ninth annual encampment of the G. A. R., September 11 to 14? The Monon route is the national official route, Chicago to Louisville, and the battlefield line from Louisville to the south.

Special accommodations will be provided for all those who attend.

In addition to the two regular trains daily (morning and evening), special trains will be run at such hours as will best accommodate the veterans, and special cars will be furnished posts of twenty-five or more members if so desired. Also special sleeping cars can be arranged for.

The fare from Chicago to Louisville will be $6 for the round trip, and from Louisville to Chattanooga $6.35 for the round trip.

Tickets will be limited a sufficient length of time to enable members of the G. A. R. to visit Chickamauga battlefield. The National Park at that place will be dedicated with imposing ceremonies after the encampment at Louisville.

For rates, special trains, special coaches, sleeping cars, and further information, address SIDNEY B. JONES, City Passenger Agent, 232 Clark Street, Chicago; L. E. SESSIONS, Traveling Passenger Agent, Minneapolis, Minn., or FRANK J. REED, General Passenger Agent, Chicago. 5

HALF RATES TO COLORADO.

On August 11 and 12 the North-Western Line will sell excursion tickets to Denver, Colorado Springs, Manitou, and Pueblo and return at half rates—one fare for round trip; tickets good for return passage leaving Colorado points August 20 to 25, with privilege of further extension until September 1. For tickets and full information apply to agents Chicago & North-Western Railway.

A VALUABLE COMPENDIUM.

"The Cyclist's Handbook," issued by the America Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time, when racing has just begun and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of training, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepted. * * *

At the Texas state meet at Fort Worth this week the Monarch team won nearly everything in sight. Max Morris won the quarter-mile, half-mile, mile, and five-mile state championships; also the mile open, Class A; C. W. Sheldon the one-mile Class A Tarrant County championship; Lloyd Wilmans two seconds and two thirds, Class A; Tackaberry one first and four seconds, Class B; Van Rensaellaer four seconds and four thirds, Class B.

The Spaulding Machine Screw Co., of Buffalo, is building a new factory, 60x160 feet, and three stories high. The new structure will have two wings, each 50x50 feet and two stories high. Five hundred hands will be employed next year. The new factory will enable the Spaulding company to double its capacity.

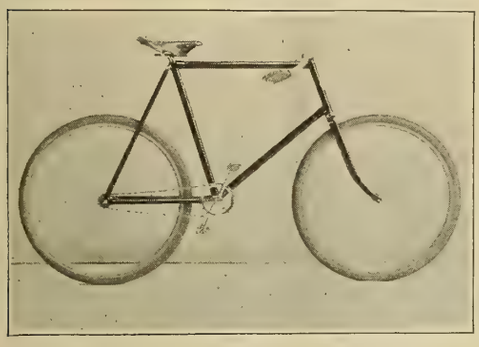
WHEEL MANUFACTURE BOOMING AT TOLEDO.

TOLEDO, OHIO, Aug. 5.—There are seven large bicycle factories in Toledo, and several other factories devoted to the manufacture of cycle material and cycle sundries. The total amount of capital invested in the bicycle business in this city alone would run into the millions, and then not be overestimated. The combined output of all the factories next year will be very close to 50,000 wheels, and even these large figures may be exceeded. At the present time every concern is working on plans for next year. All have had prosperous seasons, and are well pleased with what they have accomplished in 1895. All the factories have caught up with orders and are now resting on their oars. Some of them have closed for a general overhauling, preparatory to starting in fresh on next year's business.

One company has even commenced the manufacture of next year's wheel. It is

The Union Mfg. Co.,

one of the wealthiest concerns in the city. The wheel made is the Viking, one of the finest looking machines on the market. The company has been making bicycles for two months only, but in that time has secured a strong foothold in the trade circles of Toledo. The Viking has, so its maker, Alvin Peter, claims, the "strongest frame on earth." It is remarkably rigid and is built on very graceful lines. The wheel weighs 21½ pounds, the tubing used being 1⅛ inch. The yoke is raised in a line with both hubs, putting the bearings all in line, and making a very strong frame. The method of reinforcing the frame is unique. The Union company is now making parts for bicycles at the rate of 500 wheels a month and assembling 250. By January 1 it expects to have parts for 5,000 machines ready for assembling. The output for the year will be nearly 7,000. Mr. Peter anticipates that next year there will be



The Viking.

A Scarcity of Skilled Labor

and he is taking time by the forelock. He expects to have use only for assemblers next season. Although the Union company has an immense factory now, it is preparing to build an addition 40x80 feet and two stories high, to be used as an enameling room. The whole factory now covers a space 350x700 feet.

Last Saturday night the large plant of the Yost Mfg. Co., which manufactures the famous Falcon, closed for two weeks to allow alterations to be made for next year. Mr. Yost has built his '96 model, but is not yet ready to make known his changes for next year. A BEARINGS' representative was allowed to take a squint at the machine and can say that it is fully up to the high standard set by the Yost company. Mr. Yost says that next year he will continue in the front ranks. An addition is being built to the factory and will be ready for occupancy in sixty days. With this addition the Yost company will have an increased floor space of 15,000 square feet. Mr. Yost

Will Build from 4,500 to 5,000

wheels next year. He does not propose to try to build 10,000 or 12,000 machines the way some makers do—on paper. He thinks that this will be but a legitimate increase over this year's output. Next to the Yost company's factory is a neat little cottage styled "The Clubhouse." It is fitted with all of the conveniences of a modern clubhouse. Here the Yost company's agents are entertained when they come to visit the factory, while the officials of the company take their meals there daily.

H. A. Lozier & Co. are branching out more extensively than ever this season. Mr. Lozier is not satisfied with the immense business that he is now doing and is sighing for more worlds to conquer. He is building a large factory in Toronto, Canada, where Clevelands will be turned out by the thousands for the Canadian trade. With this new factory, his immense plant in Toledo, and his recent acquisition at Thompsonville, Conn., it would seem that he is very well prepared for any emergency. Just what his next year's output will be Mr. Lozier is not prepared to make public, but he says that he will be fully able to fill any and all orders sent in. He is more than pleased over the fact that

Most of the Manufacturers are Adopting Large Tubing,

which was first used on the Cleveland, and says that he now has more modern machinery than any other factory in the world. Next year all of the machinery in the Toledo factory will be run by electricity. Each department will be by itself and so fixed that it can be shut off from the

ONLY A NAME

Yet it is one that is synonymous with "perfect," wherever cycles are ridden.

HUMBERS

Are the standard bearers and all the makers of the world have been following them for

TWENTY-SIX YEARS.

They cost a little more to buy, but are the cheapest to use,

TO SAY NOTHING OF THE SATISFACTION.

HUMBER QUALITY
MEANS SPEED.

HUMBER & CO., AMERICA, LTD.

318 BROADWAY, NEW YORK.

others as to power, etc. Each department will have its own electric engine.

The Gendron Iron Wheel Co. has just caught up in orders and is now turning out twenty-five wheels a day. Its output this year will be 6,000. Trade has slackened somewhat at present, but the Gendron people are not kicking for it gives them a chance to prepare for next year. More machinery has been purchased and the output next year will be increased to 8,000 wheels. Larger tubing will be used, but outside of this there will be very few changes in the wheel, which has proven a great favorite. The business will be doubled next year, and considerable attention will be paid to juvenile wheels, it being the intention to make 10,000 of these, besides the high-grade wheels. The Buckeye tire, so Mr. Fisher says, is *the* tire. It has given great satisfaction this year and

The Gendron People

can not turn it out fast enough to satisfy the trade. Next year they will be prepared for the great demand and will be able to care for everybody. The weights of the tire will be about the same. The success of the Buckeye has been phenomenal. It has proven itself so excellent that its construction has never been changed; it is the same as when first put on the market.

There has been a change in the Colton Mfg. Co., F. G. Jaquist having resigned from the secretaryship. Up to the present time no one has been appointed to fill the vacancy. The Colton company has had a very successful business this year, having turned out 5,800 machines. Next year the output will be largely increased. Mr. Colton is now considering plans for enlarging his plant. In next year's wheels 1⅛-inch tubing will be used in some and 1-inch in others. The Colton company has had a most remarkable year at its retail store and has done a large business in Toledos and Falcons. Its Fluke mud-guard and child seat has caught on remarkably well, and large numbers of them have been sold in all parts of the country.

A. U. Betts & Co.,

manufacturers of Red Cross specialties, will move all of their business to Toledo by December 1, and will be prepared for a large season in '96. The capacity of the plant will be doubled. Several new sundries will be added to the already large list that will be a surprise party to the trade. Just what they are Mr. Betts is not prepared to state. His business this year has been 200 per cent better than it has ever been before. Mr. Betts says that '96 trade has not started yet, because the dealers always wait until the last thing before ordering sundries.

The Toledo Cycle Supply Co. is a hustling concern that will make a strong bid for the trade in parts. It is agent for Morgan & Wright, Snell Cycle Fittings Co., Indiana Novelty Co., and the Bonsilate Box Co. Besides these lines it carries a large stock of spokes, wrenches, oilers, chains, etc. H. J. Thompson is manager.

The Toledo Metal Wheel Co.

will make high-grade juvenile wheels, it being the intention to make 10,000 of them. There has always been an excellent demand for children's wheels and the Toledo Metal Wheel Co. will cater to this trade. The prices will range from $25 to $30. The wheel to be made will be a combination boys' and girls' machine with 24-inch wheels. The company is building a large addition to its plant. It will have 90,000 square feet of floor space. The main building is 337 feet long, 50 feet wide, and four stories high.

The Truman Cycle Co. made but 800 wheels this year, but in 1896 will turn out 3,000 machines. It has contracted for enough material to make this number of wheels, and will not be caught if there is a shortage in material. Only a few minor changes will be made in the wheel and 1⅛ inch tubing will be used. The weights will range from 22 to 24 pounds, the list remaining the same.

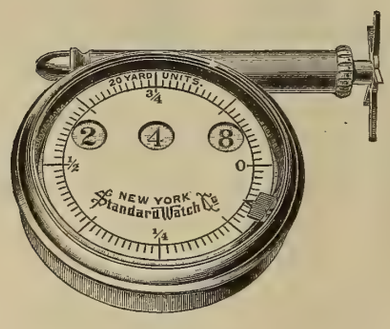
The Snell Cycle Fittings Co.

A new three-story building, 50x150 feet, is being erected by the Snell Cycle Fittings Co. The ground floor will be divided into rooms for brazing, tool-making, and die-sinking, while the second floor will contain a complete automatic plant for making hubs and pedals. The blacksmith shop and the pickling department are in separate buildings. The drop-forge plant has been enlarged by the addition of 1,800 square feet of floor space. Brazed tubing, stamped steel connections, and brazed forksides have been added to the already large line carried by Mr. Snell. The adjustable handle-bar next year will be made from 1 inch as well as ⅞ inch tubing. Following his usual custom Mr. Snell will close his factory August 24 for two weeks to make alterations and take an inventory. At the expiration of that time the works will start up more extensively than ever. Equipped with the latest machinery and with its up-to-date articles the Snell Cycle Fittings Co. will be heard from next year.

The Toledo Mfg. Co.

is the only concern in the business to make ladies' wheels only. It decided that there was a great demand for this style of wheel, and the firm to cater to this demand would catch a great deal of trade, and so it elected to make only ladies' wheels. It will make 10,000 of these, 5,000 being high grade and 5,000 medium grade. Work has been begun already, and when the season opens the Toledo company will be found with plenty of wheels to fill all orders. E. P. Breckenridge is president of the company; R. R. B. Ranton secretary and treasurer, and Samuel Snell vice-president and general manager. The factory is three stories high, 150 feet long, and 50 feet wide. In an addition is an office, engine, and boiler house, and an enameling room. A lady journalist has been engaged to answer any questions lady riders may ask. The wheels to be made by this company will not weigh over 20 pounds.

None used it but to love it—



None named it but to praise!

THE TRADE IN INDIANAPOLIS.

A "Bearings'" Man Visits Indianapolis Factories and Finds Big Preparations Being Made for '96 Trade—There will be a Scarcity of Parts.

INDIANAPOLIS, IND., Aug. 5.—That there is plenty of money to be made in the bicycle business the Indiana capitalists seem to have no doubt, for there are new bicycle factories springing up like mushrooms on every corner. This city probably manufactures more bicycles than any other city in the country, barring Chicago, but even this fact does not keep the rich men of Hoosierdom from investing their capital. With the Indiana Bicycle Co., Central Cycle Mfg. Co., Munger Cycle Co., Century Cycle Mfg. Co., and Hay & Willitts turning out bicycles by the thousands, there hardly seems room for more, yet the past month new firms have sprung into existence, with several more in the course of organization.

Old Concerns are Thriving.

The old concerns here are thriving wonderfully and preparing to do still better next year. Additions are being made to the factories, more men being employed, and, profiting by this year's experience, firms are ordering material months ahead. One firm, in fact, has contracted for 75,000 feet of tubing more than it can use, but then it is considered a good investment, for, from the looks of things now, there is bound to be a shortage in material before 1896 is over. If some of the capitalists who are so anxious to make money out of the bicycle business would manufacture parts they would stand a far better show than if they made wheels. There will be enough bicycle manufacturers but a great scarcity of parts.

The Central Cycle Mfg. Co.

has been working thirteen hours a day all the season and is now turning out sixty wheels a day. Up to date it has made 5,000 machines, but expects to pass the 6,500 mark before the season ends. President Wainwright is preparing for a big year in '96. Two additional buildings—a one-story 60x100 and a three-story 30x150—have been added recently, while $10,000 worth of new machinery has been ordered by this enterprising Hoosier. "Next year we will make 10,000 Ben Hurs," said Mr. Wainwright today. "We will have two wheels on the market—a $100 machine and one at $85. There will be no changes in the models that will interfere with our ordering stock now. The wheels will be somewhat heavier, as we intend to use sensible tires. This craze for small tires is dying out, and people are coming to their senses at last. Next year we will use 1⅝ and 1¾ inch tires on most of our wheels, and think that is what the people want. Our $100 Ben Hur will have larger tubing than the other model, and the sprockets will be attached differently. Yes, I think the Ben Hur will be decidedly in it next year."

The Indianapolis Chain & Stamping Co.

One Indianapolis concern which has a strong grip on the cycle trade is the Indianapolis Chain & Stamping Co. This enterprising firm is now turning out 2,000 chains a day, and even at that is having hard work to keep the makers quiet. The chain made by this concern is giving universal satisfaction, as shown by the many large orders received. At the present time a new and much larger factory is in course of construction and will be ready for occupancy soon. For some time the two plants will be run, and 5,000 chains a day turned out. In the present quarters 300 employes are busily engaged in making chains; in the new place the number will be increased to 600. "We are more than satisfied with our business," said E. C. Fletcher. "We are making enough chains to supply nearly the whole trade. In our new place we will have three time the floor space we have here and, with lots of new machinery, will be able to make 1,000,000 chains in 1896."

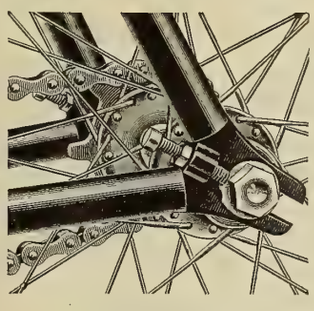
Hay & Willitts.

"The bicycle business is in a critical condition," said Thomas Hay, of Hay & Willitts. "All this talk about there being barrels of money in it has attracted so much attention that moneyed men all over the country are falling over each other in their anxiety to invest their money. If this keeps up much longer there is bound to be a crash unless the business of '96 far surpasses my expectations. There has been no famine in wheels in Indianapolis this year. Every one has been able to get plenty of high-grade wheels, the scarcity being in the cheaper lines. Our business has been very satisfactory and we have no complaint to make. We will make some changes in the Outing and are now building our sample wheel. We will not, however, be in a position to talk '96 business for some time. We haven't paid much attention to the pump business this year on account of the activity of the bicycle trade."

McIlwaine & Richards,

makers of the well-known changeable gear, will improve their device for '96 by making it smaller and lighter. "We have done a good business," said Mr. Halderman. "We made about 700 gears, and of this number but five were broken. The only trouble riders had with the gear was the shifter, which was somewhat intricate. This has been improved and made simpler and I do not think we will have any more trouble. We have been making several changes for next year. The '96 model will be about two-thirds the size of that of the '95, and will be improved. This year we purposely made it heavy. Riders of our gear are much pleased with it and every mail brings us a bunch of testimonials. Wheelmen were somewhat afraid of the device at first, thinking that it was too light to stand the racket; they waited

TRIBUNE BICYCLES.



ANOTHER POINT OF MERIT.

DID you ever notice the way the frames of some bicycles are joined at this point. It may seem to you a little thing, but it is one of the differences between a high-grade bicycle and one that is built cheap. Instead of a good reliable steel forging, some are using a piece of sheet metal punched up to resemble one, some only a piece of sheet metal trimmed to shape, with the tubes squeezed flat and brazed to it. There are others who save even the expense of the piece of sheet metal by flattening the end of the tube itself and punch a slot in it for a chain adjustment. Look and see how your bicycle is made, and don't let them fool you. It costs ten times as much to put in a good machined forging, and it is as many times better. If you must buy a cheap bicycle see that you get it at a cheap price, and do not think it is high grade because it lists at $100. There is nothing better, lighter, or stronger than forgings; see that the wheel you buy has them at every joint or don't pay a high-grade price.

Tribune bicycles are made with forgings, and every machine is fitted with the celebrated cycloidal sprocket. The Tribune holds every American record from 100 miles up to 24 hours.

SEND FOR CATALOGUE.

THE BLACK MFG. CO., ERIE, PA.

They made a name for themselves and money for the men who handled them during '95, did the

ELMORE BICYCLES

They can not but do the same during '96. Would *you* like to handle them next year?

EDW. OLIVER & CO.,

21 PARK ROW, NEW YORK.

Mention The Bearings.

for others to test it first. The success we have made has delighted us and we are confident that next year we will make an excellent showing".

The Makers of the Allen.

"We will continue to make $85 Allen bicycles," said Mr. Allen, of the Sensitive Governor Co. "We have ordered more machinery for next year, and expect to build about 2,000 bicycles. We can not devote as much of our time to the manufacture of wheels as we would like to, as our governor business is so important. We have to either keep up with orders on that or quit making it, as the contractors would not stand being disappointed in the fulfillment of their orders. However, we will have this whole building soon, and we will be able to build quite a number of wheels. We are now working on new models, and expect them to weigh between 24 and 25 pounds."

The Bellis Cycle Co.

A new concern in the bicycle business is the Bellis Cycle Co., aged one month. Back of this firm are some of the stanchest business men in Indianapolis, and if they do not make a success it will be decidedly queer. The moving spirit in the concern is William K. Bellis, head of one of the largest insurance companies in the west. Associated with him are W. H. Smith, B. L. Webb, and Chalmers Brown. Mr. Bellis went into the bicycle business with his eyes open. Like a good general he carefully surveyed the field and made his plans accordingly. He ordered his material months ahead, and is now receiving stock for next year's wheels. The Bellis Cycle Co. is now in its new and spacious factory, and is turning out bicycles in goodly quantities. Mr. Bellis expects to make 1,000 machines this year, but in '96 will increase this to 5,000. The Bellis is a handsome $100 machine weighing 21½ pounds. It has already made a splendid name for itself. The strong point about it is the serpentine or corrugated reinforcement, of which Mr. Bellis is very proud. He has just patented his invention and expects that it will be a great selling point.

The Indianapolis Rubber Co.

has been running nights all the season until two weeks ago. At the present writing it is three weeks behind in orders. The business done by this concern this year has been more than satisfactory. Frank Woods says that he has had but few complaints, and that the detachable tire has been a success, not one-tenth of 1 per cent of the output having had to be replaced. Next year the capacity of the plant will be doubled. The new Indianapolis single-tube tire has made a decided hit. The company has only been making it for three weeks and is already swamped with orders. The new tires are very resilient, and weigh 3¼ pounds per pair. They will be in the front ranks next year, so Mr. Woods says.

The Munger Cycle Mfg. Co.

has been reorganized, new capital added, and plans made for a big year in '96. The success of the Munger the past two seasons has been phenomenal, and its makers feel confident that they have a winner. A very few changes will be made in this year's model, and in '96 the Munger will be strictly in it. Next year between 7,000 and 8,000 machines will be made.

The Indiana Bicycle Co.

is preparing to increase its output next season. Additions are being made to the factory, and the company will soon be in a position to turn out an almost unlimited number of wheels.

THE "COST CRANK."

I suppose every dealer in the country has what I call "cost crank" customers. I mean by that a customer who knows all about what a bicycle should cost, although he is not posted on the cost of a single piece in it. Nearly every day I have a customer of this kind who, after eying the stock of wheels with a very knowing eye, will straighten himself back, spit amber on the floor, although there is a spittoon right under his nose, look at you with a squint in one eye, and say in an I-know-it-all manner, Can you tell me what makes these things cost so much? And goes on and says he don't see why they should cost over $20 or $25, but finally concludes that it is the patents, and consoles himself that they will be sold at that price when the patents run out, just like sewing machines. I say to all customers of that kind, "Now, my friend, we have had so many before you ask this same question—and when we answer it correctly they don't know any more than they did before—that I have quit arguing the question. But if you want to know all about the cost and how a bicycle should be made, I can tell you a man who never owned one, never rode one, and who knows nothing about the cost of any mechanical machinery can give you all the information you desire."

When one has a customer of this kind it don't pay to waste time with him, for it is nearly always some fellow who has nothing else to do, and is simply looking for something to argue about; who would not buy the finest bicycle made, if it were selling for $25, because he would not have the $25.

How different is the customer who tells you he don't know anything about a bicycle or what they should cost; don't claim the crank could be made for 15 cents when you tell him it cost $1.50, but is willing to take your advice in the matter, and when you fit him out goes away smiling and happy. If dealers could have this kind of a customer always they would have smooth sailing in the bicycle business; but it takes all kinds of people to make a world, and of course every dealer in bicycles must have his share of the cranks as well as pleasant people to deal with.—L. S. GLEAVES.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
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CHICAGO, AUGUST 22, 1895.

ON THE NATIONAL CIRCUIT.

Cooper the New Star—Wins Three out of Four Scratch Races at Marinette—Standing of the Riders.

The past week's racing has not been without surprises. The remarkable jump of Tom Cooper, which has won for that young rider many a race, has created a decided stir. Cooper has set to naught the criticisms about tandem pacing being unfair to all but one man. The boy has a habit of starting a sprint three-eighths of a mile from home and keeping it up clear to the tape. Bald, Murphy, and Cabanne for a time found it an impossibility to make up the lead thus gained, but finally, by a combination, pulled down one of the long leads and Cabanne won.

Cooper was away out of shape on the Ohio branch of the circuit, and trainer Ed Moulton was at a loss to find the reason for the man's not riding up to form. Moulton is an old sprint runner, and after due deliberation decided on a plan that in the old days used to put an overtrained sprinter in shape more rapidly than anything else. Cooper was accordingly physicked severely and placed in a Turkish bath for twenty-four hours. This heroic treatment was taken in good part by Cooper, and the next day the lad won two races in a most surprising way. Since then he has been

Winning from Men in the Front Rank with Ease.

Bald has become disgusted with the lad's fine work and has decided that he (Bald) needs a rest. Accordingly he will not race at the Mt. Clemens meet although he will undoubtedly be present, as the meet promoters refused to allow him to withdraw his entry and refused to allow any of the entries of the Columbia team to be withdrawn. It really seems that Bald is riding up to form in all but one particular, lacking the necessary little jump at the close of a contest. This jump "the Duke," however, has had no chance to use where Cooper gained so long a lead. Cooper's ability to sprint three-eighths of a mile surprised the men and they have repeatedly failed to wake up to the fact that he was beating them lengths until it was too late. But Cooper

Tried the Feat Once too Often

when he went away in the last one-mile open race at the Marinette meeting and he was beaten not by one man but by three. That in itself was a surprise, but the fact that Cabanne won was a still greater surprise, for Cabanne was behind Bald and Murphy all down the stretch and apparently had not the slightest chance to get through. Cooper had a lead of three lengths at least when the last turn was rounded and Bald led the chase after him. Murphy came to the side of Bald and Cabbie was shut in behind. Bald swayed just a little and Cabanne rushed forward. His handle-bars struck those of Bald on one side and the fence on the other, so narrow was the space through which he sneaked. Jump after jump won him one of the most sensational victories of the season.

Cabanne is Rounding into his Old-Time Form,

and by the date of the Springfield meet it is reasonable to suppose that he will be at his very best. Coulter has had his kneecap scraped during the past week, and a rest will do him good. Ziegler is determined to be in shape for Springfield, and Gardiner will be at his best from now on.

Bald knows the value of a win at the great Springfield meet, and is going home at once to rest and then to Springfield to train. He will ride at the Buffalo meet of August 31, but only an exhibition mile, and will ride again in Buffalo on September 5 and 6.

There seems to be some misunderstanding about the date of the national circuit meet in Buffalo. The circuit date at Buffalo has been changed from August 31 to September 5 and 6. No B races will be run on the former date.

The National Circuit Date for Labor Day

is at Waltham, and it is probable the circuit chasers will be more together this season on that day than ever before. The control of all the men under one head will keep them together, and they will ride at the Waltham meet, and will then go on to Buffalo, returning to Hartford. Cabanne and Titus will ride at St. Louis this week, and at Kansas City on the 31st. They will reach Waltham for Labor Day if possible. Murphy will also ride at St. Louis.

The Morgan & Wright and the Stearns teams and a few scattered men will go through the Canadian circuit. The Monarch team will take a western trip during the time of the Canadian circuit, and Murphy will go on a pothunting expedition of his own. The proximity of Springfield always has a depressing effect on the general run of racing, as the men would rather take a defeat any day when within a few weeks of Springfield than take chances of a fall.

The past week has been productive of

The Greatest Frost of the Year

as regards the attendance at a meet. Minneapolis had a paid attendance for two days of probably less than 500, and a total attendance of less than 700. Minneapolis has not treated the racing men well in years gone by and the races have been so general a disappointment that the public there must be re-educated in the cycle racing line. The city of Marinette has only the best of feelings for the men and they for the city.

During the past week the men traveled in a special car throughout and every berth was taken. In Marinette, where a large concourse of the people had gathered to see the men off, Murphy, who had gotten on the train and to bed early, had his window raised and was quietly watching the crowd from a place where he could not be seen, when Bald took a quiet run along the side of the car and Murphy suddenly found himself out on the station platform, stark naked. The retreat that Murphy made to the car was

More Exciting Than Elegant.

The circuit party reached Chicago at 7:30 Sunday morning over the North-Western, and left three hours later for Mt. Clemens over the Michigan Central. Gardiner, who was at Fox Lake for the week at rest, left for Mt. Clemens on Monday night with his new trainer, Arthur Stackpole, who succeeds Harner as trainer for the Zimmerman, Jr. Frank Lyman, who has had charge of Mike Dirnberger, takes charge of De Cardy from now on; Herrick will withdraw from the circuit.

It is said that Dirnberger will be seen on the races of the Canadian circuit. Dirnberger has taken a position in the office of Bissell & Carey, of Buffalo, the former being ex-postmaster general. Dirnberger has always wanted to study law, and has taken this chance to withdraw from the racing field, and accept a position where he can satisfy his ambition.

E. E. Anderson has joined the Morgan & Wright team, and it is rumored that Barnett, the rider who tied Sanger's record for the unpaced mile, will also be a member of that team.

The Preparations for the Record Campaign

go merrily on, and the early weeks in October will see such a camp of record breakers at Louisville as was never seen in this country before. In the Morgan & Wright party will be no less than forty men. There will be three quadruplet teams and several triplet and tandem teams. Here the party will stay until routed out by cold weather, sparing only time to take in Chicago's great indoor meet. Bliss and Cooper, so it is said this week, will be of the party that will go on the California branch of the circuit, and Coulter will go as far as Denver, and then return for records. It is probable that the Stearns team will go west and the Syracuse team will to a certainty. Murphy will go for all records, and has hopes of being able

To Go for the Straightaway Mile,

when he, too, may follow the party west.

Secretary Fredericko Treguerres, of the Cyclists' Union Club, of the City of Mexico, is now on his way to this country to secure the entries of some of the more prominent teams for the meet on the new track in that city during Christmas week. His chances for success are doubtful, but, as some of the manufacturers are interested to a large extent in that country, he may be able to secure a few of the leading men. This meet will follow immediately the conclusion of the western branch of the circuit. The chances for the Columbia team going west are good, and this team may be one that will go for the records on the track at San Jose. The teams can not afford to miss the great indoor meet at Chicago, and one and all are coming for the meet in the Coliseum. Hansen, Gimm, Searle, and other noted long-distance men have already signified their intention of riding in the long-distance contests.

Percentages of The Riders.

The story of how the riders finish in their races is an interesting one and one which can be made accurate only by the most careful attention This week THE BEARINGS presents an illustrated table, and the only correc

table published in any cycle paper, showing how the leaders on the national circuit rank, based on the following calculations: The number of times each man starts in an open event, or from scratch in a handicap event is noted, as well as where he finishes. If he finishes first in an event in which there are eleven starters he is credited with beating ten men; if he finishes second he is credited with beating nine men and charged with being beaten by one; if he finishes in sixth place he is credited with beating five men and charged with being beaten by five. At the end of each week the credits and debits for that far in the season are reduced to percentage form.

Cooper's Rapid Rise.

A week ago Tom Cooper was away down in the percentage table but his own ability and the fine work of Trainer Moulton has resulted in his rapid advancement, until he is now in sixth place. Bald holds first place by a safe lead, as he has done all season. Cabanne, in spite of accidents and sickness, still keeps in second position, and his recent good work indicates that he will continue to hold it for some time to come, although Charlie Murphy has advanced rapidly since being taken in charge by W. B. Young, and is pressing Cabanne hard for the place. Titus is fourth, but a little way behind, and Gardiner fifth by a very small margin. Cooper is sixth, close pressed by L. A. Callahan, who, while he has but few actual wins to his credit, has shown himself to be a consistent rider, always finishing well up in the bunch. Ziegler, Sims, Maddox, Kiser, and Coulter follow in the order named.

What the Men Have Won.

In the matter of prizes won and the values thereof the following table of points and values, figuring three points for each first in both handicap and open races, two for each second, and one for each third, gives a comprehensive idea of the work of the circuit chasers:

NAME.	POINTS.	VALUE OF PRIZES.
Bald	86	$2,980
Cabanne	59	2,345
Murphy	50	1,753
Titus	45	1,874
Gardiner	44	1,745
Cooper	41	1,553
L. C. Johnson	41	1,415
Ziegler	35	1,170
Jenny	28	975
Maddox	26	1,040
MacDonald	34	657
Kiser	23	875
Coulter	22	710
Brown	18	535
Sims	17	500
Bliss	16	446

F. ED. SPOONER.

AT MARINETTE.

MARINETTE, WIS., Aug. 16.—Surprises came thick and fast at the first day's racing of the annual meet of the Wisconsin Division held in this city today. Cooper and Bliss, of the Monarch team, again demonstrated the fact that they are crackajacks of the very first water, the pair winning all the B events of the day, Cooper the two scratch events and Bliss the handicap, the latter's first national circuit win. Two of the wins were of the hollow variety, several lengths separating the men at the finish. Bald was very evidently not in form, and his manager tonight telegraphed to Mt. Clemens asking that the dates of the team there be canceled altogether, that they may go for a rest.

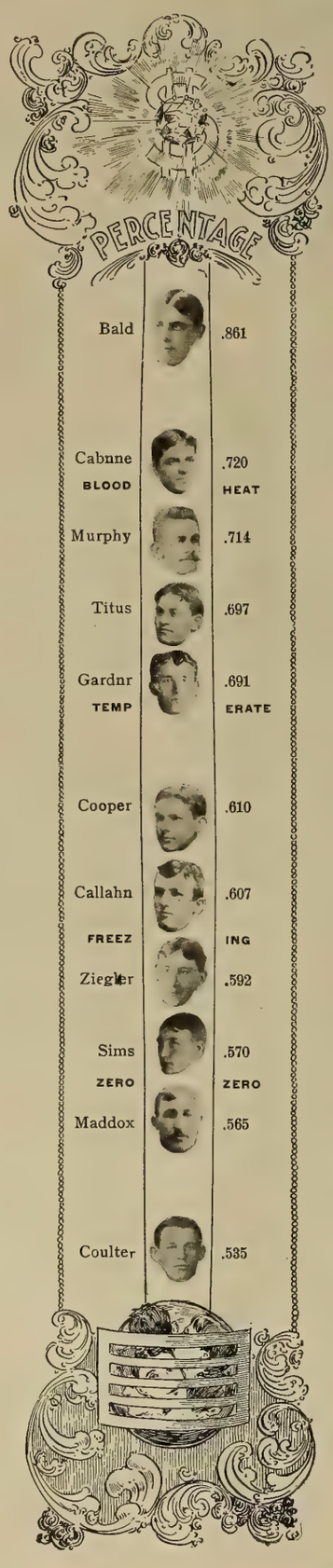
The day was perfect for racing and the track was in good shape. About 3,000 of the people who make it a habit to dwell up in this neck of the woods attended the races.

The Attendance at the Meet

itself by members of the Wisconsin Division was small. Githens and Levy, of Chicago, had been engaged to pace the contests and did pace the two-mile, but were pulled down in the half at the request of the men, who wanted an unpaced contest in preference to heats. Twelve men ran this contest out without a fall and the finish was as good as has been seen this season.

In the tandem race L. C. Johnson and Ray MacDonald doubled up on a tandem and went out and won the mile race hands down, coming the last quarter in :25 (record time), and the last half in :58⅜, not a bad record for men not trained for the work at hand. Lund and Van Herik ran second, and Githens and Levy third, all close up when the turn was rounded. Here Johnson and MacDonald came away with a rush that brought them over the tape at the least three whole lengths to the good.

Steele, Kennedy, Murphy, Cooper, Bald, and Patterson started in the two-mile in order from the pole. Levy and Githens, of Chicago, paced the contest. In the rush for the tandem Murphy closed in just ahead of Bald, Steele, Kennedy, Cooper, and Patterson following in the order named. At the half Kennedy and Cooper moved up past Steele, who finally dropped out. The first mile was ridden in 2:14. At the quarter it was Murphy, Bald, Kennedy, and Cooper behind the tandem. As the tandem dropped, Cooper, all in pink, went up with a rush and passed the three men. Bald went after Cooper, but was passed by Murphy by a half length. Down the stretch Cooper increased his lead and flew over the tape at least two lengths to the good, with



Murphy Just a Half Length Ahead of Bald,

who seemed to give up the battle. The time was 4:30, and Kennedy, the only other competitor to finish, was some three lengths back.

Walter Schraeder, of Milwaukee, defeated Willie Sanger, a brother of the professional, in the half-mile state championship. The finish was a matter of inches only between three men, Schraeder, Sanger, and Hewitt, the latter of Menasha. Schraeder jumped Sanger at the eighth.

Bliss made one of his old-time moves in the mile handicap, and added to the laurels already secured to the Monarch team by his mate Cooper. Cabanne had started on scratch and closed with the field, which was in single file at the quarter in the first lap. Levy was pacing at the half, and was making merry going for the field, which was strung out in single file.

Around the Last Turn Brown Held the Lead,

and into the stretch was coming strong as he used to do in the old days when he won races. Bliss, from the third position, jumped into the lead, and, working body and legs together, shot out into a lead of two lengths, then three, and finally five. Brown was second over the tape, but Kennedy deceived the judges with a quick jump, and Brown was third. The time was 2:16.

The half-mile champion, Schraeder, lost the two-mile race for the state championship by the narrowest possible margin to Bingenheimer, of Milwaukee, and Howie ran third.

Cooper again worked that long three-eighths of a mile sprint in the half-mile open contest, in which twelve men insisted on riding without a pacemaking tandem which was up and manned by Levy and Githens. Kennedy jumped for and obtained the lead at the outset, and

Cooper was Away Back in the Line.

Long before the three-quarters was reached Cooper had started around the outside, and at the quarter was leading and going like mad, a length ahead of the field. Bald from the back of the bunch went after his new rival on the stretch and closed a good six lengths with as fine a sprint as has been seen this season. Cooper maintained his lead and flew over the tape with a length to spare over Bald; Murphy was lapping the rear wheel of Bald, with Cabanne up between the two. Cabanne was given the third position and Murphy lodged a protest. The time was 1:07.

Summaries.

One-mile novice.—Edgar S. Comstock, first; R. H. Zinke, second; Fred W. Allen, third. Time, 2:41.

Half-mile state championship.—Walter Schraeder, first; Willie Sanger, second; H. B Hewitt, third. Time, 1:18.

One-mile tandem, Class B.—MacDonald and L. C. Johnson, first; Van Herik and Lund, second; Levy and Githens, third. Time, 2:21.

Two-mile open, Class B.—Cooper, first; Murphy, second; Bald, third; Kennedy, fourth. Time 4:30. Steele and Patterson also ran.

Half-mile handicap, Class A.—Edgar S. Comstock, 75 yards, first; C F. Juttner, 65 yards, second; John Flannagan, 65 yards, third. Time, 1:03½.

One-mile handicap, Class B.—Bliss, 50 yards, first; Kennedy, 40 yards, second; Brown, 50 yards, third; Levy, 100 yards, fourth. Time, 2:16.

Two-mile state championship.—A. F. Bingenheimer, first; Walter Schraeder, second; Will Howie, third. Time, 5:24¾.

Half-mile open, Class B.—Cooper, first; Bald, second; Cabanne, third; Murphy, fourth. Time, 1:07.

Two-mile handicap, Class A.—Anton Stolz, 50 yards, first; A. J. Welip, 100 yards, second; Frank W. Seidl, 300 yards, third. Time, 4:42¾.

THE SECOND DAY.

MARINETTE, WIS., Aug. 16.—There may have been great mile races, but that of today, won by Cabanne, was one of the best ever seen on the American path. Two one-mile races were run today. The first was won in the state record time of 2:08, and the second in 2:11, the pacemakers dying on the backstretch. Cooper was the winner of the first and Cabanne of the second. Cooper's fine jump netted him another win similar to that of yesterday in the first mile open race, and Bald spoiled just such another victory in the last attempt by a strong pull for the front bringing

Murphy with him and Cabanne also. Cabanne was back of Bald on the pole, and Bald was working like a Trojan to get past Cooper, whom he had nearly overhauled. Cabanne saw an opening, and with one of his old-time jumps the Adonis shot past Bald on the pole and Cooper, and won

The most Exciting Contest of the Year

by a foot, with Bald second, a foot ahead of Murphy, and Cooper but a foot back of him, and Bliss still another foot back. Cooper's jump had netted him a good two lengths, and the fact that the entire field was enabled to close with the plucky rider is indication of the manner of race that was witnessed.

Murphy and L. C. Johnson were tied for the first place in the mile unpaced contest and Murphy insisted in riding off the tie. This he did, and as Johnson refused to come out and ride Murphy claimed the prize. This the referee would not allow as he said that Johnson having made the time first was the winner of the contest. Murphy filed away his dollar with the proper parties and will fight the issue with the Racing Board. The timing of the day was rank all through as the men had nothing but horse watches and in many cases did not give the fractional times at all. It is claimed that this was the case in the mile unpaced, and that Murphy had the best of the argument by a fifth of a second.

Three State Championships Were Run,

and all were close and exciting. The mile went to Chandler by a matter of inches and Willie Sanger won the quarter by a length, while Schraeder took the five-mile by an entire lap in the state record time of 11:22½, nearly a minute below record time. This feat won a special diamond as did the fast mile by Cooper. The attendance was about 5,000.

For the mile open, Class B, with Levy and Githens as pacemakers, the following lined up from the pole out: L. C. Johnson, MacDonald, Murphy, Cooper, Brown, Bald, Kennedy, and Cabanne. Positions were drawn for by lot, and Cabanne, who has advocated this idea, drew the extreme outside. Murphy again gained the position in the rush for the tandem, and Bald was just at his rear. Cabanne was frozen out and had his revenge when he jumped by the tandem and dropped back to the favorite position. Murphy, Bald, L. C. Johnson, MacDonald, Cooper, Kennedy, and Brown followed in the order named.

The Pace Was Warm,

but all stuck to the three-quarters, where Cooper again made one of his jumps. Dropping from the bunch he ran up the side, and with incredible rapidity was at the front. Then a gap was opened of about four lengths and the field broke in a wild endeavor to make up lost ground. Murphy came around the last turn a little wide, and Bald came on the inside of him. Then Cabanne came to a position between the two, and Cooper was but a couple of lengths ahead of the three. Murphy drew away from Bald and to the front of Cabanne, and Bald on the pole was pressing Murphy close. Cabanne never came an inch farther to the front, and Murphy defeated Bald, but finished two lengths back of Cooper. Cabanne, close in the fourth position, was a narrow margin ahead of L. C. Johnson. MacDonald, Kennedy, and Brown gave up the battle.

Chandler, of Waupaca, only gained

The Title of Mile Champion of the State

after a hard finish with Bingenheimer from Milwaukee. The men finished the last 200 yards within inches of each other, and Howie, also of Milwaukee, ran a close third. The race was run in 2:40 and allowed, as there was no time limit.

But six men started in the two-mile handicap, Class B, with L. C. Johnson at 100 yards as the virtual scratch man. Patterson and Levy had a long lead, and Steele, MacDonald, and Scott hung together, with the latter pacing. L. C. Johnson could not close up the gap and quit. He had no one to pull him up. Patterson had a lead down the stretch, but MacDonald closed with him and jumped him on the tape, Levy running third. It was a pretty jump for MacDonald, and the first time Patterson has finished on this national circuit. If the win of Cooper in the first mile open of the day was sensational, then

The Win of Cabanne

in the second, with a time limit of 2:15, was doubly so. Never in the last month has there been seen such a double sprint as the Adonis sprung in this contest. Cooper had again made his jump and was coming several lengths ahead of the field in the stretch. Bald, on the pole, was working to the front, and Murphy was a dangerous factor. Cabanne was in about the same position in this contest as in the last, but did not care to stay there. It was one jump and then another, and Bald was dropped and then Murphy. Then Cooper came in for a drubbing and all three forced ahead of him. Cooper was forced back to the fourth position. Cabanne finished about a foot ahead of Bald, and Murphy, in third position, was a foot ahead of Cooper and a foot back of Bald. The time was 2:11.

Nine Men had Started in the Contest

with Murphy on the pole, and Cabanne, Patterson, Bliss, Bald, Cooper, Kennedy, L. C. Johnson, and Brown in the order named. Bald went away fairly for the tandem, and was going strong when Murphy beat him out and gained the position. Then Bald let out a yell and forced his way up and past the tandem. Murphy had not the nerve to refuse the position, and Bald gained it without trouble. Cabanne followed Murphy, and Patterson, Bliss, Cooper, Kennedy, L. C. Johnson, and Brown followed in the order named. At the half Cooper was working up on the inside, and at the quarter had sprung his usual sprint. Then away went Cooper for a couple of lengths lead, and away went the entire field after him with a rush that was most exciting. Cooper had his lead when the men rounded into the stretch, but not for long, for Bald on the pole, was working like a beaver. Murphy came up, and Cabanne, from his position back of the trio, made one of his famous jumps. That jump will be remembered by all who saw it for some time to come. It was such as he has not made since early June. Bliss finished back of Cooper in fifth place, and Kennedy, L. C. Johnson, and Brown were all close up.

Summaries.

One-mile handicap, Class A.—John Flannagan, 115 yards, first; E. A. Trelaven, 150 yards, second; A. J. Weilip, 50 yards, third; C. G. Eckstorm, 100 yards, fourth. Time, 2:18.

One-mile open, Class B.—Cooper, first; Murphy, second; Bald, third. Time, 2:08. Cabanne, L. C. Johnson, MacDonald, Kennedy, and Brown also ran.

One-mile state championship.—A. M. Chandler, first; A. F. Bingenheimer, second; Will Howie, third. Time, 2:40.

Two-mile handicap, Class B.—MacDonald, 130 yards, first; P. Patterson, 230 yards, second; Levy, 240 yards, third. Time, 4:33.

One-mile 2:30 class, A.—Will Howie, first; A. F. Bingenheimer, second; T. G. Chittenden, third. Time, 2:38.

One-mile open, Class B, with 2:15 limit.—Cabanne, first; Bald, second; Murphy, third; Cooper, fourth. Time, 2:11. Bliss, Kennedy, L. C. Johnson, Brown, and Patterson also ran.

Quarter-mile state championship.—W. F. Sanger, first; A. F. Bingenheimer, second; Schraeder, third. Time, :33½.

One-mile unpaced, Class B.—

NAME.	FIRST HALF.	TIME.
Murphy	1:04	2:15
Murphy, second attempt	1:08	2:18
L. C. Johsnon	1:05	2:16
Cabanne	1:04	2:17
Scott	1:06⅗	2:19
Patterson	1:07⅘	2:21⅘

Five-mile state championship.—Schraeder, first; Weilip, second; Chandler, third. Time, 11:22½. Won by an entire lap; time is record for the state.

MINNEAPOLIS REDEEMED HERSELF.

MINNEAPOLIS, MINN., Aug. 18.—The event in cycling circles here last week was the meeting of the national circuit, which was pulled off in a way that has done much to redeem this city from the stigma that has rested on it since the meeting held here last year. From the start there was in the minds of those who had the matter in charge only a fixed determination to do equal justice to all and to treat every one in a manner that would allow no chance for unpleasant feelings. That this was accomplished, the fact that no complaints from any of the Class B men from out of town have been received may be taken as evidence. The meeting was a disastrous one from a financial standpoint, and the Limited Club finds itself with a heavy burden of debts to be liquidated; but it is actively engaged in devising ways and means to liquidate its obligations, and the prospects are that every debt will be discharged in a short space of time. The audiences were nowhere near to expectations and not at all commensurate with the exhibition offered.

A supplementary meeting was held on the Minnehaha grounds the day after the meeting of the national circuit closed, but the attendance was small, not over 100 persons being on the grounds. A. A. Hansen made an attempt to break the world's records up to 100 miles, but failed owing to too much riding on the three days previous. He succeeded, however, in capturing them up to sixty miles, when his strength failed and he was obliged to give it up. Hofer established a new record for the mile paced, making the distance in 2:05 flat. A number of other events were run off, none of which, however, was of particular interest.

It can be definitely announced that during the week of the fair a race between Johnson, Sanger, and Tyler will be run on the state fair grounds. No details as to the purse offered, or as to what day it will be run, have been yet made public, but they will be announced in due time. Johnson left the city last Wednesday night for Toronto, where he is scheduled to appear this week, and from there will return to Minneapolis, when the whole matter will be given out.

KANSAS STATE MEET.

TOPEKA, KAN., Aug. 16.—The state meet began here today. The attendance was large and the races were exciting. There was a large field of starters in most every event. The state mile championship was won by Hackett, of Olathe, in 2:16⅕, breaking the state record of 2:20¼. Summaries:

Half-mile handicap.—Travis, 70 yards, first; Bachman, 55 yards, second; Winterbotham, 80 yards, third. Time, 1:08.

One-mile state championship.—Hackett, first; Woodlief, second; F. Eberhardt, third. Time, 2:16⅕.

Two-mile open.—Pixley, first; Hymen, second; Lee, third. Time, 5:19.

Three-mile lap race.—Woodlief, first; Hale, second; Lee, third. Time, 8:00.

Half-mile open.—Hackett, first; Hale, second; Lee, third. Time, 1:09.

Second Day.

TOPEKA, KAN., Aug. 17.—The state meet closed here today. The state half-mile record of 1:09 was broken by J. W. Woodlief, of Ottawa, in 1:04⅘, and the state tandem record was lowered one-fifth of a second by Hayman, of Grand Island, and Pixley, of Omaha, in 1:01. Summaries:

One-mile open.—Hayman, first; Pixley, second; Hackett, third. Time, 2:16½.

Half-mile state championship.—Woodlief, first; Hackett, second; Stevenson, third. Time, 1:04⅘.

One-mile handicap.—Myers, first; Smith, second; Bartelle, third. Time, 2:17⅗.

Two-mile handicap.—Stevenson, first; Bachman, second; Travis, third. Time, 4:05⅘.

Two-mile state championship.—Woodlief, first; Hackett, second. Time, 4:39⅕.

Half-mile open.—Hale, first; Hackett, second; Frank Eberhardt, third. Time, 1:04⅗.

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GEO. K. BARRETT, EDITOR.

LARGER SANCTION FEES.

The experiment of charging sanction fees for race meets has been tried this year with the most flattering success and the sum netted has been a quite considerable one. Still it might have been much more, and the needs of the L. A. W. in a financial way are always apparent. If no other use for the funds presented itself, the money realized could be spent to advantage in paying each year the expenses of proper representatives of this country to the international championships, at which this country has had no amateur representative since the inauguration of the championships in Chicago in 1893. The sum now charged for sanctions is only $2, and $10 for national circuit dates. These sums should be increased to $10 and $25.

INTERNATIONAL CHAMPIONSHIPS.

It is a burning shame that the international championships have been run again, and the United States has not been represented. It will be remembered that this country was the first that was honored with the championships, which were run in Chicago during the World's Fair. Since that time there have been two international championship meetings. At the first this country was not represented at all, and at the second only by a professional, Banker, who was plying his trade in France, and who would doubtless have been on hand on his own account had he not been selected to represent this country.

This is all the more to be deplored when we take into consideration the fact that the speed merchants of this country have reached a degree of excellence in the game of racing that is equaled in no other country on the face of the globe. It can not be that this state of things is brought about by indifference to the proud title of championship of the world by the cycling public, for Americans of all people are watchful of their national honor. It can not be for lack of funds to send the men over, for there is no more openhanded nation anywhere, and no laudable public enterprise ever goes begging for lack of funds. What then is the reason? Simply apathy on the part of the powers that be. Had the chairman of the Racing Board taken hold of this matter in the manner in which he usually takes hold of affairs of importance the title of champion of the world would doubtless be held in this country now.

THE TIME FOR TOURING.

The best time of all the year for touring will soon be here. In the first two fall months the roads are at their best, the weather is not unbearably hot and Nature is in a happy mood. To those true cyclists who realize the very best there is in cycling the thoughts of a tour come with a welcome like that of a cooling draught to a fever patient. To the rider that has never experienced the delights of touring we can only say, "Try it and you will be convinced."

In speaking of touring we mean rational touring, the kind of touring that is *sans* dates and destinations. It is not necessary that the tourist, to thoroughly enjoy himself, must start out without any idea of where he is going or what he is going to see, but it is necessary that he abandon all idea of covering a given number of miles each twenty-four hours and visiting a given number of places in a limited time. The proper way to take a tour is to select a pleasant part of the country where the roads are known to be reasonably good, lay out a route that may be followed if inclination prompts it while on the trip, select a congenial companion of about your own riding ability, and then leave all other plans to be made en route. It may turn out that particularly warm weather, rain, or any one of a dozen hindrances may make the accomplishment of a prearranged ride for a given day a hardship or even an impossibility. If you have made up your mind that the success of your tour depends on accomplishing this distance, you will be disappointed and dissatisfied; if you have made no definite plans, it will matter little. A tour is pre-eminently undertaken for enjoyment, and any plans that may interfere with that enjoyment are radically wrong.

If the weather is warm do the major part of your riding in the early morning and in the evening. If you find attractions on the way, do not hesitate to stop to enjoy them. It will not matter if you do not ride very far that day. Do not carry a lot of luggage. It will be in your way and you will not need it. Leave thoughts of business all behind. Business has no place in the thoughts of a tourist. Make the tour as long as you can. In short, give yourself up entirely to touring while you are touring, and make your plans as you go along, and you will get the full benefit of your vacation trip.

Charlie Percival, of the Boston *Standard*, is a bold bad man. Charlie, in addition to being responsible for the cycling news of the *Standard*, is a member of the Press Cycling Club, of Boston—the club without a sanction. His boldness and badness consist in saying in his paper that the Press Cycling Club is not the muchly abused object of unjust wrath that its board of governors would have the wide world believe, and for that offense the board of governors, headed by President Fourdrinier, demand that Charlie be expelled from the club on the charge of conduct unbecoming a gentleman. The president and board are making asses of themselves.

America is improving in the matter of long-distance racing. Gimm's performance is a highly creditable one, but still far short of world's record. A few years ago, however, it would have set the world agog. Give us a few twenty-four-hour contests, such as will take place at the National Cycle Exhibition Co.'s big indoor October tournament in Chicago, and America will lead the world at long-distance racing, as well as at the shorter distances.

A two-column harangue on the reasons why every rider in the universe should join the L. A. W., which appears in the last issue of the *Bulletin* under the caption of "A Word to Wheelmen," says, "Perhaps you have met with the idiot on a wheel." In the application list of the same paper are the applications of two members of the "Weekly Wandering Weary Wobblers," of Lawrence, Kan.

The number of accidents at race meets is so great that it is almost a necessity to have a surgeon in attendance at each meet. At Chicago one surgeon had his hands full the first day, and two the second day. It was not owing to a bad track either, for the Chicago track is one of the best in the country. The accidents, strange as it may seem, almost all occurred on the straights.

It is a pity that the L. A. W. can not consent, like the national government, to elect its executive officers once in four years instead of every year. One half of the year is spent in finding out who is going to be the next president, and the other half in what he is going to do. We always find out who he is going to be, but seldom learn what he is going to do.

THE BEARINGS has more than once called the attention of the cycling public to the strange anomaly of an elective officer, viz., the president of the L. A. W. appointing an officer, viz., the chairman of the Racing Board, whose duties and whose influence and power are far greater than those of the man by whom he is appointed. How long will this continue?

The English unpaced one-mile record has lately been reduced by nearly seven seconds, and now stands at 2:10⅘. Even at that it compares more favorably with the American record for the distance than any of the other short-distance English records. And England once led the world in the game of cycle racing.

And so Dave Shafer has gone back to the training of Class B men again! His experiences in the professional field must have been different from what he expected. Probably he did not anticipate that Gideon would be much of a factor in professional racing, but he reckoned without his host.

The English cycling papers poke fun at us for the nicknames with which our riders are invested. Such designations as the "Terrible Swede," are responsible for it. The application of such names is unnecessary and out of place.

Wonder if Nixon Waterman knows what he is writing about when he writes poetry?

Has any one heard of the president of the League of American Wheelmen since the National Assembly?

LONG-DISTANCE RACING.

The golden disk of the sun has disappeared beyond the horizon; the pale summer night's moon seems to weep for the martyr who will suffer the livelong night, says *La Bicyclette*. The large trees on the roadside seem to tremble with sobs. It is very dark; from time to time a ray of light is seen shining from a farmer's window, the farmer will soon be happily sleeping in the quiet night. Then all will be darkness again.

The man upon his bicycle is already dusty and repulsive, his brain stupefied, and his legs turn mechanically. While the lovers are whispering their vows, the cyclist upon his little piece of leather stubbornly follows the tandem that paces him. This human relic, perspiring and suffering, started in the morning upon the long and difficult road. During the early hours he tried to pass the other racers and expended all his power and energy; his gait once regulated he has become a piece of thoughtless machinery, operated by his pacemakers. He knows not whether he goes fast or slow. He hardly knows that two and two make four, and cares less. The miles are all the same, it only remains for him to make them. The registering places are no rest for him. He gets off, signs, and goes on. During the night he hears only the exasperating noise of the chain eternally rolling over the sprockets. His faculty for thinking is inert.

The hours are long during the cold night. After the long hours of the day, the night adds still more to his sufferings. The surprised countrymen see the man and his pacemakers pass like a cyclone. The rough roads, the dizzy descents, the breathless hills are all the same to him. He must keep pedaling, but, from time to time, like the locomotive that needs coal, they hand him something to drink in a dirty glass. He drinks greedily, pushes away the glass, takes hold of the handles, but does not speak. Sometimes upon the road the clock of a sleeping village sounds a nocturnal hour. Time passes, miles are added to miles. Three times the cyclist has jumped from his machine and gone to be dazzled by the light of the registering place to scrawl his signature automatically. The writing is jerky, the motions sudden, as if he were hypnotized.

He starts again to take up his cross. The horizon pales a little, the wind rises. Nature is awakening. The man is always pedaling, and when the sun drives away the night he is still upon the road, his legs turning. He is now nothing but a mass without intelligence. Distances are joined to distances, the road performs its stupefying work upon him. Look at him upon the saddle, wasted, shrunken, and shriveled. He seems smaller than the night before; he is shriveled up like an old man, thin, yellow, and sunken eyed. When he gets off to sign his name he looks like a poor beggar who shrinks, fearing a kick. When upon his machine his spine is curved, but it does not support him. What little thought remains in him seeks for some vague means or deceitful pretexts to stop for a few moments. He is ill—has the colic or cramps; he would give ten years of his life to leave his pacemakers and sleep for only five minutes in a good bed. He would follow their directions afterward. When the sun rises the hours are long. Everything around him has rested. The birds have slept; the men and cattle have slept; all have repaired their lost forces. All now sing; the birds in the woods and the men in the fields. He has not slept and does not sing. He is cold, the wind is terrible, and he has still 125 miles to make.

He will arrive at his journey's end without knowing why or how he came. Two hours before he arrives he swears to himself that he will go no farther, and will never get upon a machine again. This is the last time. Then the pacemakers become more numerous.

The end is now near. The sun is warmer, the muscles become stronger. The road is bordered with curious people. The last registering place is passed; his triumph commences; applause is heard.

Bravo! Hurrah for the first! Hurrah for the fifth! Hurrah for the tenth! Near the end the crowd is more compact. The man, stupefied by his twenty-four-hour ride, finds a momentary energy. He is upon the cycle track. It is a triumph. Now he could remain twenty-four hours longer upon the road under the eyes of the foolish crowd, who came not only to see the winner and his great energy, but, also, the exhausted and foundered man, brutalized by the long distance; the man who for 375 miles turned a chain over the sprockets. Now he nervously claims that he is as fresh as when he started. The next day he will declare that he is ready to start again. He will soon claim that those behind him were simple scorchers and that if he had wished he could have beaten all those who were ahead of him. In fifteen days he is ready to ride around the world.

Such races are criminal and should be stopped; cycling should have nothing to do with brutalizing men, and should never give men an opportunity to brutalize themselves. Long-distance races can not violate the laws of nature with impunity. Races under such conditions should not be allowed, because there is a time when man is not himself physically or morally; he can not think or care for himself. There are brutes enough upon the earth without increasing the number.



The trolley party craze has struck Brooklyn and Alex Schwalbach is getting up an excursion for his friends. The cars will be handsomely decorated and well filled hampers will be astern. Of course the Liberty will be aloft and below, and continually in evidence. It is even said that the name will be blown in the glasses which will be presented as souvenirs.

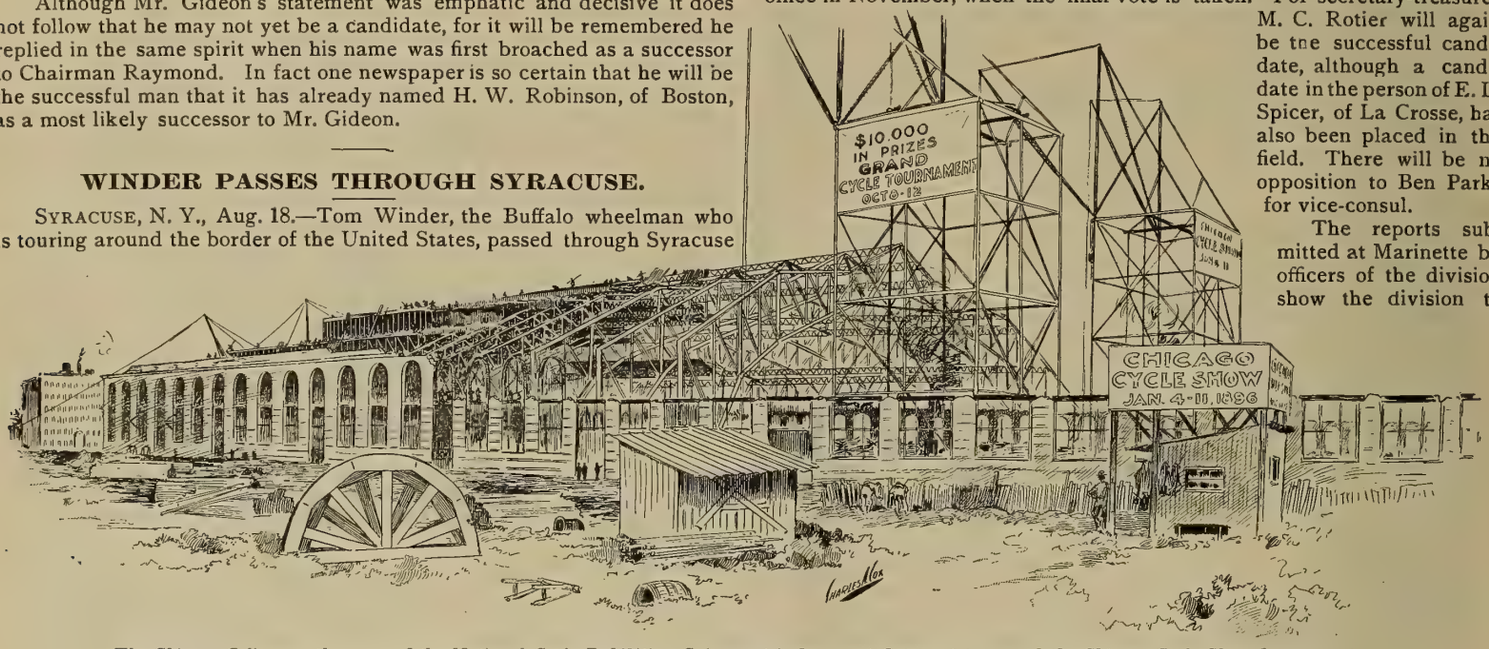
GIDEON NOT AFTER THE PRESIDENCY.

PHILADELPHIA, PA., Aug. 17.—Although the next National Assembly of the L. A. W. is still a good way off there is a lot of skirmishing being done for presidential candidates, but whether the names already mentioned will figure prominently or not, remains to be seen. The determined stand taken by Chief Consul I. B. Potter, of New York, in refusing a nomination, has led to the suggestion of some very prominent wheelmen, chief among whom is George D. Gideon, chairman of the Racing Board, who stands very high in League affairs. With the determination of learning Mr. Gideon's ideas on the matter, a newspaper man called on him yesterday, but was not received very cordially, the chairman seeming to have a dislike for newspaper men. "It's all fool's talk," said Mr. Gideon, when the subject was broached. "I am not a politician, and do not seek another office. Do I look as though I would have time to run for president, when I have more than I can attend to in my present capacity? Besides, I am in no way fitted for the post, and shall certainly not allow my name to stand. In any case I do not see why I was suggested at all, as my name will never come up when there are plenty of other fit men in the field. No, my work is with the Racing Board," Mr. Gideon concluded, "and the position more than satisfies me."

Although Mr. Gideon's statement was emphatic and decisive it does not follow that he may not yet be a candidate, for it will be remembered he replied in the same spirit when his name was first broached as a successor to Chairman Raymond. In fact one newspaper is so certain that he will be the successful man that it has already named H. W. Robinson, of Boston, as a most likely successor to Mr. Gideon.

WINDER PASSES THROUGH SYRACUSE.

SYRACUSE, N. Y., Aug. 18.—Tom Winder, the Buffalo wheelman who is touring around the border of the United States, passed through Syracuse Friday, having covered 13,000 miles of his 23,000-mile trip. Winder was met on the road by Syracuse wheelmen and escorted into the city, where he was afforded a hearty reception. Winder says that he has had many funny experiences en route, and in one instance had to climb a tree, where he remained a whole hour because a couple of bears found it convenient to occupy a portion of the road.



The Chicago Coliseum—the scene of the National Cycle Exhibition Co.'s great indoor meet October 8 to 12 and the Chicago Cycle Show January 4 to 11. The building is to be completed by September 2.

Syracuse will have a Tandem Road Race.

On August 25 a tandem road race, under the auspices of the Syracuse A. A., will be run. The venture was projected by Herbert E. Maslin, junior member of the firm of E. C. Stearns & Co. The latter concern donates two elegant gold watches for first time prizes, while other manufacturers have contributed liberally. An effort will be made to lower the tandem competition record of the world, and if the course is sufficiently fast this will be done. Gardiner will lay behind the scratch tandem to break the single-wheel record.

Hot Fight for Time.

Charles A. Palm won the Deere & Webber Co.'s twenty-mile road race at Minneapolis in 55:38, starting from the five-minute mark. B. B. Bird, A. C. Mertens, Percy Patterson, W. E. Becker, G. T. Briggs, and A. A. Hansen, scratch men, had a hot fight for time, all of them finishing in a bunch. Bird won time in 54:17, state record. Fifty men finished.

PERSONAL NOTES.

Hofer, of St. Paul, won two out of the three races at Independence, Ia., last Tuesday.

Gus Steele will be one of the attractions at the meet of the Dubuque (Iowa) Cycling Club, September 2. A good prize list is hung up.

At St. Clair, Mich., last Tuesday F. A. Moore won the mile novice, Ralph Samberg the quarter-mile open, A. S. Burkhart the mile, 3:00 class, and H. R. Morris the mile open and two-mile handicap.

Bert Repine, of Galesburg, Ill., won the half-mile, mile, and quarter-mile opens and mile handicap at Macomb, Ill., last Tuesday. He rode under protest. Rexroat won the half-mile county championship and Adrock the mile.

Miller Heidweller, five minutes, won the fifteen-mile road race of the Mercer County Wheelmen, of Trenton, N. J. Joshua Lindley, one minute, won time, in 42:00. Walter Watson was the first man in, but failed to cross the tape and was thrown out.

Ned Oliver has developed into a thorough yachtsman. He has just purchased his third yacht of the season, having disposed of his former boats. The latest and largest is the sloop "Arrow," an old cup defender, by the way, and is seventy feet in length, containing three staterooms and quarters for crew of five men. If Oliver keeps on at this rate it would not surprise us to see him buy the "Defender" and race the Prince of Wales.

WISCONSIN DIVISION AFFAIRS.

MILWAUKEE, WIS., Aug. 19.—The state meet is over, and there is now little doubt that W. A. Brown, of the Marinette Bicycle Club, will be the next chief consul to succeed A. Cressy Morrison, who has declined to be a candidate for re-election. Dr. D. S. McArthur, of La Crosse, is being boomed against Brown, but the latter will have no trouble in getting the office in November, when the final vote is taken. For secretary-treasurer M. C. Rotier will again be the successful candidate, although a candidate in the person of E. L. Spicer, of La Crosse, has also been placed in the field. There will be no opposition to Ben Parks for vice-consul.

The reports submitted at Marinette by officers of the division show the division to be in better condition than ever before. Secretary-Treasurer Rotier's report shows that the membership has increased from 426 to 940—over 100 per cent. This is perhaps a higher rate of increase in membership than any state in the northwest can boast of. The report also states that the division is in a good financial condition, and that there is over $422 in the treasury. When it is considered that Wisconsin has carried on a most active campaign during the past year, this is a good showing. The report of the committee on highways reported at the meet that the most important work performed during the year was the establishing of a good roads league in this state.

GIDEON'S AX AT WORK.

Chairman Gideon makes the following announcements this week:

Declared in Class B. B. W. Pierce, Waltham, Mass., under Clause B. Louis Gimm, Cleveland, Ohio, is transferred to Class B at his own request. Charles Spencer, Baltimore, Md., under Clause D. A. F. Senn, Whitesboro, N. Y., by note of the board, Clause B. Marion Black, Fort Wayne, Ind., under Clause B. A. A. Hansen, Minneapolis, Minn., under Clause G. W. D. Sprague, Norway, Me., under Clause B. Maxwell Morriss, Fort Worth, Tex., under Clause I. Jamie Meade, Dallas, Tex., under Clause I. J. F. Stevens and Cyrus Stevens, Centreville, Iowa, under Clause B. C. V. Dasey and E. S. Church, Chicago, Ill., under Clause B. C. F. Neumann, G. E. Stork, F. Derby, F. Goodall, J. R. Fleming, James Burger, and F. Ambrose, all of St. Louis, under Clause B. Declared professionals. Will Byers, Bonham, Tex., under Clause F, Class B rules. Lee Myers, Bonham, Tex., under C ause F. —— Ingram, Bonham, Tex., under Clause F. F. W. Young, Toronto, Can., under Clause A. George L. Solomon, Waco, Tex., by note of board, notation of Clause A. F. Howard Harvey, Baltimore, Md., notation of Clause A. For competing under a false name, Harry Miller, of Harrisburg, Pa., is suspended for one year from August 1, 1895, from all track racing. Marion Black, Class B, of Denver, Colo., is suspended, pending investigation. Aubrey J. Dyer and Ernest Wellman, Lewiston, Me., are suspended from all amateur racing, pending investigation. For competing a second time, after warning, on Sunday, while under suspension, C. F. Newmann, St. Louis, Mo., J. R. Fleming, St. Louis, and James Burger, St. Louis, are placed on the permanent suspension list. Fred Derby, F. Goodall, and F. Ambrose, St. Louis, are suspended for one year for competing in unsanctioned race on Sunday. Erwin Morross and Walter Blackwill, of Detroit, Mich., have had suspension increased to two years for riding under assumed names after suspension. Suspensions placed on Droullard, Doyle, Hibbard, Miller, Nodak, Pokoney, and Stilles, for riding at Wyandotte, Mich., in unsanctioned races, will be removed September 1, as it has been shown that the riders were not fully warned. Suspended for competing in unsanctioned races. John Bell, Jr., Calvin Carpenter, Louis Smith, Allen Hollenbach, Jr., Ralph Gilbert, Tom Wallace, Henry Meredith, E. Vandegriff, and Earl Sandusky, of Shelbyville, Ky., for thirty days from August 5. George Fischer, James Edgar, J. Mallardit, Jacob Dowler, Henry Clark, C. H. Wacker, William McDevitt, H. E. Riddell, M. L. Matson, George Patchel, William Irwin, John Irwin, Robert Ellis, W. P. Hampton, Horace Dongan, all of Philadelphia, Pa., for sixty days from August 7. Samuel Dean and Frank Ways, Cumberland, Md., for thirty days from August 1. Henry Campbell, Cumberland, for ninety days from August 1.



A Record Worth Having. Waverley Mile, 1:57 4/5

At Denver, Colo., July 27, O. E. Boles, a pure amateur, who has trained but two weeks this season, rode an exhibition mile on a Waverley road wheel in the phenomenal time of 1:57 4-5, beating all Colorado records and establishing a new mark for the Class B and professional record-breakers to try for. While record breakers in the past have been equipped with trainers, trained pace-makers, and special made machines, the fact that this mile was done on a regular stock road Waverley by a man who never had a trainer in his life is significant.

Waverleys are Fast,

As Well as the Best of all High Grades.

When you buy, get your money's worth by selecting a Waverley.

More of them sold in the past three years than any other make of high-grade bicycle in the world.

CATALOGUE FREE.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

BRANCH HOUSES:

42 Peach Street, ATLANTA, GA.
602 Main Street, BUFFALO, N. Y.
38 Columbus Avenue, BOSTON, MASS.
184 Madison Street, CHICAGO, ILL.
150 N. High Street, COLUMBUS, OHIO.
243 Vine Street, CINCINNATI, OHIO.
12 W. Second Street, DAYTON, OHIO.
1629 Stout Street, DENVER, COLO.
350 W. Jefferson Street, LOUISVILLE, KY.
498 Broad Street, NEWARK, N. J.
Masonic Building, SPRINGFIELD MASS.
11 E. 59th Street, NEW YORK CITY.
30th Street and Broadway, NEW YORK CITY
67 Cortlandt Street, NEW YORK CITY.
913 Arch Street, PHILADELPHIA, PA.
18-20 McAllister Street, SAN FRANCISCO.



Miss Mary E. Brooks, of Sioux City, Iowa, wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to her. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

Advertisements.

They who advertise in cycling papers have a large and fruitful field open to them from which they may pluck success, if only they will go about it in the right manner. To advertise in the wrong way is a waste of money; to advertise in the right way is the sowing of good seed which will bring forth a plentiful harvest. Especially is this true in the cycling world. The great majority of subscribers to cycling papers go through the advertisements as regularly and carefully as they go through the accounts of races and broken records. They want to keep in touch with the very latest improvements and inventions in bicycles or anything in any way connected therewith, and therefore they read the advertisements in the cycling papers; unless, indeed, they are in the same form in which the subscriber read them last week, and the week before, and the week before that. In this event, he tires at the fourth or fifth reading of the same thing, passes it by as old and stale, and the chances are that he will not again read that particular firm's advertisement, thinking it a standing one. How important it is, then, to the advertiser, the publisher, and the subscriber that the advertisements be written in a lucid, brief, pointed, attractive way, often changed, and, if cuts are used, that they be such as will really illustrate the point made in the advertisement—important to the advertiser because it means interest in his wares and consequently increase of business; important to the publisher because it means a bright, up-to-date paper, and consequently increase of subscribers; important to the subscriber because it means better advertisements and consequently increase of knowledge on the subject in which he is interested.—MARY E. BROOKS, Sioux City, Iowa.

Bicycle Brakes.

This subject is one which, without question, should receive immediate attention from bicycle builders, and more particularly should the subject of brakes on ladies' machines be given the attention which it absolutely requires. The season of '95 has witnessed the marketing of great numbers of ladies' bicycles without brakes, and the writer, for one, protests, as a bicycle dealer, against what seems almost criminal negligence on the part of some builders, and can cite instances where serious, perhaps fatal, accidents have been prevented by use of the brake. A lady is slower to act, loses her head quicker than a man, and has not the strength to back pedal and often to save herself, where a man would have no difficulty. And why the great strain about a few ounces extra weight on the scorcher's machine? How is it possible to compare the burden of a little extra weight to the loss of a human life? A great number of distressing accidents have happened within the past year, which unquestionably would not have occurred had the machines been fitted with brakes. The modern safety bicycle, weighing 20 to 25 pounds, and geared to 66½, 70, and 72 inches, has a momentum, when fully under way, nearly as difficult to control as an express train, and who would expect to handle an express train without brakes; reversing (back-pedaling) would never do it in time to prevent an accident. Another serious thing about the brakeless bicycle is that in the hands of the reckless rider it is a constant menace to those who would cycle in peace, intruding on no one, and particular to grant the rights of the road to all whom they meet or pass. With the enormous increase in the number of riders, which low prices are bringing to this unsurpassed sport, the question of an efficient brake on all bicycles is one which must receive serious attention very soon.—F. COLSON, Norwalk, Ohio.

Touring.

Possibly one of the greatest blessings the bicycle has proven to man (after that of a business vehicle) has been that of a pleasure carriage. Nothing adds to the value of a person so much as education, and in no other way may a knowledge of men and things be so readily and inexpensively obtained as through a rationally conducted bicycle tour. Let any one take a few days' trip, if it be but around his own home, and he will be surprised and delighted at the pleasant associations, and much good he will find for both mind and body. Many places bear the mark of some historic happening, and are rich in the memories of the past, and certainly it is a privilege to personally know and see them. A tour doesn't cost much; the motive power is yourself, and country taverns and farmhouses gladly entertain travelers for a small price with good fare and ample accommodations. A bicycle, with bell and lamp, a tourist grip filled with such clothing and necessary articles as common sense dictates, together with a moderately strong pair of legs are all that are needed. If you have a camera take it, and possibly a book or two. Thus equipped you may wander fancy free, now in some quaint old town, now by the mossy banks of the babbling brook, or upon the hill tops and amid the green trees. Nature is always an open book, and whosoever cares may be filled with her pleasures if they but will it.—PERCY B. LOVELL, Moorestown, N. J.

Sensation—Not Sport.

The attempts now being made in certain quarters to secure the dollars of the curiosity-loving public by holding bicycle races in which the competitors are women, deserves the scorn of every true lover of the wheel and every adherent of honest sport. It would seem that the cycling public had already indicated its disapproval of such contests in no uncertain tones; nevertheless, we are now witnessing the degrading and disgusting spectacle of an earnest effort on the part of a well-known sporting man and certain willing assistants to popularize "ladies' races" in the east. It is to be hoped that wheelmen at large will give these affairs the cold shoulder, and refrain from encouraging them by their presence. Viewed from a moral standpoint, there is perhaps nothing really objectionable in such exhibitions, though the mind that can enjoy them is assuredly one of little culture or refinement. But viewed ethically the woman's bicycle race can not but be condemned as an abominable monstrosity. Bicycle riding is a blessing to womankind. But bicycle racing is a sport in which they can have no legitimate part. The man who would dislike to see his wife and daughter among these Amazons of the track can not consistently lend such amusement (?) his support. The race track is the arena of true sport, not of spectacular sensation.—BARRY HECLA.

Prizes for "Bearings" Readers.

There is a saying as old as the hills to the effect that "money talks." THE BEARINGS is determined to see if the saw is literally true. It wants its readers to talk to each other, and will pay to loosen their tongues.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of THE BEARINGS of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection THE BEARINGS reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, PARAGRAPH COMPETITION.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, SELLING COMPETITION.

General Rules

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume*. Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume*. Inside the envelope must be written the title of the article, the writer's *nom de plume*, the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

PARAGRAPH COMPETITION,
Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.

NO C. O. P. MEN PRESENT.

MASON CITY, ILL., Aug. 16.—The races of the Mason City Bicycle Association today resulted as follows: Six-mile handicap, Peter Jones, first; time, 18:52. One-mile six-county championship, G. T. McCarthy, first; time, 2:47. One-mile handicap, L. H. Wykoff, first; time, 2:18½. One-mile open, L. E. Rodgers, first; time, 2:35. Five-mile handicap, L. H. Wykoff, first; time, 12:18.





TWICE AS GOOD AS OTHER TIRES

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

FRED J. TITUS,

WORLD'S COMPETITION RECORDS.

FIVE MILES - -	10:18 1-5
SIX MILES - - -	12:33 3-5
SEVEN MILES -	14:29
EIGHT MILES - -	16:34 4-5
NINE MILES - -	18:46
TEN MILES - - -	20:58 4-5

CHICAGO.
AUG. 9-10

First day, eleven out of twenty-two prizes.
Second day, twelve out of twenty-five prizes.
Didn't pay $80 entrance fees, either.

World's quarter-mile tandem record, Ray McDonald and L. C. Johnson on a Stearns tandem, at Marinette, Wis. Time, :25.

They cost more, but---any high-grade wheel manufacturer will furnish them if you insist.

Palmer Pneumatic Tire Co., Cor. Lake and La Salle Sts, Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.



TWICE AS GOOD AS OTHER TIRES



CHICAGO HAPPENINGS.

Stobbard Lowers the Elgin-Aurora Record—Eleven Road Races—A Bloomer Wedding.

Fred Stobbard, the man who claimed to have won the Decoration Day road race, is said to have lowered the Elgin-Aurora century course record last Sunday, riding the distance in 5:53:18⅗, cutting C. A. Wescott's record by 16:01⅗. Stobbard had everything in his favor. The wind was favorable and the roads free from ruts, although rather dusty. He was paced by tandems most of the way, and had two falls. The record-breaker made Elgin in two hours. He was rubbed down and then started for Aurora, reaching that town fifty-six minutes late. He rested there seven minutes. His next stop was at Hinsdale, where he had his second fall.



FRED STOBBARD.

On Monday William Becker, of the Burr Cycling Club, is said to have lowered the unpaced record over the Elgin-Aurora course by five minutes, riding it in 6:23:00. It took him 2:16:30 to reach Elgin. He was checked at all points.

Two Long-Distance Men Matched.

"Letter Carrier" Smith and G. W. Wolff, who have won their cycling fame in their Chicago-New York rides, met in Chicago last Monday and arranged a match race. Smith could not agree to a race to New York because he would not be able to secure leave of absence. Arrangements were finally made for a race to Milwaukee and return, August 26, the start being from Halsted and Washington streets at 2:30 a. m. Pacing will be allowed. The finish will be at the starting point, passing through Jefferson, Niles, Wheeling, Halfday, Libertyville, and then following the long-distance telephone poles into Milwaukee, the turning point to be at the Republican Hotel in Milwaukee, and return over the same course.

Miss Eva Mae Christen, not unknown to fame as a century rider, claims the honor of being the first girl to be married in bloomers. Last Monday she was married to George W. Clarke by Justice Murphy in the office of the county clerk. Mr. and Mrs. Clarke then mounted their wheels and rode to their new home in Windsor Park. Miss Rogers, the bridesmaid, will also become a bloomer bride next week. The bride and groom were nineteen and twenty-one years of age respectively.

Will Hold a Twelve-Hour Race.

The Lincoln Cycling Club will give a twelve-hour road race the latter part of September or early in October. This will be the first race of this character ever given in this country. A. J. Marrett, secretary-treasurer of the Illinois Division, and C. M. Fairchild, secretary of the Century Road Club of America, who have the race in charge, announce the following rules: The race will start at 5 o'clock in the morning from the Lincoln clubhouse, 390 Dearborn Avenue, and follow this course; Dearborn Avenue through Lincoln Park and Sheridan Drive to Evanston and Grosse Point, southwest to Desplaines, southeast from that point on Milwaukee Avenue to Lawrence Avenue, to Elston Avenue, to Belmont Avenue, to Lincoln Park, to Dearborn Avenue to clubhouse, making a circuit of twenty-eight miles. Pacemaking will be permitted and advocated in order to bring out all the speed possible. The contestants will be clad in white and pacemakers in black. All riders who cover 150 miles will be awarded a bronze medal, and those who roll up 175 miles will be given a silver medal. The winner of the race will be presented with a substantial trophy.

The annual run of the Century Road Club of America will be held next Sunday over the Elgin-Aurora century course. Secretary Fairchild estimates that at least 800 will participate, he having made arrangements to feed that number at the various stopping places along the route.

Superintendent Daniels, of the Waifs Mission, started Harry Howe, fifteen years old, on a bicycle trip to Detroit last Monday. The lad will carry a message to ex-Governor Alger, president of the Waif Savers' Association of America, and will visit the mayors of all the cities through which he passes. He expects to reach Detroit in time to attend the convention of the waif associations.

Road Races Galore.

Last Saturday witnessed a carnival of road racing in Chicago, no less than eleven events of this nature being run off in different portions of the city. The Illinois Cycling Club had the largest race, 117 men entering and 113 starting. The race was run over the Oak Park course and resulted in the course record being lowered fourteen seconds by L. E. Lange, who won time prize in 25:58. C. W. Aborn, the winner, ran into a woman coming back and broke his collarbone. Lange was the only scratch man to finish. W. E. Kenyon won second time, F. J. Hinkley third, H. C. Wood fourth, and P. H. Waldman fifth. The first twenty-five finishers were as follows:

C. W. Aborn	28:04	Tom Enroe	27:52
J. J. Buckley	28:20	E. J. Tobin	29:43
H. A. Rose	28:54	C. C. Palmer	31:14
W. S. Snow	27:55	R. W. Grafton	31:45
E. A. Chisholm	29:26	J. R. Netterstrom	27:54
Fred Schob	28:10	Frank Pearson, Jr.	27:25
J. G. Sanditz	28:35	P. H. Waldman	26:57
W. J. Diener	27:38	J. McDermott	27:00
John Morgan Jr.	27:40	H. T. Hazleton	32:15
M. A. Richardson Jr.	28:42	J. I. Foster	27:19
M. Williamson	28:16	H. D. Gunn	29:50
E. A. Rathbone	28:20	E. R. Owens	28:51
E. M. Graham	28:21		

The five-mile road race of the Morgan & Wright Cycling Club had but fourteen starters. A. Hegstadt, 4:30, won the race in 15:00. J. Skelton just managed to beat Weage for time by nine seconds, his time being 11:16⅘. Weage punctured his tire, while Skelton had a bad fall.

Koehler Wins the Boyce Trophy.

G. P. Koehler won the final heat of the series of five mile road races given by the Lake View Cycling Club for the $150 Boyce trophy. Koehler had a handicap of 1:30 and won in 12:48. O. F. Bohman, scratch, beat out C. A. Wescott, also scratch, for time in 11:52, course record. There were nineteen finishers.

The Clarendon Wheelmen held their five-mile race over the Lake View course. The race was won by C. A. Anderson, a four-minute man, in 15:29. E. Arbogast, thirty seconds, won third place and time in 12:25. There were fifteen finishers.

Little Walter Simkin, aged fifteen, broke the Lake View course record in the five-mile race of the Calumet Cycling Club. He also won first place and time prize from the forty-five second mark; his time was 11:21. E. Trieb, 2:30, was second; A. T. Heywood, scratch, finished fourteenth in 12:20; C. H. Semple, scratch, was fifteenth in 12:36. There were twenty finishers.

The Ravenswood Y. M. C. A. Cycling Club's five-mile race was also run over the Lake View course. W. E. Morris, 1:45, won the race in 13:34. A. V. Jackson, scratch, won time prize in 12:12⅗. There were fifteen finishers.

For the Plautz Cup.

The third heat of the Plautz cup race was contested by the Columbia Wheelmen over the Palmer Square course. Al Flath won time in 12:51, thus qualifying for the final, with J. F. Musapust, Ed Blovin, and W. P. Conyers, the first three men to finish.

The Evanston Boat Club's five-mile race was won by R. R. Sherman, 2:00, in 21:35. Harvey Green, scratch, won time in 21:06.

The Lake Shore Cycling Club held its five-mile road race over the Garfield Park loop. A. D. Fox, one minute, won the race in 13:30⅕. J. B. Farmer, scratch, won time prize in 12:39.

GIMM GETS TWYMAN'S RECORD.

CLEVELAND, OHIO, Aug. 16.—On Wednesday noon at the Glenville track, Louis Gimm, of the C. W. C., started in an attempt to win back the twenty-four-hour record held by Twyman, of Louisville, and succeeded. The track was never in better shape, there was very little, if any, wind during the whole riding time, and the pacemaking, by tandems throughout, exceptionally good, making a combination that was a winner from the first wheel turn. His exact distance was 452 miles 1,715 yards, breaking Twyman's record by 45 miles 1,031 yards. It was a wonderful performance and a mark was made that is liable to stand for some time. In the whole time Gimm was off of his wheel but four times. The first for seven minutes, the second for seventeen minutes, the third for twenty-three minutes, and the fourth, when he had

Equaled the Former Record

of 407 miles 84 yards, for twenty-seven minutes. The record fell at 8:42 a. m., and the riding on the new one was resumed at 9:09. He started in the 453d mile with but 2½ minutes to his credit, and finished midway between the distance stands. At the crack of the pistol he sat upright and laughed, as though he had just won a mile race. The actual riding time was 22:46:00. In the time he was on the track his steady gait was a trifle over twenty miles an hour. He broke the records for nine hours' riding, and from that on up to the twenty-four, as well as the records from 200 miles up. The following table shows

Just how He Did It.

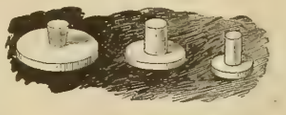
HRS	MILES.	TOTAL.	OLD RECORD.	HRS	MILES.	TOTAL.	OLD RECORD.
1	20⅝	20⅝	----	13	20½	259¼	248
2	21⅝	41¼	----	14	20	279¼	282⅓
3	19¾	61	----	15	19⅞	299⅛	278
4	20⅞	81⅞	----	16	15	314⅛	29+⅛
5	19	100⅞	----	17	19⅝	333¾	306⅔
6	20⅜	121¼	----	18	20	353¾	320⅔
7	20⅛	141⅜	----	19	18⅛	371⅞	334⅔
8	19⅜	160¾	----	20	20⅜	392¼	345
9	20⅛	18[illegible]⅞	180	21	9⅛	401⅜	361
10	19¾	200⅝	200	22	15¾	417⅛	376
11	17⅞	21[illegible]½	214⅓	23	14½	431⅝	389¾
12	20¼	238¾	232⅔	24	21¼	452m. 1715 yd	407m. 84 yds.

ADVERTISEMENT.

MORE ABOUT REPAIRING TIRES.

When One of These Patch Plugs is Properly Inserted it Stays Forever.

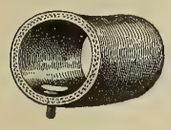
The method of repairing single-tube tires outlined in these columns last week must have commended itself to every thoughtful reader. It is simplicity itself and very rapid, the actual operation of repairing a puncture seldom taking a minute. Best of all, a repair so made is absolutely permanent, which can not be said of all the methods of repairing single-tube tires now in use. It must have been noticed that the Hartford Rubber Works Co. recommend a peculiarly shaped plug for repairing punctures. Maybe the peculiarity of shape was overlooked, and for that reason the picture printed last week is printed again. These patch plugs come in various sizes, and in mending a puncture it is well to use one plenty big enough. By doubling the patch in the pliers, as illustrated last week, and moistening both patch and pliers well with cement, even the largest patch will easily and readily slip through quite a minute hole.



It should be remembered that it is not the plug which repairs a puncture so much as the patch back of the plug, and for this reason the patch should be of ample size. It must also be of the same thickness throughout. Otherwise the teddency of thin rubber to curl at the edges when moistened with cement will prevent the patch from lying flat and firmly adhering to the interior of the tire. Many so-called repairs to single-tube tires have failed to remain in place permanently because the plug patch had not sufficient area or was not of proper shape.

The Hartford Rubber Works Co. have pinned their faith to the single-tube, "hosepipe" form of construction from the very beginning of pneumatic tires, and they have so perfected every detail both of making and repair that their tires and patented methods are everywhere recognized as the best.

It should not be overlooked that it was the success of Hartford single-tube tires which caused the present almost universal demand for this sort of tire, and that those who have later been compelled by this demand to adopt the single-tube type and take out licenses under the Hartford Rubber Works Co.'s patents have still much to learn about the details of making them. As has been well said, "Made by the Hartford Rubber Works Co. is a good guarantee."



No certificate of quality is needed with a Columbia. Every one who meets you knows at a glance that you are mounted on the best bicycle built, and knows what you paid for it. The name plate tells the story.

WON FIRST PLACE AND TIME.

SYRACUSE, N. Y., Aug. 18.—The ten-mile handicap road race of the Century Cycling Club over the famous Cicero plank road course was contested here on Thursday, when the record, which has stood since last fall, was smashed into several pieces. Arthur Baker, a green country boy whose home is in Baldwinsville, a village near Syracuse, was put on the 1:30 mark, and from this position won the race and time prize,lowering F. W. Knowland's record of 27:50 to 27:02. This is also the competition record of the state, though the time will be protested as it is alleged that there were not a sufficient number of checkers at the turn.

One of the prettiest summer resorts in New York state is at Richfield Springs, located about thirty miles from Utica. Once a year the cyclers give

A Tournament Which s Attended by Swelldom

in all the glory of their Worth "get-ups" and fashionable regalia. Flowers are showered from the grand stand to the feet of the conquering heroes and the scenes rival those of ancient Rome. The local men always exert themselves on the occasions, and the only two representatives Syracuse entered carried off a good share of the laurels. John H. Gardner won the time prize in the twenty-five-mile road race, going the distance over terrible thoroughfares in 1:14:17. He also took third-place prize. It was this same Gardner who was to have been the dark horse in the Irvington-Milburn road race, but while training on the track a few hours prior to the event his wheel broke and threw him heav ly. Gardner is simon-pure. He works in a machine shop and trains after hours. He will soon write to Chairman Gideon for a sanction to try for Class A records and is confident of riding a mile behind a quadruplet in 1:50. He has already done better than two minutes.

"It climbs hills like the wind," said a Columbia purchaser early in the season. Every one who has mounted a Columbia this year agrees with him.

The new world's record of 1:58⅕ for the mile in competition comes from a combination of Bald. his Columbia, and H rtford single-tube tires. Best man, best bicycle, best tires, best time.

"My dear sir, you do not know what a bicycle is unless you have ridden a Model 40 Columbia!"



We are just beginning to be able to meet the demand for these superb bicycles. Now is your chance.

POPE MANUFACTURING CO.

PROFESSIONAL MEET A FROST.

NEW YORK, Aug. 17.—A purely professional race meet has been tried and found wanting. The scene was the familiar Manhattan Beach track, and only a few hundred were there to witness the games. In fact the talent gave it the go by, and some of the heats were scarcely filled, the same familiar faces appearing before the starter in each event. Some of the heats were interesting, but a number were loafs, and the referee found it necessary to put a time limit on several of the events.

There was the usual programme of short events and to pad it out trial heats were in order. In the first event, the half-mile, only four started, and although Harry Wheeler and Watson Coleman managed to provoke a little enthusiasm, the time—1:22—was so very bad that the referee decided no race and

Ordered It Run Over Again.

Walter Sanger came out in the second heat and was hustled along by Pete Berlo and Conn Baker. Sanger is gradually working up into form, but we hardly think he will be dangerous to the first rank this year. A siege of sickness such as the big fellow has undergone is not conquered in a day. Harry Tyler was a starter in the third heat, but broke his chain before he had gone twenty yards. The accident cost him just $75, as it shut him out of the final, which was gathered in by Sanger, with Berlo a good second, beating off Watson Coleman and I. A. Silvie.

In the mile handicap the same parties competed after a short rest, and as six in each heat qualified there was no play for position. In the first heat Starbuck and Silvie gave up the chase, as the field was a little too far ahead for them to catch. In the final the handicapper moved the entire field back thirty yards, which

Put Porter on Scratch.

This was done on account of the strong wind, which gave the limit men somewhat of an advantage. Jay Eaton was a clever winner, his plugging qualities telling against the breeze, and Porter was second. It was the prettiest finish of the day, Baker making a game sprint, but died on the way and ran fourth.

The one mile was run in heats, but why fields of three or four were started is only known to the management. It produced that tired feeling, and even the band was affected. A time-limit of 2:38 was imposed, and the boys hardly reached the tape in time to save themselves from being disqualified. The final of this event was not without interest, as $10 was offered by the management to the winner of the first two laps. Pete Berlo dug out for the first X, and gathered it in. In the second lap Starbuck raced him across the line in a dead heat, and the X became two V's. Harry Tyler put on steam and won with plenty to spare from Porter. Watson Coleman taking third money, and Eaton beating Sanger out for fourth place. Time, 2:30⅘.

The tandem race was a procession between three teams, made up on the grounds. Berlo had Cutter for a partner, Crooks and St. Onge followed them, and Kuhlke and Blauvelt brought up the rear. About forty yards divided them.

The wind-up was a mile quad race, flying start, and Berlo's team, with Cutter, Crooks, and Starbuck, fairly ran away with Capt. Billy Murphy, who had as crew Silvie, Eaton, and Mayo. The pace was fast, the three-quarter post being passed in 1:27⅘ and the mile in 1:56⅕. About 300 yards separated them at the finish.

Summaries.

Half-mile scratch, professional.—Walter Sanger, first; P. J. Berlo, second; Watson Coleman, third; I. A. Silvie fourth. Time, 1:16.

One-mile handicap.—Jay Eaton, 40 yards, first; A. W. Porter, scratch, second; Geo. Cutter, 55 yards, third; Conn Baker, 5 yards, fourth; F. St. Onge, 45 yards, fifth. Time, 2:15⅖.

One-mile tandem.—Berlo and Cutter, first; Crooks and St. Onge, second; Kuhlke and Blauvelt, third. Time, 2:15⅖.

One-mile scratch, final heat.—H. C. Tyler, first; A. W. Porter, second; Watson Coleman, third. Time, 2:30⅖.

One-mile quad.—Berlo, Cutter, Crooks, and Starouck, first; Murphy, Silvie, Eaton, and Mayo, second. Time, 1:56⅕.

FROM OVER THE SEA.

LONDON, Aug. 10.—The society of cyclists held its tenth congress at Tunbridge Wells yesterday and today. Although preceded by exceptionally inclement weather the society has had good luck for its outings. Sir Benjamin Richardson's opening speech at yesterday morning's meeting calls for little reference, but the visits made yesterday to Groombridge House—a private residence still in occupation, which illustrates the style in which an English country gentleman lived 300 years ago—and Eridge Castle, belonging to the Marquis of Abergavenny, gave pleasure to all. At the pump room in the evening the mayor of Tunbridge Wells, Sir David Salomons, gave a reception to 300 guests to meet the society. Charles Collette, whose entertainment was received with much laughter and approval,

Scored a Big Success,

and the Blue Zouave Ladies' Orchestra also did well. Today the morning will be spent hearing more papers and visiting some buildings in the town, while after luncheon the party will proceed by road to Penshurst Place. The society's annual dinner in the pump room will conclude the day's programme.

The twenty-four-hour race promoted on Tuesday and Wednesday last by *Sport and Play* proved a very tame affair. Only nine started, viz., A. E. Walters, G. A. Nelson, W. T. Walton, G. A. Paterson, F. J. Slann, J. D. Johnson, B. E. Winchurch, Ben Fisher, and J. Bowie. Walters led at the first hour but soon retired, and after the third hour Winchurch was never dispossessed of the lead. Records were never approached, and the winner's total score only amounted to 421 miles 1,380 yards. The weather was far from favorable, and the track was soddened by previous rain.

The Racing During the Bank Holiday Period

was not brilliant. Several attempts at record on various tracks were abandoned. Last Saturday, however, F. W. Chinn, at Wood Green, rode a half-mile in :58⅘, or :01⅕ inside the previous amateur best in England by Platt Betts. The *Sport and Play* tournament was marred by a serious tandem collision on Monday, in which four riders sustained very bad falls. A. J. Watson, who has since started for Copenhagen prior to competing at Cologne, won the Plymouth 100-guinea cup on Monday. Lewis Stroud started, but made no remarkable showing. Stroud, by the way, is perhaps the oldest prominent amateur on the path, and has just married.

Zimmerman was banqueted at Bristol (where he is transacting business with the Nimrod Cycle Co.) on the 1st inst. Zimmy leaves England on the 15th, calling for half-a-day at Paris, en route for Naples, whence he will sail for Australia on the 18th. Japan, Hong Kong, and New Zealand will be visited before Zimmy returns to the States.

C. W. HARTUNG.

CALIFORNIA RACING NEWS.

SAN FRANCISCO, CAL., Aug. 14.—This city is now without a bicycle track of any kind. The five-lap cement affair that has served this purpose for the last four years is now under process of demolition and within a few days will be a thing of the past. For the time being San Francisco racing men will have to content themselves with the park roads for training purposes but it is almost assured that within a month work on a three-lap cement track, that will eclipse any track in the country, will commence in the vicinity of San Mateo, a thriving town situated about twenty miles from San Francisco, on this side of the bay. The projectors are San Franciscans, and it is said that $35,000 has already been raised, and that the only hindrance to present plans is the selection of a site. Two pieces of property are now under consideration and a choice will probably be made next week. The men who are said to be in back of the scheme are all responsible citizens and promise to make San Mateo the cycling center of the west. A hotel for the convenience of racing men will be constructed near the track, and there will be a large fresh water swimming tank in connection with it. The center field will be used as a battleground for the football teams who wish to settle their differences in this part of the country.

Still another track is talked of for Berkeley, on the other side of the bay, but so far little has been done regarding the scheme. There has been some talk of a four-lap indoor track to be built in this city, but investigation does not bear out the many rumors that are flying around. The San Mateo track seems a certainty, and seems to be very popular with most racing men, the only fault found being the length of time which will have to be devoted to railway travel between this city and San Mateo.

Arrangements for the *Pacific Cyclist* circuit are practically completed, and only a few minor details remain to be settled to make the formation complete. In spite of this, there are many among the racing men who do not put too much faith in the scheme, fearing that the prizes will not be forthcoming, and that other disagreeable features will cause the abandonment of the circuit before it is half completed.

THE WORLD'S CHAMPIONSHIPS.

The world's championships were run off at Cologne last Saturday and Monday. The United States, England, France, Germany, Holland, Belgium, Denmark, Italy, Norway, Scotland, and Ireland were represented. In the mile professional championship Saturday George Banker won his heat, but in the final was beaten by inches by Protin, the Belgian, in 2:31. Banker protested Protin, claiming that Protin had no right to ride in the final, as it was only the third of his heats. The committee declared the race off and ordered it run over at Paris in September without fresh trials.

On Monday in the kilometer handicap for amateurs Lange Wild, of Holland, was winner; Watson and Cherry, of England, were second and third. In the kilometer race for tandems Petersen, of Denmark, and Watson, of England, were winners. In the kilometer professional handicap Apel, of Frankfort, was the winner. Time, 1:21. In the 100-kilometer amateur world's championship race twelve started. Cordalg, of Holland, was the winner; Witteven, of Holland, was second, and Senie, of Norway, was third. Time, 2:33:45⅕. [Meintjes rode the 100 kilometers in 2:46:12⅗ at Chicago in '93.—ED.]

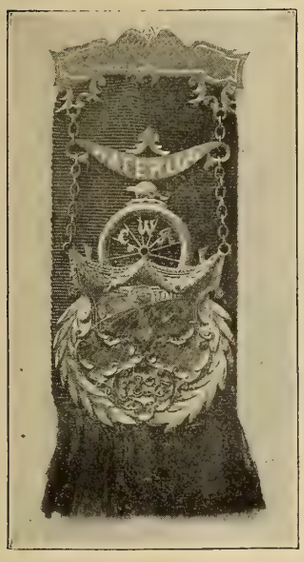
JOHNSON WINS HIS MATCH.

TORONTO, ONT., Aug. 19.—The match race between John S. Johnson and Fred W. Young, the Canadian who challenged him, took place before 3,000 people tonight on the Ferry Co.'s track. Johnson put in his own pacemakers in the first heat and won easily in 2:17⅗. In the second heat the pacemakers were supplied by Young, and after a rattling close finish Johnson again won. Time, 2:07⅗.

A half-mile professional open was won by Pat O'Connor in 1:10⅘, with A. E. Weinig second, and H. R. Steenson third. A mile handicap professional was won by Steenson in 2:26⅕, with O'Connor second, and Weinig third.











FRED LOUGHEAD, of Sarnia,

on his 20-lb. Sterling Racer,

MORGAN & WRIGHT TIRES,

Champion of Canada.



Fred Loughead is the winner of 47 firsts, 4 seconds, and 2 thirds, out of 58 races since May 24, all on a

SOLID STERLING

"Built like a watch."

Sterling Cycle Works,

236-240 Carroll Ave., CHICAGO.

Sieg & Walpole Co., 785 Wabash Ave., Chicago
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb
Johnstone & Bryan, 314 Post St., San Francisco.



MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



THEY ALL RIDE 'EM.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

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MORGAN & WRIGHT TIRES ARE GOOD TIRES

The "good tires" away ahead.

It was not many months ago that we made any effort for special prominence on the track. When the start in that direction was finally made, it was easy and natural; no booming of guns or blaring of trumpets. Yet immediate success resulted, and Morgan & Wright tires are now universally spoken of among those on the big circuit as the "good" tires.

Fifty-one per cent, a greater percentage than that of all other tires combined, and, of course, a very much greater percentage than is possessed by any other one make, is the proportion of winnings on Morgan & Wright tires in ten national circuit meets, including Minneapolis, where 10 out of 18 Class B prizes (8 out of 10 firsts), the total of 12 firsts for the two days, were won on the "good" tires. Besides, they have to their credit the largest proportion of places, and by far the largest proportion of starters in the principal road races; also

91 world's records—the cream.

57 per cent, or 212 out of a possible 369 places, in 15 race meets outside of the national circuit.

52 per cent of places in the southern circuit, this percentage being not only far greater than that of any other one make, but more than that of all other makes combined.

Minneapolis, 72 per cent.

This percentage was on Class A and B races, the first day; full details of second day not at hand. On the first day M. & W. tires won 56 per cent (5 prizes out of 9) in the Class B races, and exactly the same proportion the second day—a total of 10 out of 18 prizes, and 8 out of 12 firsts.

Tom Cooper, of Detroit, on a Monarch with M. & W. tires, distinguished himself by defeating both Bald and Murphy in the original run-over of the mile open, second day. He might have beaten Bald the first day, too, had not Bald kept close to the pacing team furnished by Morgan & Wright, and mounted by Lund and Van Herik. Cooper also won a mile and two-mile handicap.

Charles Hofer, on a Syracuse with M. & W. tires, won the Class A two-mile state championship in 5:26⅘; the mile handicap, A, from scratch, in 2:13⅕, state record; the half-mile open, A, in 1:08; and time prize in the five-mile handicap.

A. C. Mertens, on a Syracuse with M. & W. tires, won the mile state championship in 2:17; also second time, 54:17⅖, in the twenty-mile road race.

Chicago, 48 per cent.

B. B. Bird won first time in the twenty-mile road race in 54:17.

At this meet Morgan & Wright winnings were 48 per cent for Class A and B races combined. The M. & W. Class B percentage was 31. Both were far greater than the percentage of any other make.

Its stem is red.



Write for our quick-repair tire pamphlet.

The star Class B accomplishment was Gardiner's unpaced mile on M. & W. tires and Thistle wheel in 2:09, defeating Titus, Maddox, and several other cracks.

The one-mile championship of Chicago, Class A, was won by Lange on an M. & W.-tired Fowler.

The letter carriers' mile race was won by Harry Palmer, on a Napoleon having M. & W. tires.

Canadian competition record.

Angus McLeod, on a Brantford with M. & W. tires, broke the Canadian five mile competition record in 11:44⅘.

Canadian flat-track record.

Flat tracks are hard to make speed upon. Harley Davidson, on a Brantford with M. & W. tires, broke the record upon a flat track at Halifax, N. S.,—a five-lap track—for a mile, flying start, in 2:13, and a flying start quarter, unpaced, in :31.

Fastest horse-track mile.

The fastest mile ever ridden on a regulation horse track was done at Cleveland by Pat O'Connor on a Syracuse, 1:55¼.

Iowa state records.

C. F. Manahan (wheel unknown) used M. & W. tires in breaking Iowa state records at Ackley. He rode 50 miles in 3:14:00 and 100 miles in 7:18:00.

Maine state record.

State record for one mile was placed at 2:14 at Norway, and three firsts, three seconds, and two fourths were won—all by the team of L. P. Swett, Maine's champion, on Orient wheels and M. & W. tires.

Two Arizona records.

E. E. Johnson won first place and time in Tucson ten-mile road race in 27:30. Orndorff and Cooper reduced state tandem record to 26:38, securing first place and time. All on Syracuse wheels and M. & W. tires.

Alabama's champion.

Ed Warren, Jr., champion of Alabama (wheel unknown), used M. & W. tires in winning five firsts and one second out of 7 starts at Meridian, Miss., August 8 and 9.

A twenty-five-mile road race.

A. J. Banta (wheel unknown) used M. & W. tires in winning two firsts and one second in the track events at Charleston, Ill., August 7. Also first in the twenty-five-mile road race in 1:12:58.

Other wins.

Ralph Samberg, of Port Huron, used the Stearns and M. & W. tires and secured first in the two-mile open, first in the quarter-mile, and second in the half-mile open at Chatham, Ont.

For other wins on M. & W. tires see reading matter pages of this paper.

Morgan & Wright, Chicago.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

ASBURY PARK'S MIXED PROGRAMME.

NEW YORK, Aug. 17.—The Asbury Park Athletic Association held a mixed race meeting today which was successful in attracting the fastest Class A men in New York and vicinity, and which gave pleasure to an audience of over 3,000 spectators from the hotels and cottages. The racing was sharp and exciting, especially in the two-thirds-mile B event, when Harry Maddox was beaten at the tape by F. H. Allen and Claude Leatherbury. In the Class A scramble of two-thirds-mile Ripley and Hague fell, the former being badly bruised, while Hague remounted and succeeded in securing fourth place. The management was excellent, the seven events, including trial heats, being run off inside of two hours. Charlie Kluge, who has been plugging for the past few weeks, without results, at Manhattan Beach, secured the two-mile handicap and third in the mile handicap. Titus made an attempt to lower the two-thirds-mile unpaced record, with flying start, of 1:22, held by Gardiner, but could do no better than 1:26, owing to the wind. Summaries:

One-mile novice.—Charles Robbins, first; August Hageman, second. Time, 2:38.

One-third-mile open, Class B.—F. H. Allen, first; Claude Leatherbury, second; Harry H. Maddox, third. Time, :42⅘.

One-mile lap, Class A.—Bert Ripley, 6 points, first; Ray Dawson and Joe E. Harrison, 5 points, tied for second. Time, 2:31⅗.

One-mile handicap, professional.—W. Robert Landis, 40 yards, first; C. G. Carpenter, 80 yards, second; C. E. Kluge, 60 yards, third; R. H. Rumford, 50 yards, fourth. Time, 2:14⅘.

Two-thirds-mile, Class A.—Joseph Harrison, first; Howard P. Mosher, second; C. M. Ertz, third. Time, 1:51⅘.

One-mile handicap, Class B.—Harry Maddox, scratch, first; Wm. H. Milliken, 70 yards, second; F. H. Allen, 20 yards, third. Time, 2:16⅕.

Two-mile handicap, professional.—C. E. Kluge, 110 yards, first; Herbert K. Smith, 120 yards, second; R. H. Rumford, 80 yards, third; Charles G. Carpenter, 150 yards, fourth. Time, 4:51.

RUN ON A POOR TRACK.

OGDEN, UTAH, Aug. 15.—The red-letter races of the Wasatch Wheelmen on the half-mile horse track today were attended by a large audience, who filled the grounds to overflowing. The track was in poor condition and there was only a two-foot path next to the pole which was fit to ride on. Notwithstanding this fact the times of the different events were fast and several records were lowered. The novice record for the state was reduced to 2:16 and two other races were run under 2:16. All the fast riders from Salt Lake were in attendance. Summaries:

One-mile novice.—Walter Webb, first; Jo Beck, second; Proudfit, third. Time, 2.16, state record.

One-mile scratch, Class B.—W. P. Fowler, first; Geo. Weiler, second; Frank Thatcher, third. Time, 2:15⅗.

Half-mile scratch, Class A.—Holzel, first; May, second; Cortez, third. Time, 1:09⅖.

Half-mile scratch, Class B.—Schefski, first; Thatcher, second; Fowler, third. Time, 1:07.

One-mile invitation for Ogden riders.—Walter Webb, first; Cortez, second, Hard and Proudfit, third. Time, 2:32½; no race. Run-over won by Walter Webb; Proudfit, second; Hart, third. Time, 2:15½.

Five-mile scratch, Class B.—Evans, scratch, first; Fowler, 125 yards, second; Liday, 175 yards, third. Time, 14:50¾.

Five-mile handicap, Class A.—Fred May, scratch, first; Jo Beck, 100 yards, second; McConahay, 150 yards, third. Time, 13:48.

A. E. Hyde lowered half-mile state record, flying start, to 1:02.

Graf and Reynolds established state tandem record half-mile unpaced. Time, 1:01⅘.

The ten-mile road race here today was won by W. B. Gray. The time prize was won by Drabble, of Ogden, in 26:35.

POTHUNTERS WERE FOOLED.

WILLIMANTIC, CONN., Aug. 16.—Fully 2,000 people attended the fourth annual meet of the Thread City Cyclers here today. The track, a dirt half-mile circle, was in fine condition with little wind, and although no records were broken the times made were first class. There were no Class B events, but the pick of the New England racing A men was present. A number of "pothunters" from Boston were present, but the "hayseeds" were too fast, and they carried home but few prizes. Ed A. Nelson, the well-known Springfield rider, at one time one of the best men in the east, rode in several of the trial heats, and although unplaced in the final will be heard from later in the season. The summaries:

Half-mile handicap.—P. W. Pierce, 35 yards, first; F. I. Elmer, 10 yards, second; G. S. Henshaw, 40 yards, third. Time, 1:01⅘.

One-mile tri-county championship.—H. E. Morse, first; A. L. Damon, second; J. H. Hartwell, third. Time, 2:39.

One-mile open.—W. S. Reynolds, first; F. C. Hoyt, second; J. J. Casey, third. Time, 2:27.

One-mile local handicap.—A. L. Damon, 15 yards, first; J. H. Hartwell, 40 yards, second, B. C. Barrows, 60 yards, third. Time, 2:26½.

Half-mile open.—C. R. Newton, first; W. S. Reynolds, second; F. C. Hoyt, third. Time, 1:07⅗.

One-mile tandem open.—Reynolds and Shaw, first; Roe brothers, second; Piper and Nash, third. Time, 2:18⅗.

One-mile handicap.—J. T. Burns, 50 yards, first; C. J. Lewis, 80 yards, second; J. J. Casey, scratch, third. Time, 2:15.

MICHAEL WINS HIS MATCH RACE.

PARIS, Aug. 5.—The fifty-kilometer (31 miles 121 yards) match race between Lesna and Michael was run yesterday. At the pistol Lesna gained twenty lengths from the surprised Michael, and the advance was increased to 100 yards by the time the quad picked up Michael. Lesna was soon fatigued by his hot pace, and Michael lapped him twice. At the forty-second kilometer Lesna sprinted and gained about fifty yards, but it was useless, as Michael took another lap from him. At the same meeting, Morin won the two kilometer (1 mile 427 yards) with the greatest ease, Gougoltz second, and Deschamps third.

Fournier rode in Bordeaux the same day, but failed to win, his tire bursting in his heat of the international race. In the final Bourrillon and Fouanceau ran a dead heat.

The 100-kilometer (62 miles 243 yards) Belgian championship took place August 4, at Liege, and was won by Luyten in 2:28:00.

Edwards and Harris went to Rheims, but were both beaten by Baras, and only won second and third place respectively.

A sensational race was run at Brussels yesterday. Both Houben and Lehr were badly beaten by a second rater named Caen. Houben was second, while Lehr was unplaced.

ED NELSON BOBS UP AGAIN.

NORTH ATTLEBORO, MASS., Aug. 17.—The diamond tournament of the Columbia Bicycle Club was held at the Gentlemen's Driving Park today, and resulted in a very successful meet, although the soft condition of the track prevented any fast time being made. The two Class B races on the programme brought a number of fast B men from Boston and vicinity. A. H. Barnett showed up, but had the legs ridden off him by Eddie McDuffie and the Butlers. E. A. McDuffie tried to lower the half-mile record of the track, but on the homestretch his wheel broke, throwing him violently to the ground. Luckily he escaped injury. The Class A events were ridden in good time, considering the track. Summaries:

One-mile novice.—H. A. Scholze, first; W. Knott, second; C. A. Harris, third. Time, 2:37⅖.

One-mile open, Class A.—D. G. Watkins, first; Thomas Foulds, second; J. J. Casey, third. Time, 2:37.

Half-mile open, Class B.—E. A. McDuffie, first; Nat Butler, second; W. M. Pettigrew, third. Time 1:21.

Half-mile open, Class A.—James Clark, first; Joseph Bowden, second; A. T. Fuller, third. Time, 1:11⅗.

One-mile handicap, Class B.—W. M. Pettigrew, 70 yards, first; Nat Butler, scratch, second; Tom Butler, 20 yards, third. Time, 2:22⅖.

One-mile handicap, Class A.—E. A. Nelson, first; D. Turner, second. Time, 2:19.

ENGLISH WINS THE BIG RACE.

MARYVILLE, MO., Aug. 18.—The third annual meet at this place was a success. Cycling is as yet in its infancy here, and great things are expected for the future. Rain yesterday almost ruined the track, which is a half-mile one of dirt, and, in spite of the hard work of the officials, it was in very poor shape today. In addition to this, a strong wind blew in the faces of the riders on the homestretch, and with a tendency among the riders to loaf slow times were made. The finishes were all close, and 2,500 people showed their appreciation by yelling until they were hoarse.

Summaries.

One-mile open.—E. J. Lee, first; John H. English, second; C. F. Whitacre, third. Time, 2:41.

Two-mile open.—G. H. Imbrie, first; Charles S. Smith, second; Frank P. Stever, third. Time, 6:25¼.

Half-mile open.—John H. English, first; C. F. Whitacre, second; G. H. Imbrie, third. Time, 1:12¼.

One-mile special.—John H. English, first; E. J. Lee, second; C. F. Whitacre, third. Time, 3:09.

Five-mile open.—F. P. Stever, first; E. J. Lee, second; F. P. Lee, third. Time, 14:10.

Half-mile unpaced.—C. F. Whitacre, first. Time, 1:11. G. H. Imbrie and E. J. Lee tied for second. Time, 1:12¼. Imbrie won the toss.

A TIME HONORED EVENT.

NEW YORK, Aug. 15.—After two postponements the eighth annual tournament of the Waiontha Bicycle Club was held at Richfield Springs. There was quite a large attendance, and the eight events, including a handicap road race of twenty-five miles, were well contested. The following are the summaries:

Twenty-five-mile handicap road race.—Robert Senn, first; W. E. Deragon, second; Lynn Wikoff, third. Time, 1:17:59. The time prize was won by J. H. Gardiner in 1:15:00.

One-mile novice.—G. E. Tunnicliff, first; C. B. Walker, second; W. H. Bailey, third. Time, 2:46.

Half-mile open.—C. T. Miner, first; Fred W. Smith, second; Fred Sheldon, third. Time, 1:11.

One-mile handicap.—F. W. Palmer, 55 yards, first; E. W. Murray, 25 yards, second; F. Sheldon, 80 yards, third. Time, 2:11.

One-mile Herkimer and Otsego counties championship.—G. E. Tunnicliff, first; Fred W. Smith, second; Clarence F. Kibby and Fred Sheldon, third. Time, 2:45.

One-mile open.—C. T. Miner, first; F. W. Palmer, second; J. W. Hahn, third. Time, 2:30¼.

One-mile 2:30 class.—F. W. Palmer, first; E. W. Murray, second; C. R. Allen, third. Time, 2:25.

Half-mile handicap.—G. E. Tunnicliff, 55 yards, first; A. W. Smith, 6 yards, second Fred Sheldon, 45 yards, third. Time, 1:07¼.

SHORT-DISTANCE RACES ON THE ROAD.

NEW YORK, Aug. 17.—Road racing in New Jersey is still popular, and the first race meet of the Clio Wheelmen, of Jersey City Heights, was attended by at least 3,000 spectators. The course was on the new boulevard in Hudson County, finishing near 51st Street in Bayonne. Summaries:

Half-mile scratch.—S. Wilson, first; J. O'Halleron, second; A. J. Walker, third; W. C. Roome, fourth. Time, :59¾.

One-mile handicap.—G. Gregory, 80 yards, first; A. J. Walker, 100 yards, second; C. V. H. Walsh, 80 yards, third, W. C. Roome, scratch, fourth. Time, 2:28⅛.

Two-mile handicap.—J. Gregory, 130 yards, first; A. J. Walker, 175 yards, second C. V. H. Walsh, 100 yards, third; S. Wilson, 50 yards, fourth. Time, 5:28½.

Five-mile handicap.—W. C. Roome, scratch, first; H. C. Rohlffs, 160 yards, second, G. Gregory, 160 yards, third; C. V. H. Walsh, 120 yards, fourth. Time, 14:30½.

An American Record on an American Track

and an American Wheel.

THIS IS THE KIND OF MACHINE WE BUILD:

Louis Gimm

.....on a.....

Regular Road Peerless, '96 Model

Rode 452 Miles 1,715 Yards

On Thursday, August 15——————

Knocking the American Record Sky-High.

THE MACHINE was never touched with wrench or spanner from the time he started until he finished. Ask Gimm what he thinks of the coming '96 Peerless.

When we show you this '96 Peerless, you'll say: "The perfect wheel has come!" That's what we're aiming at---PERFECTION, nothing less. Send for catalogue and apply for '96 agency, now.

The Peerless Mfg. Co., Cleveland, Ohio.

AN IMMENSE PLANT NEARLY COMPLETED.

75,000 Feet of Floor Space to be Devoted Solely to the Manufacture of High-Grade Bicycles.

Practically No Limit to the Manufacturing Capacity of the Eagle Bicycle Mfg. Co. for 1896.

Among the many new plants and additions proposed for 1896 the Eagle Bicycle Mfg. Co. have certainly sprung a surprise on the trade.

A correspondent of this paper, hearing rumors of extensive building going on in Torrington, made a personal visit to ascertain the real facts and stumbled on what probably will be the greatest surprise of the year. Without the common blazonry of claims and assertions regarding their strength in the trade the sale of Eagle bicycles has been developing in a remarkable manner. No one particular section has felt this growth. The selling department has been working in a thorough and systematic manner, from ocean to ocean, from Canada to the Gulf their trade has been stimulated and increased. The aluminum rimmed wheels are now a common sight in all parts of the United States, and one does not hear even passing comment regarding the use of the new metal for bicycle rims, the reliability of which has been so effectively proven by the thousands in use.

Finding their present facilities wholly inadequate, the energetic managers of the Eagle company quietly took the necessary steps, not merely to increase but to *quadruple* their manufacturing capacity.

The illustration shows the ground floor plan of the new factory, which is even now rapidly nearing completion. It will be occupied by the Eagle company before many weeks, and they will also continue running the old for some time to come.

The new plant is a two-story brick building with large basement. It is situated close by the main tracks of the Naugatuck Railroad, giving excellent shipping facilities either north by way of Winsted and Albany, or south by way of Bridgeport and New York. The dimensions, 152x207 feet (to say nothing of outlying buildings), will give some idea as to the immensity of the new plant.

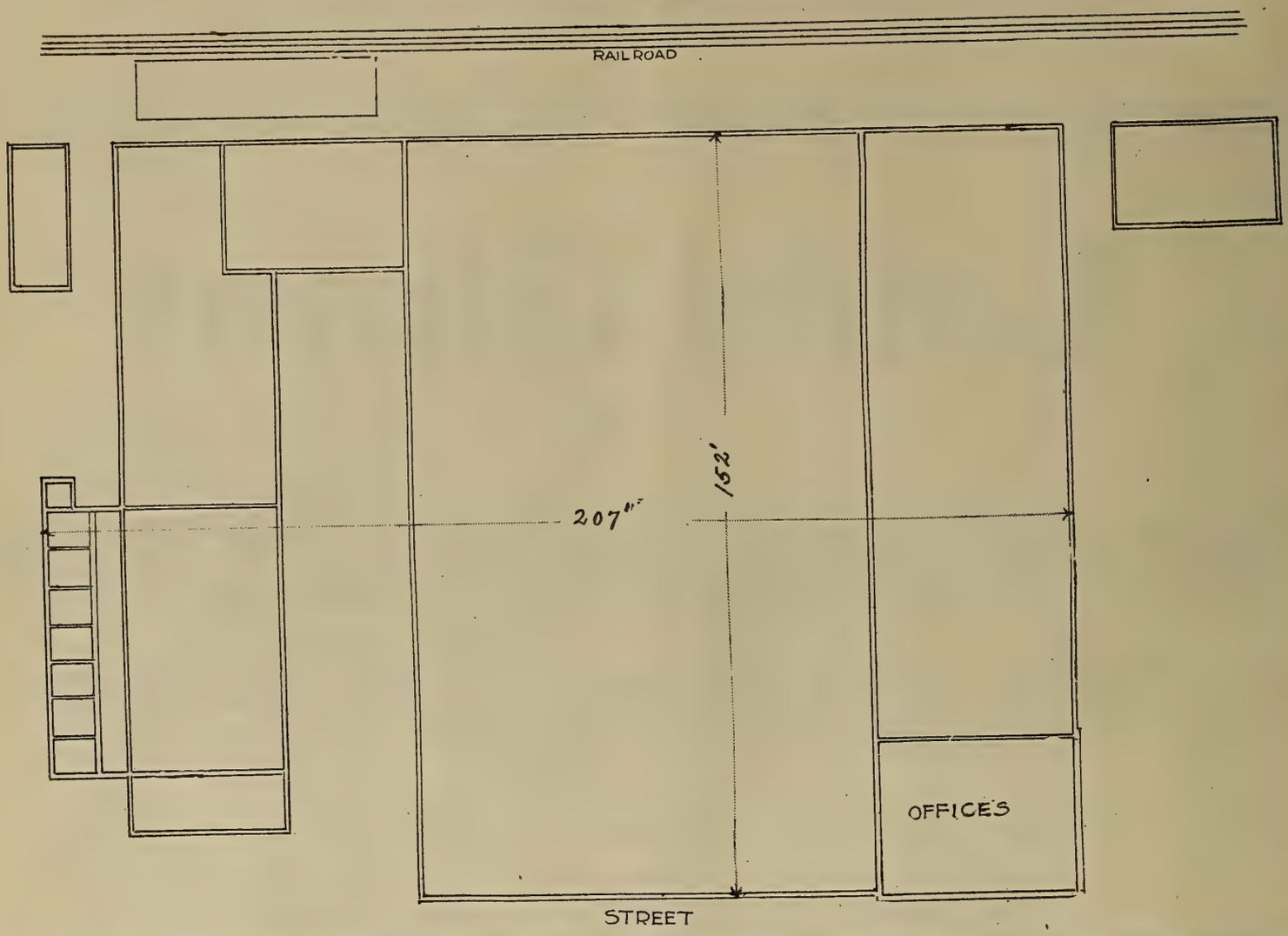
The 75,000 feet of floor space will be devoted solely to the manufacture of their high-class bicycles. Our correspondent was also able to examine several of their new styles for '96, and while not permitted to enter into detail here, it will be sufficient to say that Eagles will more than maintain their reputation for beautiful models.

A very striking line of wheels (men's and women's patterns) was on exhibition in the sample room. This line is bound to be a winner, and in the words of Mr. C. S. Dikeman, secretary and manager, "there is more value in those wheels at $75 list than three-fourths of the $100 wheels now advertised." There is a great deal of truth.

Deliveries are now being made on this new line. Tubing and material were placed in stock ready to put the new line on the market several months earlier, but the expected decline in business on catalogued models did not materialize as in seasons past; in fact a full force is necessary even now to keep pace with orders. This has kept them from announcing the fact that they had a new line in reserve ready for delivery.

The Eagle company are even now making a strong bid for 1896 trade and every wideawake dealer should procure their midsummer catalogue and prospectus.

A Chicago branch store is their latest move. This will be in charge of men well posted regarding western trade. You will hear more of Eagle bicycles and the Eagle Bicycle Mfg. Co. at no late date.—[ADV.]



CHIEF CONSUL JAQUISH'S COMANCHE.

Chief Consul Jaquish, of the Illinois Division, L. A. W., is an inventive genius. Years ago he was an ardent admirer of the Eagle ordinary, and stuck to the old machine long after every one else was riding pneumatic tires. He rigged up a very clever chain gear on the high machine, and when at last he was forced to descend to the lowly safety he continued experimenting with his gear. This summer he had George E. Lloyd & Co. build him a wheel after his own design. The accompanying illustration gives one a good idea of the Comanche, as it is called. It rides like the old Eagle, and has Mr. Jaquish's perfected gear.





THE EAGLE TANDEM.

RIDERS, MESSRS. BARTSCH AND NONNEBACHER, NEW YORK.

THE ONLY TANDEM THAT LIVED

In the Manhattan Bicycle Club's Blue Ribbon Double Century Run, New York to Philadelphia and Return, June 22 and 23, 1895.

THIS FROM ONE OF THE OFFICIAL PACEMAKERS:

NEW YORK, June 24, 1895.

THE EAGLE BICYCLE MFG. CO.

GENTLEMEN: I inclose clipping from one of this morning's New York papers of the double century. We came through at the head of the line as fresh as to be expected. No accident or breakage except one or two spokes. We were again pacemakers in this run, and a tough one at that I assure you.

There were two tandems besides ours, a "———" and one by the "———" people, sent out as a test. Both broke down on the return.

I felt sorry in a way for the latter firm who were at the ferry to meet their tandem, but greeted us instead.

Yours, in haste, R. H. BARTSCH.

WHY NOT BUY A TANDEM THAT STANDS THE TEST.

We are now making reasonably prompt deliveries.

The Eagle Bicycle Mfg. Co., Torrington, Conn.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, AUGUST 22, 1895. No. 25.

Published every Thursday by
THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR. FRANK T. FOWLER.
ILLUSTRATOR. CHARLES A. COX.

TOO NUMEROUS TO MENTION.

On the opposite page may be seen what voluntary Fowler riders are doing all over this broad land. We do not even know frequently of the many wins until weeks after they occur. They are so numerous that we can not keep track of them. Meantime our factory continues in its work on next year's output, and agents who are looking for "quick action" in delivery of their '96 stock can do no better than write us at once.

HE CALLED THEIR BLUFF.

How a Fowler Rider, Who Had Confidence in His Wheel, "Phazed" a Crowd of His Companions on the Coney Island Cycle Path.

There were seven in the party and, with one exception, they were what are generally known as "scorchers." Their mounts were, without exception, of the racing order, each one weighing less than twenty pounds. Two of the party were members of the Brooklyn Bicycle Club, two others represented the Liberty Wheelmen of Brooklyn, one was a Kings County Wheelmen rider, another rode under the colors of the Greenwich Wheelmen of New York, and the last of the seven—he who belongeth not to the scorching class—proudly wore upon his sweater the emblem of the Quill Club Wheelmen of America.

They had been out all the day burning up the Coney Island Cycle Path, and had stopped for a few minutes' rest at Mrs. Mackie's well-known road house, midway between Prospect Park and "de Island." Seated on the broad veranda around a table, their respective chairs tipped back, six of the number had been busy for a considerable time singing praises to the wheels they rode, each claiming his to be far superior to all the others so far as strength combined with lightness was concerned; yet no one seemed willing to do anything further than to talk, whereby the claims for his machine's superiority might be demonstrated.

Finally the Q. C. W. member, who had so far remained perfectly quiet, casually remarked that he was riding a Fowler "Bantam" bicycle which weighed but eighteen pounds, and that just to start the game and give a practical test of the various wheels' strength, he would do a thing which he hoped the rest would imitate.

From the porch there leads a pair of steps, ten in number, and at a degree equal to that of the ordinary house stairs. If anything, these are steeper, there being a one-foot drop off the last step to the ground.

The Q. C. W. member lifted his feather-weight Fowler from the roadway to the veranda, mounted it, and, after a circle or two on the ten-foot piazza, *rode deliberately down those steps on his 18-pound Fowler Bantam.* No ill effect resulted either to the wheel or man, who, after the others had backed down from following suit, generously offered any one of them his Fowler to try it with. This offer likewise was refused with thanks, when, just to show that it was through no good luck that the machine had stood the test so well, the act was repeated without even so much as the loosening of a nut or the least inconvenience of any kind to the wheel.

The other six in the party at once changed the subject of their respective wheels' strength, each one vowing that 1896 would see them mounted on a Fowler. In that crowd of riders there were five different makes of bicycles, all light weight and alleged to be strictly high grade, yet it took the Fowler just one minute to liken the other makes unto a two weeks' old child compared to Samson of old.

There may be some who will doubt the foregoing, to each of whom we would but mention the names of "Sammy" Brock, Walter Edgerly, W. H. Roberts, O. P. Wilson, and George E. Stackhouse, all of whom were present and witnessed the truly splendid test of *The Fowler's Wonderful Strength.*

Mr. Brock is a member of the Liberty Wheelmen, Brooklyn, where he can be seen or reached by mail.

Mr. Edgerly is as loyal a Brooklyn Bicycle Club man as ever wore purple and yellow striped stockings awheel.

Mr. Roberts is sporting editor of the Brooklyn *Citizen*, a K. C. W. rider, and withal the warmest article in the City of Churches.

Mr. Wilson looks after the cycle news in the New York *Times*; he is clean cut, suave, and affable, always smiling, and known by his many friends as being "dead game."

Mr. Stackhouse, sporting editor of the New York *Tribune*, is truly a wonderful specimen of the enthusiastic wheelman. With nothing on his mind to worry him excepting his hat and a suspiciously bald spot, "Stack" is a living example of a true sportsman.

Ask or write to any one of those named above.

Not one of them rides the Fowler as yet, but most of them will next year.

INQUIRE OF THEM

WHY THEY WILL RIDE FOWLERS IN 1896.

Deeper than the skin is the beauty of Fowler Wheels

Our '96 model is out, but not ready to be shown as yet, although we are itching to turn it loose on you.

Admirers of treasures, works of art, and personal popularity among their townspeople, should

Apply at once for the 1896 Fowler Agency.

Address
FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO, ILL.

THE BEARINGS
The Cycling Authority of America

FOWLERS SCORE HEAVILY.

Races in all Parts of the Country Won by Fowler Riders, Who are not Hired to Make Records or Run Races; but, Being Mounted on Fowlers, They can do Nothing Else Than Finish in Front.

When the editor of FOWLER TRUTH leans comfortably back in his office chair, lazily elevates his feet to a level above his head, and pulls thoughtfully at his cigar, a feeling of absolute contentment permeates the air in his immediate neighborhood.

And why not? With hundreds of new applications for Fowler agencies coming in daily, all the material for next year contracted for, the '96 model out, and riders of Fowler bicycles in all parts of the United States winning races, breaking records, and singing aloud their heartfelt praises to the wheel which has brought them fame, prizes, and perfect satisfaction—what more could mortal man ask for to fill his cup of happiness to overflowing.

Do not imagine, gentle reader, that we turn handsprings every time we hear of a marvelous win on a Fowler wheel; and don't, please don't, in visions see us dancing highland flings, just because we are getting all this prestige in the speed business without the outlay of a single cent.

To dwell at length on the many recent wins of the Fowler wheels would be to use still more additional space than we have contracted for this week, so we will be content to tell our many readers of a **few** riders only, who have recently been carried to the front by "the highest finished and most thoroughbred bicycle built"--the Fowler.

Casually We Note the Following.

Here we find a communication dated Orlando, Fla., wherein we are told that **out of seven races the Fowler wheel won six firsts** and any number of seconds and thirds.

The twelve-mile road race there was won by Archie Hays,

A Ten-Year-Old Fowler Rider,

who finished away ahead of the bunch in forty-eight minutes.

When a 10-year old boy can win a road race from a field of powerful men, the easy running quality of the wheel ridden **must** have something to do with it.

Of the other events at Orlando, the following were the results:

Quarter-mile open.—Huffstetler, **on a Fowler**, first; Barnes, **on a Fowler**, second; Dolive, **on a Fowler**, third. Time, :29 2-5. (We guess that time is kind of slow, too—**nit.**)

Match race.—Five miles, between George C. Adams, "Champion of the South," and A. C. Hart, "just naturally" a Fowler rider. Hart won easily. Time, 14:21.

It takes Fowler riders to beat **"champions."**

Mile and one-half open.—Huffstetler, **on a Fowler**, first; Hart, **on a Fowler**, second. Time, 4:15.

One-mile open.—Huffstetler and Hart again ran one-two. Cinch.

At Wilmington, Del., August 15, Robt. Weir and Roy Combs both broke the Brandywine Camp course competition record, which measures something over 7½ miles. Weir's time was 21:27 and Combs 22:01. Weir also holds the best single record over the course, having made it in 21:05 last year.. **Both men ride Fowler wheels**—else how could they do it?

A letter from Greenwood, Wis., tells us that W. H. Stewart **on a Fowler roadster** has been wiping the earth with all comers in that location. All his competitors have been using racing machines, but that makes no difference to Fowler riders, who go just as fast on our full roadsters as the average racing man can get over the ground on his featherweight wheel. Stewart recently won a road race there, dressed in street attire, and running away from the others, who wore regulation racing rigs.

Word from Edwardsburg, Mich., informs us that on July 4, at the races held there, the Fowlers won both events, getting second also in the quarter-mile and third in the road event. All-round wheels—those Fowlers.

Second and third time prizes were won by Fowlerites in the M. & W. ten-mile race last Saturday, as was also the first place in the Union Cycling Club's five-mile championship at Garfield loop on the same day.

At the ten-mile road race of the Illinois Cycling Club last Saturday, L. E. Lange, the city crackajack, started from scratch in a field of 113 men, winning the time prize without turning a hair. Lange's time for the ten miles was 25:58 and was for the course,

Fourteen Seconds Better Than Record.

The question is: Could Lange have done this sort of thing had he been mounted on an ice cart or a hay wagon? If the Fowler ain't the fastest wheel he knows of, why don't he change his mount?

Again Lange "skinned the card" at Watseka, Ill., on August 15, where there were but four races in which he was eligible to start, yet he romped away with those four with as much ease as a man rakes in a thousand-dollar jackpot on a royal flush hand. Could anything be easier?

Lange's record at Watseka was as follows: Quarter-mile open.—Lange, first. Time, :33 2-5. Two-mile open—Lange, first. Time, 5:31 1-5. One-mile open.—Lange, first. Time, 3:15. Half-mile open.—Lange, first. Time, 1:10.

Some of the times are slow, but what's the use of running hard to a railway station when your train isn't due for over an hour? To finish in front—that's the point; even although the men who pace on other machines **are unable** to go faster than a five-minute gait to the mile.

In the attempt of Fred Stobbard on the 100-mile Elgin-Aurora record last Sunday, the record was lowered from 6:03:42 to 5:53:18 2 5.

Stobbard Rode a Fowler

and was enabled to stop nine times along the route to enjoy the scenery, clean his teeth, eat a meal or so, partake of a few rub-downs, and jolly the country maidens—en route.

At St. Charles he fell heavily, owing to a collision with his pacers, but that never stopped him for a minute.

He was on a Fowler and all he had to do was to get aboard of it again and continue.

Over 100 wheelmen accompanied him in from Garfield Park and in that bunch were "Bicycles built like canal boats," "Gems of the Ocean," "Black Fellows," "Boneyparts," "Silk Hats," "Crackyernecks," "Vanquishes," "Lumbers," "Hanlon Bros.," "President Grovers," "Tramps," "Tis of Thee's," "Kings of the Jungle," and any number of other makes of wheels, and yet, after their short jaunt at the pace Stobbard was pushing his Fowler, they were without exception baked harder than the new wife's first biscuit.

The Fowler rider had **broken all former** records and ridden over 100 miles of hard-going faster than any other wheelman had ever been able to.

"It Must be a Pretty Fair Wheel."

There are other wins and records made by voluntary riders of the Fowler bicycle, but why cite them.

One thing is certain—all this success from a racing standpoint must mean something.

The men who ride Fowlers and race, are all compelled to work for a living. We do not have to hire them to ride our wheels—but they like to win, and knowing full well that training and office hours do not jibe very smoothly, they have but one thing left to do. They ride Fowlers because it does not take months of training to ride fast on them, any more than a man falling off the roof of a twenty-story house needs pacemakers to break the record in reaching the ground.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

E. B. DYE & CO. ASSIGNS.

LOUISVILLE, KY., Aug. 20.—E. B. Dye & Co., 524 W. Main Street, made an assignment today and named the Louisville Trust Co. as assignee. No schedule of the assets and liabilities has yet been made. Shortly after the assignment was filed, the Keating Wheel Co., of Holyoke, Mass., filed suit against them for $2,640. E. B. Dye, under the name of E. B. Dye & Co., carried on a paper stock and printing business up to the beginning of this season, when he took the agency for the Keating, Union, March, Smalley, and Falcon lines of wheels and opened a repair shop. Last fall he suffered from the effects of two fires, which cramped him considerably and when he sold a great many wheels on long time he naturally had to carry a larger burden than ever. His creditors began crowding him and he decided to put all on the same basis. Albert C. Mead purchased his stock of sundries, second-hand wheels, and repair business only a few weeks ago.

ELGIN AND AURORA FACTORIES.

Elgin and Aurora have in the past been known to the cycling world from the fact that they were the turning points in the famous century course. The prospects are that they will soon have a standing in the manufacturing world owing to the part they will take in the manufacture of wheels.



The Elgin bike.

Elgin has had a factory on a limited scale for the past year. C. H. Woodruff & Co. have made a number of wheels in an experimental way, and their success has been such, that they will now engage in the business on a larger scale. The name of the wheel that they will manufacture is the Elgin, and it will be made in all heights of frame and in several weights. In addition to the men's wheel they will also make a ladies' wheel that has a number of special features and is designed to please the ladies who are fortunate enough to get one of them. The traveling end of the business is in the hands of Fred E. McCune, who is already known to the trade.

The Elgin Watch Case Co.

will also be a factor in the trade. Although this is to be its first year it will go into the business on the same large scale that has made it famous in the watch case business. In order that the new branch may in no way interfere with its already large manufacturing interests, an addition has been made to the factory. This addition is three stories in height, and is 80x150 feet. Material has already been purchased for 5,000 wheels, and it is the intention to make even a larger number before the season is over, The wheels will be high grade in every particular, in several different heights of frame, and will include a ladies' and men's, as well as a boys' and girls' wheel. A specialty will be made of the latter, and they will be high-grade in every particular.

The W. S. Frazier Co.

At Aurora the making of wheels has been taken up by the W. S. Frazier Co., which has had a very successful year. It had a little trouble during the past year in getting material to keep up with the demand that the wheel created. This coming year will not bring any such difficulty with it, as the material has all been secured, and every precaution has been taken to enable it to supply its agents promptly and in a manner that can not help placing the Frazier wheel in the front rank.

The Aurora Automatic Machine Co.

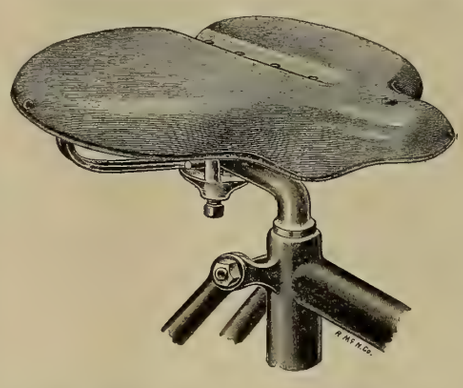
has been in the business a little over a year, and such has been the demand created for its goods that it is now building a large addition to its factory, and hopes to catch up on the orders that are already on hand for next year. One of the best things produced by this concern is a new hub that has only to be seen to be appreciated. One of the improvements is a washer that is placed between the bearings and the forkside. Instead of the usual flat washer, there is one that works on the plan of a ball and socket. The advantage of this is obvious, as in fastening the forkside to the axle, if there be any variation from the exact line, and there is always more or less, it will be taken up by this washer, which will shift so as to hold the forkside securely, and at the same time in no way bind or interfere with the action of the bearing. There has already been a large demand for this hub, which is sold by Parkhurst & Wilkinson, of Chicago. This firm also makes a number of parts, including a binding device for spokes that takes the place of the wire formerly used. It is a neat piece of nickel-plated metal, and is secured by a machine making a neater and quicker fastening for tangent spokes than the old method.

A FEAST FOR THE SYCAMORES.

The Syracuse Cycle Co. writes THE BEARINGS as follows: "As you no doubt know, the Crimson Rims have been covering themselves with glory this week at Minneapolis, Minn. We are very proud of the record made there on our wheel. The Deere and Webber twenty-mile road race, run on the 13th, resulted in breaking the twenty-mile state record, by Berney Bird. He took first prize, which was a $400 horse and buggy. The latter was pneumatically tired. Berney seems to have a failing in the direction of $400 horses and other equipments, as you will remember he took a prize of this description at Asbury Park. We got second prize and first and second place prizes in addition. The national circuit races on the 14th and 15th resulted in truly a Sycamore feast; in fact, the spectators were heard to remark that it was a race for Syracuse wheels only, for no other wheels seemed to take places worthy of mention, with the exception of one or two, when Bald got in some of his good work. Our Minneapolis record on the above-mentioned dates is thirteen firsts, nine seconds, and ten thirds. This includes the one-mile and two-mile state championships, all that were run, In the five-mile handicap, Class A, five scratch men started, all riding Syracuse wheels. In some of the events Crimson Rims finished one, two, three, four, five. In fact, the record of the whole race was one that no bicycling concern in the country has ever duplicated.

THE DUPLEX SADDLE.

The Duplex saddle, made by the Duplex Saddle Co., of Chicago, is the invention of Mr. Jerome, a prominent lawyer, who has been a wheelman for years. Like Mr. Garford, he wanted a saddle to suit him, and so had one made to his specifications. He liked it so well that he determined to put other people onto a good thing, and so placed the Duplex saddle on the market. The weight of the rider rests upon the inner loops, which yield to a certain extent, setting the outer loop to work, thus forcing the entire spring in action from two points. Both pommel and cantle are formed of the spring, extended, and are thus to some extent flexible. It is claimed that there is a total absence of pressure on the inner side of the thighs. The price of the saddle is $4.



THE RICHMOND FACTORY.

The Richmond Bicycle Co., of Richmond, Ind., was incorporated in June, 1895, with a capital stock of $60,000. The officers are W. N. Wilson, president; M. H. Dill, vice-president; H. A. Dill, secretary and treasurer; and J. A. Windsor, Jr., superintendent. Mr. Windsor was formerly connected with the National Sewing Machine Co., of Belvidere, Ill. The factory covers an approximate area of 25,000 square feet. Mr. Windsor has already placed orders for material for 7,500 wheels, and intends to make a strictly high-grade machine, which will be attractive in appearance, graceful in its lines, and all that one could ask. Most of the machinery is in position, and the factory will be running full force by October or November 1.

Scored on the Bi-Gear.

In the Hilsendegen road race at Detroit, John H. Gardner finished in twelfth place, the riding time allowed him being 1:05:35, which beats the former record for the course. Gardner rode a wheel fitted with the bi-gear. On August 6 Gardner won first time prize and ninth place on a bi-gear wheel in the Syracuse Athletic Association road race over the Cicero, N. Y., ten-mile course, his time being 27:54. The course was heavy, and a strong wind prevailed, so that his changeable gear was of great service to him.

MORGAN & WRIGHT WINNINGS.

For Balance of Morgan & Wright Winnings See Their Advertisement in the Two Center Pages of this Paper.

W. A. Parker, on a Stearns, with M. & W. tires, won first in the quarter-mile open and first in the five-mile open Class B, at Fort Worth, Tex., August 6.

Krick, on a Syracuse, secured first in mile and half-mile open at Allentown, Pa., and Quinn, on a Syracuse, won the mile handicap at Philadelphia.

Gus Griebne, on a Syracuse with M. & W. tires, won first time in the five-mile road race at Syracuse, N. Y., in 13:02. Dada, similarly equipped, took first prize in ten-mile race. —ADV.

ENGLISH TRADE NOTES.

Humber & Co. Shares Go Up—Stanley Show Talk—Trade Still Keeps Up—Other News.

LONDON, Aug. 10.—Humber & Co.'s shares, which last week stood at $60, have risen during the past day or two still more. On Thursday night the closing inside price was $65, but eventually the street quotations reached $75. Even at this price there was a demand which could not be satisfied, and several people were unable to get shares at the high rate of premium mentioned. So far as the other large cycle companies are concerned matters still remain very quiet, and the shares do not seem likely to rise to the same extent in popular estimation. There is a rumor about to the effect that Humber & Co., Ltd., will pay something like 25 per cent on this year's trading, whereat I am in no way surprised, for the big firm have undoubtedly had the cream of the society trade, which means a great deal.

E. A. Lamb tells me, that so far as he can at present see there is no likelihood of the Stanley show falling off in any particular this year. He says that all his old adherents have come into the fold, and several new ones as well. The only exception is that of the Coventry Machinists' Co., Ltd., who, it will be remembered, have decided to have a show of their own at their London depot. This step is, I think, a most injudicious one, as seeing the rage which cycling has lately become among the upper classes, there is little doubt that the

Shows Will be More Patronized Than Ever,

and by a much better set of people. Everybody who is at all interested in the pastime will visit them, so that I can not understand why the old-established Coventry firm should stand down. Still, if the Coventry Machinists' Co. have deserted the Stanley show, they have at least not gone over to the National camp, so that Mr. Lamb has perhaps only lost them for a time.

In spite of the lateness of the season the trade keeps up wonderfully, and many of the larger firms are still working full time. On all hands I hear that the outputs have been enormous, but there seems after all to have been but a slight margin of profit left for most of the manufacturers, when the agents' discounts are taken into consideration. As a prominent member of the trade remarked to me the other day, "We are not really better off now than when the output of machines was much less, for we

Have More Machines to Make,

and consequently more worry and responsibility is involved in order to show the same profit we did a few years ago, for prices have come down a great deal."

I understand that in deference to the society wish for something to look at which shall be beautifully expensive, Humber & Co. have taken up, or are about to take up, Hall's spring frame. If my memory serves me correctly, Mr. Hall took out his patent some twelve years ago, so that he has been some time in getting the merits of his invention recognized, that is always supposing that it has any, which I very much doubt. Seeing the year from which the Hall patent dates, it naturally is an old device. It consists of a couple of spiral springs, one on each side of the wheel, which springs act between a plate on the wheel spindle and the top of a perpendicular cylinder placed on each side of the machine and attached to the fork ends. In this cylinder piston rods are free to slide, their movement being

Regulated by the Springs.

A similar contrivance is arranged for the rear wheel, and the action of the springs is said to be steadied laterally by an arrangement of angle rods projecting from the fork blades and back stays, the guides thus formed being attached to the piston rods, the whole presenting anything but a pleasing appearance. Further, in the course of a trial ride, I found that there was a great deal of lateral play and a consequent want of stability in the front forks. Spring frames are, I fancy, only useful for old people who wish to cycle to their own funerals.

I hear that the capital required by the Mutual Cyle Mfg. Corporation was subscribed twice over, but the noble game of spoof is so very popular in this country that Ananias would turn green with envy could he but listen to the tales told by some men in the trade. Still, a great many of the subscribers to the Mutual Cycle Mfg. Corporation, Ltd., are said to be members of the C. T. C., who, it will be remembered,

Wanted a Co-operation Scheme

in connection with the club, but didn't get it.

I hear it is rumored that yet another revolution in the trade is shortly to take place. This time the threatened alteration is in the construction of wheels. The suspension wheel is doomed. So says the inventor of the new process, and he ought to know, I suppose. I am sorry for the suspension wheel, as it has been pretty satisfactory. Perhaps, however, it may continue with us after all.

I have been trying Count Rosetti's propulsive wheel this week and can not say that so far I have derived much benefit from it. I fear me that I am not sufficiently strong to propel it uphill. Downhill it is different, and there the wheel goes beautifully. The only drawback is that most machines go fairly well under similar circumstances. Still, the wheel I have been trying may have been too heavy, and I hope to have a lighter one in a day or two. On a tandem it is said that the wheel acts wonderfully, and greatly steadies the machine.

WILL O' THE WISP.



WISCONSIN AND HER FACTORIES.

MILWAUKEE, WIS., Aug. 19.—Wisconsin next year will be one of the leading bicycle manufacturing states in the Union. Besides the large plants that are being built at Kenosha, whe e the Sterling and Sieg & Walpole companies have located, there will be several factories in Milwaukee of equal capacity. Besides these there will be a number of smaller concerns throughout the state, but all combined they will be the sources from which thousands of wheels will come forth. In this city especially remarkable improvements are being made.

The Meiselbach Mfg. Co.'s large plant at present is causing a great deal of gossip in local trade circles. The company has taken possession of the large factory on St. Paul Avenue, formerly occupied by the Moore Mfg. Co. The plant was

Especially Well Equipped for a Factory,

and when the new company took hold of it there were few changes necessary to make it adapted for a bicycle plant. The factory is one of the best equipped in the state, and it is proposed to make it of a very large capacity. A. D. Meiselbach, formerly of the Columbus Bicycle Co., has charge of the plant, and is one of the principal stockholders. In the new enterprise he is said to have the backing of Lindsay Bros. in this city, who will probably dispose of the entire output of the plant. Walter Lindsay says that it is the intention of the new company to supply the jobbing trade mostly and that it there is a demand for the wheels 20,000 machines will be placed on the market by the Meiselbach company next year. Medium and high-grade machines are to be built. The plant is now in operation and the tools for

The First Lot of Machines

are now in the hands of the workmen. Part of the force was brought here from Onio by Manager Meiselbach. More machinery is now being placed in the factory and in a few weeks it will be running to its full capacity.

The Bolte Mfg. Co. also means business for the coming season. The firm is the successor of the Milwaukee Cycle Mfg. Co., and has been in existence since July 15. The capital stock is $25,000, but that amount will shortly be increased. The members of the company are M. Fichtenberg, president and treasurer, and Frank H. Bolte, secretary and manager. The new company has leased a large store at 186, 188, and 190 East Water Street, and occupies three floors. A lot of new machinery is now being placed in the plant and the president of the company announced that it is the firm's intention

To Place 5,000 Wheels on the Market.

next year. The firm will not only look for retail and wholesale trade but it will also supply jobbers. It is the intention to manufacture a high and two medium grades of machines. The high-grade will sell at $100 retail and the medium at $60 and $80 each. Tools for the '96 make are now being made at the factory.

At the Telegram Cycle Mfg. Co. there also is a lively stir. Preparations for next year's machines are now being made and the force of workmen is making tools. The capacity of the plant also is to be increased to nearly double that of '95, and the company hopes to make the Telegram wheel more popular than ever. The style of next year's wheel will remain about the same as this year. It has been decided to use 1⅛-inch tubing throughout.

As has already been stated, the Julius Andrae & Sons Co. is also

Making Extensive Improvements.

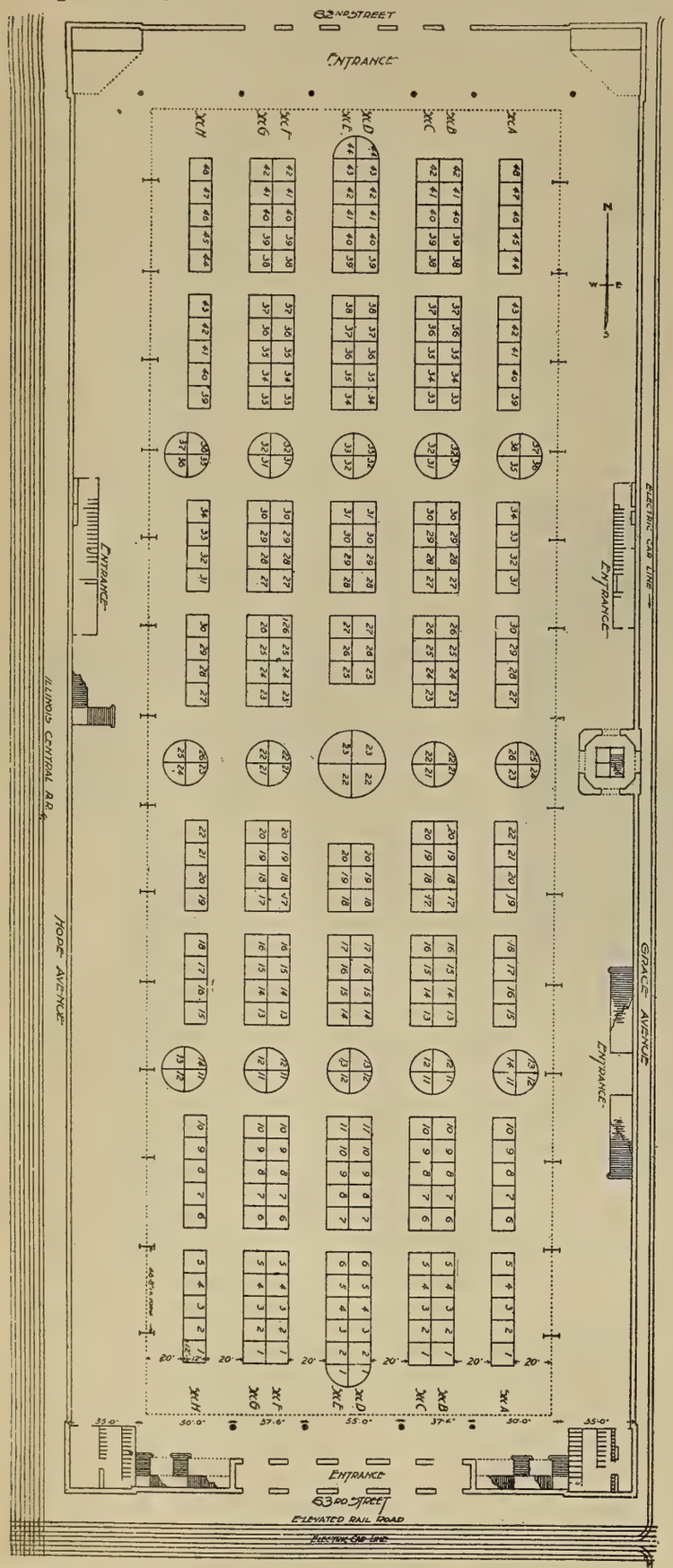
The factory will shortly be moved to a larger building close by the present plant, and new machinery will be added to the concern. F. Terry Andrae has just returned from an eastern trip in the interest of the company and placed the contracts for material for '96, and for a dozen or more of new machines of various patterns. One of the improvements will be a new nickel and enameling department, and hereafter all work in this line will be done by the company instead of contracting for it. It is expected that the new plant will furnish employment for 150 people. The firm expects to turn out about 5,000 wheels. The force of salesmen also is to be doubled.

The Price of Wheels to Dealers and Agents Next Year

will be from $2 to $5 higher. F. Terry Andrae, who has just returned from an eastern trip, says that he spoke with many of the leading makers and found that there is a general tendency to raise prices. It is held that the cost of wheels next year will be more than this, and that somebody besides the maker will have to stand part of the additional costs for making machines stronger and more durable. The rider will have the full benefit of these improvements and will not be obliged to pay more for the wheels.

THE CHICAGO CYCLE SHOW.

The accompanying plat is that of the Chicago Cycle Show. The National Cycle Exhibition Co. has been fortunate in securing a building that is not only far superior to that in which the show was held last season, but superior to any building of the kind in the country. The building, the Chicago Coliseum, is located at the corner of Grace Avenue and 63d Street.

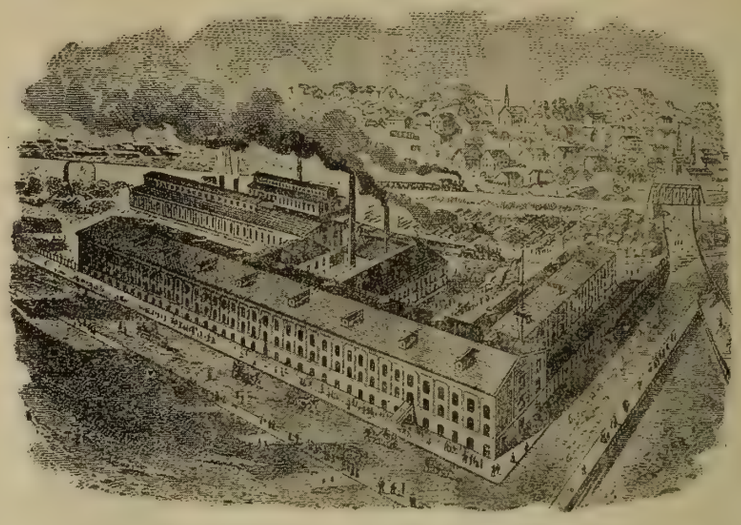


On one side of the building are the six tracks of the Illinois Central Railroad, over which the best suburban service of any in the country is given; on another side is the elevated railroad, and on the third side electric street railways. The building can be reached from the center of town in less than fifteen minutes.

The spaces are all on the main floor, and are none of them under galleries or in any way undesirable. With the exception of the circular spaces, each space is twelve feet square. The circular spaces have a twelve-foot radius, with the exception of the large one in the center of the building, which has an eighteen-foot radius. The prices for spaces are higher than last year, but will include railings and other fittings, but they do not average more than two-thirds the prices asked this year at Madison Square Garden for the same amount of space.

Dayton's Big Bicycle Factory.

This illustration gives but a faint idea of the size of the plant of the Davis Sewing Machine Co., of Dayton, Ohio. It is of a tremendous size



Plant of the Davis Sewing Machine Co.

and the company has ample room to turn out 50,000 wheels if it so desires. The output for '96, however, will not be over 25,000. A new building, 200x50 feet, has been recently added.

An Elaborately Decorated Tandem.

E. C. Stearns & Co. are in receipt of a photograph from their Dayton, Ohio, agents, of a tandem surmounted by an elegant flag which was carried by two prominent Dayton riders in a recent lantern parade. The flag is 8½ feet long, 3½ feet wide, and 1½ feet thick, being made double to hang lanterns inside. The frame was made of steel tubing covered with netting, to which were attached no less than 2,300 roses, red and white, to represent the stripes. The whole was an elaborate production weighing no less than 125 pounds. The riders were dressed, one as the Goddess of Liberty and the other as Uncle Sam and of course attracted much attention in the parade.

A Correction.

We erred last week in stating that the output of the Yost Mfg. Co. for '96 would be 4,500. That number is the amount by which it is proposed to increase the output.

The Diamond Rubber Co. has closed a contract with Roger B. McMullen & Co., of Chicago and New York, to act as United States selling agents. They will immediately take charge of the Diamond Rubber Co.'s sales department, and will represent the concern in all matters pertaining to the commercial department of its business.

The Monarch Cycle Co. has purchased the right to manufacture the Companion bicycle in the United States for a term of years. This machine was illustrated and described in THE BEARINGS last week. It is built for two, and is a machine something on the order of the Duplex, but having two wheels instead of three.

C. W. Barr has formed the Barr Cycle Clothing Co., a new stock concern with $100,000 capital. He opened this week at 185 East Van Buren Street, Chicago, where he will manufacture bicycle suits, sweaters, caps, etc. Next year he will establish agencies in all the large towns in the country.

Frank A. Padgett has just returned from a western trip for the Jenkins Cycle Co. He placed the Idaho and Utah agency for the Napoleon with D. H. and N. A. Spencer, of the Intermountain Wheel Co., of Salt Lake City, receiving an order for 200 wheels.

Fred S. Dickinson, who helped to make the Munger famous, has allied himself with M. C. Henley, of Richmond, Ind., maker of the Henley. Dickinson is now traveling through the west for the Henley, which he says is the finest wheel on the market.

F. W. Frank & Co. have opened one of the finest cycle stores in Rochester, N. Y., and fitted it up in the most luxurious fashion. They will make the Viking their leader.

EVEN AMONG PROFESSIONALS

The "Crimson Rims" fly to victory. That wild and woolly Irishman, Pat O'Connor by name, has been shoving his front wheel over the tape in many a hotly-contested race. And it has gone over first. The "Crimson Rims" always lead. The pace set is a hot one, and a pace that is not relished by other riders.

STEADILY ADVANCING.

That is what a wheelman said about the SYRACUSE. He had just been allowed to inspect the '96 model, and was transported with delight by its beauty. As the '95 was an improvement over the bicycle of '94, the pattern '96 "Crimson Rims" will outrank the wheel manufactured with so much success last year.

WHOOP 'ER UP NOW FOR '96.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

TWENTY-TWO AGENCIES.

Kansas City Well Supplied with Cycle Stores—Every one had a Prosperous Season—State of Trade.

KANSAS CITY, MO., Aug. 19.—The writer has made a general round-up of the local cycle trade with a view of obtaining a correct idea of the present condition of business, the amount and class of trade done, and the prospects for the fall and next season. There are twenty-two agencies in the city, representing forty-one different makes of high-grade wheels, and a host of medium and cheap lines. All the dealers declare that business has been entirely beyond expectations, and that they could have sold many more wheels early in the season if they could have been obtained from the factories. Business has been chiefly in high-grade machines, about half for cash and half on installments. List prices have been obtained in all cases where wheels have been sold on installments, but some reduction has generally been made to cash purchasers.

August has Been a Quiet Month,

as far as the sale of wheels is concerned, but a large business is being done all the time in tires and sundries, and the repair shops are busy. Conditions are certainly favorable for a good fall trade. This city has been steadily improving in all lines of business for the past two years, and is now in a very prosperous condition; then the immense corn crop to be marketed this fall in the adjacent country will have an appreciable effect on the cycle trade. With regard to next year, all agree in the opinion that more wheels will be sold in 1896 than in the present year. One of the oldest and best posted men in the business thinks trade will be increased 50 per cent next year, which is a conservative estimate. Kansas City's trade, however, will be more than doubled next season, for the reason that dealers who have done a local business entirely this year will work the country, and the

Jobbers will Enlarge Their Territory.

The Aladdin Cycle Co. has sold this season 388 machines, 90 per cent of which were high grade. Volume of business done, $34,000; leading lines, Remington, Czar, Napoleon, Halladay-Temple, Phoenix, Monarch, Liberty, and medium grades. This year business has been confined to the city, but the company will do a jobbing business in 1896.

Clark Bros., agents for the Cleveland, Niagara, and Crescent, were fortunate enough to be able to deliver goods early in the season. Cycle manager E. P. Moriarty states that the firm has disposed of 150 Swell Specials, and 500 machines altogether, all to local riders. Next season they will work the country, with probably the same lines. Though this is a dull month, they are making sales right along, and expect a fair fall trade.

The Avery Planter Co., through its traveling men and branch houses, has

Disposed of About 800 Wheels this Season.

Its line comprises the Avery, Sterling, Union, and the Freeman, a $75 machine. That the firm intends branching out extensively next season is indicated by the fact that it has placed an order for 3,000 machines. The Avery is made according to the ideas of Superintendant Warren and under his personal supervision. No other machines have been contracted for.

The Midland Cycle Co. has recently removed into new and commodious premises, and is one of the largest concerns in the city. The Thistle, Falcon, Wilhelm, and Featherstone comprise its line. With three men on the road and agencies established in the important towns of eight states and territories, the house has done a large jobbing business, and a good local trade also.

The Columbus Buggy Co. has the National, America, Frazier Special, and the Columbus, a $50 machine. E. B. Rhea, who has charge of the bicycle department, will go on the road early in October with samples of next year's models of the National and Columbus. Six hundred of the latter have been contracted for.

The H. J. Brunner Hardware Co. has the Rambler, of which eighty have been sold, and the Winton, with the Overland line of medium grades.

Nearly all the Business has Been for Cash.

This firm will be in the business next year, but has not yet made definite arrangements.

The Egnew Bicycle Co. has the retail agencies for the Avery, Sterling, Union, Munger, Speeder, Imperial, and Alcazar. One hundred and fifty high-grade wheels have been sold, the Avery being the leader. Mr. Bowman, of the Speeder Cycle Co., is in town, and has arranged with the Egnew firm to handle his line next year.

The E. W. Walker & Stutz Co. is general agent for the Ariel, and will have the same wheel next year. The house does a large jobbing business in medium-grade machines, tires, and sundries.

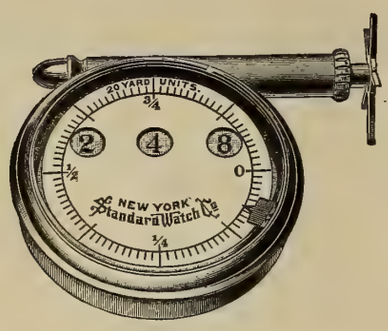
The Central Cycle Co. started in a modest way in March with the Victor and Smalley. Manager Hutchinson expected to sell about forty wheels during the season, but has gotten rid of seventy-five.

The Kansas City Bicycle Co., which has been in business here for twelve years, has the Ide and Wilhelm. The Ide is sold in town and the Wilhelm almost exclusively to country customers.

J. F. Schmelzer & Sons concentrate their energies on the Columbia, and carry also a large stock of cycle clothing and sundries.

C. H. Rebenscheid & Son have an excellent line in the Stearns, Gendron, Humber, and Norwood, but have been placed at a very serious dis-

None used it but to love it—



None named it but to praise!

advantage in not being able to get wheels. The Stearns would have sold in competition with anything early in the season, but not a single Stearns Special arrived here until the summer was half over, and scores of riders got disgusted with the delay and bought other mounts. This house

Has a Nice Clean Stock,

only one second-hand wheel on hand and none of last year's models.

The Mueller Cycle & Sundry Co., another new concern, was transferred to Walter Parks on August 13, on a bill of sale, and he will carry on the business. He has the Fowler, Waverley, and Monarch, and

Does a Good Repair Business.

The American Bicycle Co. has the Peerless and Pierce lines; the Henney Buggy Co., the Phoenix; L. J. Buchanan, the Dayton, of which he has sold twenty six; the Gille Hardware Co., the Belvidere; Borden & Swearingens the McCune; Hatch Bros., the Spalding, and A. C. Wurmser & Co., the Royal. The J. T. Elkins Cycle Co., successor to the Boyd Cycle Co., had the Eagle, Eclipse, and Featherstones. The Eagle has had a very goog sale. Emery, Bird, Thayer & Co., the dry goods firm, have the Tuxedo, a muchly advertised $50 wheel.

The Kansas City Bicycle Livery, though not exactly in the cycle trade, is closely connected with it, and does a thriving business. All sorts of singles, tandems, and "sociables" are rented out, and wheels belonging to private parties are stabled and groomed by the job, week or month.

THE MONON ROUTE TO THE G. A. R. ENCAMPMENT.

Are you going to Louisville to attend the twenty-ninth annual encampment of the G. A. R., September 11 to 14? The Monon route is the national official route, Chicago to Louisville, and the battlefield line from Louisville to the south.

Special accommodations will be provided for all those who attend.

In addition to the two regular trains daily (morning and evening), special trains will be run at such hours as will best accommodate the veterans, and special cars will be furnished posts of twenty-five or more members if so desired. Also special sleeping cars can be arranged for.

The fare from Chicago to Louisville will be $6 for the round trip, and from Louisville to Chattanooga $6.35 for the round trip.

Tickets will be limited a sufficient length of time to enable members of the G. A. R. to visit Chickamauga battlefield. The National Park at that place will be dedicated with imposing ceremonies after the encampment at Louisville.

For rates, special trains, special coaches, sleeping cars, and further information, address SIDNEY B. JONES, City Passenger Agent, 232 Clark Street, Chicago; L. E. SESSIONS, Traveling Passenger Agent, Minneapolis, Minn., or FRANK J. REED, General Passenger Agent, Chicago. 3

THE INCOMPARABLE CHICAGO & ALTON.

In these United States of America at least, and it is highly probable that throughout the entire world, the official record for the safety and welfare of its passengers made and maintained by the Chicago & Alton Railroad can not be surpassed, if indeed it can be equaled.

Over its completely rock-ballasted, dustless roadway between Chicago and Kansas City, Chicago and St. Louis, and St. Louis and Kansas City, eighteen magnificently appointed express trains are run on uniformly fast time every day. But in spite of this heavy passenger traffic the official records show that from December 4, 1879, to December 4, 1890, eleven years, there was no passenger, who was in place as a passenger, killed on Chicago & Alton trains. Moreover there was not a passenger seriously injured, to the extent of losing a limb, an eye, or a member of any kind during that time.

During the entire period of the World's Columbian Exposition in Chicago, when it was not an uncommon thing to find the usual passenger traffic of the road increased two, three, and four fold, and special excursion trains and extra sections of regular trains were very many, there was not an accident of any kind—a most remarkable record.

Besides being America's most popular railroad, the Chicago & Alton is the Pioneer Dining Car Line, the Pioneer Pullman Sleeping Car Line, and the Pioneer Palace Reclining Chair Car Line, and the best line from Chicago to Denver, Colorado, and Hot Springs, Arkansas.

Be sure that your ticket reads over the Chicago & Alton Railroad, when its matchless and direct lines can form the whole, or even a part, of your journey.

JAMES CHARLTON, General Passenger and Ticket Agent, Chicago, Ill.—[ADV.]

FOR RENT.

C. G. Fisher & Co, of Indianapolis, Ind., have a nine-foot Giraffe bicycle which they wish to rent to dealers for advertising purposes. The Giraffe can be ridden by any good safety rider, and as an advertising card has proved very successful. The rental price per week is only $8. For further information and dates please address:

C. G. FISHER & CO., Indianapolis, Ind.

, "Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

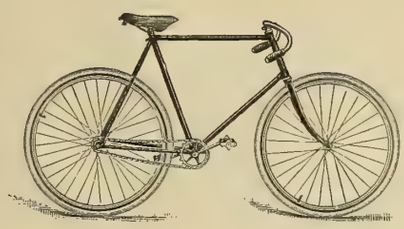
When Louis Gimm started his long ride against the twenty-four-hour record on August 14 on the Glenville track, at Cleveland, he was mounted on one of the Peerless road machines—light roadster—a '96 model, and when he wound up on Thursday noon with the American record of 452 miles 1,715 yards to his credit, he was still on the same machine, which had not been touched since he started.

The Tinkham company, of New York, having dropped the name of Bidwell from its sign, the Spalding people have taken it up, and the uptown business will be run as the Spalding-Bidwell Co., and be distinct from their other business, although the line of goods will be identical.

Luthy & Co., the implement dealers at Peoria, Ill., have leased the Diamond Electric Co. Building, at 606 S. Washington Street, Peoria, and will at once convert it into a bicycle factory, equipped with the most improved modern machinery.

A wrinkle which promises to be popular is the covering of the Climax wire saddles with light leather or canvas, as the taste demands. The saddle, which was brought out at the last show, has had a large sale this season, and is extremely popular.

THE TRIBUNE



THE WHEEL OF WHEELS.

Easy to Ride.

Easy to Sell.

Holds all American records from 100 miles to 24 hours.

All orders can now be filled promptly. Write for catalogue. Apply for agency.

This is the bicycle that has the cycloidal sprocket.

The Black Mfg. Co. = = Erie, Pa.

GREAT CHANCE IN AUSTRALIA.

Opening in the Antipodes for Enterprising American Manufacturers—State of the Trade There.

MELBOURNE, AUSTRALIA, July 1.—Australia is already an important buyer of many lines of the American manufacturer, but, so far as the trade of cycles is concerned, it has been, and is solely confined to the British market. It is undoubtedly for the want of introduction that America is not sharing in the Australian cycle trade. Up to the present we have not yet seen a sample of an American made cycle. And, as to whether it is a marketable machine for the antipodes, can only be judged by reports we see in the American press.

If we were to judge by the British press, the wheel of America is not up to the standard of those imported by us. America has not yet shown any desire to seek the Australian trade, consequently the customer has confined the trade to the British manufacturer, who has continually sought after the purchaser. Nevertheless an opinion is freely expressed here, that the American machine, according to reports, is likely to fulfill the requirements of our trade equally with those of British make.

From information we gather, the American made wheel is expected to stand the test on roads somewhat similar to our own, and apparently is considerably less in weight than English made machines. Light wheels, reliable in strength and durability,

Meet with Ready Demand in the Colonies,

and it is contended if the American wheels stand the American roads, they ought to be suitable for Australia. Regarding the racing wheel, we feel satisfied with the creditable results shown us from time to time. Cycles for ladies, that are at present imported here, are very unsatisfactory, inasmuch as the majority of cycles are far too clumsy and heavy for the average lady cyclists. The weight is generally about 36 pounds, whereas the American lady's safety is advertised from 20 to 25 pounds, which is quite heavy enough for the average lady cyclist. Tires used here are practically only Dunlops, which have apparently a monopoly of our trade.

From my own observation, I think

American Wheels are Suitable for this Market,

providing they can be sold here about the same price as those of British make. If the American manufacturer thinks the Australian trade is worth seeking, there is not a more favorable opportunity than the present. To show the extent of our trade with the United Kingdom for the past two years, take a glance at the board of trade statistics as appended:

AUSTRALASIA.	1893	1894
Victoria	£15,002	£37,278
New Zealand	16,222	16,197
New South Wales	9,187	12,084
South Australia	7,995	8,910
Queensland	2 815	4 058
Western Australia	1,723	1,815
Tasmania	1 689	1,349
Total	£54,664	£81 691

Thus the totals show the Australian imports have increased for a year to the extent of £27,027, and it is more than probable that this year will show a much greater increase. The Victorian business indicates the most substantial increase, which is no doubt accounted for by the fact that the largest cycling trade concern of the colonies has its head in Victoria, from which is distributed to its branches in various colonies a great number of the machines imported into Victoria. The New Zealand import trade, which shows a decrease, is accountable to the fact that that colony has turned its attention to the manufacture of cycles, and I might mention that it is the only colony that has done so. With the exception of Tasmania, all other colonies show a slight increase of imports.

With the exception of New Zealand,

There is No Local Industry in Cycles.

Of course, occasionally the repairers turn out a couple of machines a year, built of imported parts, but that is not worth speaking of. Just recently, it was suggested to start a company for manufacturing machines in Melbourne, but nothing has been done so far. All the colonies, with the exception of New South Wales, have an ad valorem duty on bicycles and parts thereof.

In Victoria the duty is 25 per cent, and 1 per cent primage, but this promises to be greatly reduced, owing chiefly to efforts of the League of Victorian Wheelmen, who gave evidence before a tariff commission with a view of lowering the tariff. The commission has in its report to the government of this colony recommended that the duty be lowered to 10 per cent. At present the government is now discussing the proposed alterations to the tariff. If the duty is lowered I think it will considerably enhance the prosperity of the cycling trade here, seeing that we do not manufacture.

The Bulk of Australian Cycling Trade

is practically in the hands of the Austral Cycle Agency (a branch of the John Griffiths Corporation). The head house is in Melbourne, and it has branches in all the colonies and sub-branches in country districts of each colony. The houses sell principally Humbers, New Rapids, Premiers, Referees, Raleighs, Singers, Swifts, and Æolus machines. The company does a big trade and really rules the Australian market. In the Melbourne show-rooms they display about 250 machines.

There are agencies in Victoria for the Marriott & Cooper Humber, Sparkbrook, Rudge, Rovers, Raglans, Vanguards, Nimrod, and Quadrant. The Sydney, N. S. W., business is chiefly done by the Austral agency, but still the Whitworth finds a big demand. The South Australian trade is conducted chiefly by the Austral Cycle Agency.

The New Zealand import trade in 1893 was ahead of all the other colonies, and in addition the colony produced a large number of local made machines. There are five manufacturers who employ from thirty to fifty hands each. The industry is protected by a 25 per cent ad valorem duty on finished parts and bicycles. Unfinished parts are admitted free. There are many matters of importance in connection with this colony's trade, which I will render an account of later on.

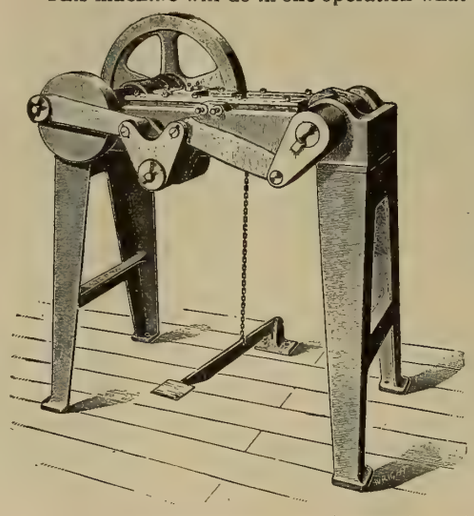
Strange to say, that nearly all agencies of the colonies are carried on by young men of practically no commercial schooling, and, generally speaking,

Business is Conducted in a Slip-Shod Manner.

It would astonish a commercial man if he were to go into a cycle house here for the purpose of purchasing. He would be treated indifferently and with independence, instead of receiving courteous attention; instead of efforts put forward by the head of the house to see that an intending purchaser's needs are supplied, you will find, perhaps, a gossip going on, and probably a customer will have to wait until it is finished. If he does not feel inclined to wait—well, he calmly walks out in disgust and tries another, which will probably treat him the same way. Then, if you want a repair of any kind done by a certain time, you are very fortunate if it is done when you call. It is marvelous how the trade thrives where such unbusinesslike men are concerned. In the midst of one of the greatest waves of depression that has ever swept over the Australian commercial community, the trade of cycles has shown an increase of 33 per cent on the preceding year. Cycle trade here is really undeveloped, and if foreign manufacturers only knew of the big opening there is, they would not be slow in grasping the opportunity. Put a good business man, with a good machine, into the Australian market, and highly satisfactory results will most assuredly be given.

COMBINED SPOKE HEADER AND BENDER.

This machine will do in one operation what has been done in two heretofore, viz., bend and head a spoke, constituting a saving of time of 50 per cent and dispensing with the cost of a bending machine. The bending being done first, enables the workman to make a perfectly round curve in the corner of the same, or even an enlarged section, dispensing entirely with the unavoidable contraction if the bending is done after the heading. The way of operating the machine does not differ from other headers having the same capacity. The frame is a solid, straight-sided casting, all bearings are large, and the adjustments are convenient and exact. The fly wheel is engaged by means of an automatic clutch, worked by a treadle (as on a power press). The clamping and bending slide is operated by means of a toggle lever system, insuring (in comparison with cams) an easy running and lasting machine. Such parts of the die as are subject to wear consist of inserted round tool steel, and are consequently quickly and cheaply repaired. The specifications are: Weight complete, 950 pounds; size of fly-wheel, 22x3½ inches; weight of fly-wheel, 175 pounds; number of revolutions per minute, 90. The machine is made by the Prentiss Tool & Supply Co., 115 Liberty Street, New York.



TRADE HAPPENINGS.

NEW YORK, N. Y.—The Stanley Cycle Mfg. Co. has been incorporated by Leo Schlesinger, 129 Crosby Street, Silam Franklen, and Leopold Stearnes. Capital stock, $100,000.

DENVER, COLO.—The Colorado Cycle Supply Co. is reported organized.

SPRINGFIELD, MASS.—The Indian Orchard Screw Co. is the name of a new enterprise, which will manufacture bicycle fittings. G. O. Gridley is the manager, and among the parties reported interested are W. S Lovell, Springfield, Vt., and W. B. C. Stickney, Bethel, Vt. The factory will employ twelve hands at first, and will increase the capacity as business warrants.

NEW YORK, N. Y.—Parkhurst & Wilkinson, manufacturers of bicycle materials, Chicago, have established an eastern branch at 95 Reade Street, with J. I. Brandenburg, as resident manager.

FREEPORT, ILL.—The Henney Bicycle Co. has been incorporated by J. W. Henney, O. P. Wright, H. R. Nelson, and J. A. Woods to manufacture bicycles. Capital stock, $10,000.

BOSTON, MASS.—O. J. Faxon & Co., manufacturers of the Puritan bicycle, stock damaged to the exteut of $500 by fire and water.

CLEVELAND, OHIO.—The Hoffmann Bicycle Co. has given out a contract for the erection of new factory building.

ROCKAWAY, N. J.—The Liberty Bicycle Co. announces that it will not remove its business from this place at present.

CHICOPEE FALLS, MASS.—Thomas G. Spalding, of Jersey City, C. L. Pepper, and others are reported to be organizing a company, with a capital stock of $50,000, to establish

ALL BUSINESS

PERTAINING TO

FACTORY AND AGENCY DEPARTMENTS

WILL HEREAFTER BE TRANSACTED
FROM THE OFFICE AT

WESTBORO, MASS.

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HUMBER & CO., AMERICA, LTD.

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MEANS SPEED.

Mention The Bearings

a bicycle tire factory. Other bicycle materials are to be manufactured. Mr. Pepper, who was formerly superintendent for the Overman Wheel Co., will take charge of the new factory.

MARION, IOWA.—Charles Drew, of Elgin, Ill., is forming a partnership with Cheney White; will do a general bicycle business with repair department, corner of Fourth Avenue and 11th Street.

BROOKLYN, N. Y.—Henry Osborne, 235 Cumberland Street, is reported negotiating for one of the largest buildings in the eastern part of Brooklyn for a bicycle academy, and for the sale and rental of bicycles.

MORRISVILLE, PA.—M. H. Mason, Jr., jeweler, has added a line of bicycles.

DELAWARE, OHIO.—George D. McGuire, bicycles, etc., reported assigned to George Coyner.

FARMERTOWN, CONN.—Steps are being taken looking to the organization of a company for the purpose of establishing a new bicycle factory.

ONTARIO, CAL.—Williams Bros., bicycles, reported to have admitted F. Hatch to partnership.

ATLANTA, GA.—The W. D. Gash Co., bicycles, etc., reported to have recorded a chattel mortgage for $3,302.

BEAVER FALLS, PA.—Steps are being taken looking to the organization of a company to manufacture bicycles in the Swoger factory building, with M. R. Rappold as superintendent.

MONTVILLE, CONN.—Parties are organizing a company for the purpose of manufacturing bicycles.

TORRINGTON, CONN.—The Eagle Bicycle Mfg. Co. has awarded contracts for two new factory buildings, each two stories high, 150x40 feet. Construction will be completed by November 1, and the capacity of the plant ill be increased to 25,000 bicycles a year.

ELGIN, ILL.—The Illinois Watch Case Co. has commenced the manufacture of bicycles, confining itself to a strictly high-grade wheel. The company announces that its capacity will be 5,000 wheels for 1896, and that 20,000 feet of floor space is being added to the present height.

PATERSON, N. J.—Snider Mfg. Co., bicycles, reported moved to Newburg, N. Y.

GREENVILLE, ILL.—Hord & Armstrong, new firm composed of A. L. Hord and E. I. Armstrong, preparing to commence business about September 1, and will deal in vehicles and implements, and add a line of bicycles if satisfactory proposition is submitted.

PHILADELPHIA, PA.—Emil Werner, bicycles, etc., at 211 N. Broad Street, recently assigned to Horace Allenman, who announces that the failure was brought about by depression in the cycle trade.

BROOKLYN, N. Y.—The Montauk Bicycle Co. is having plans prepared for the erection of a bicycle factory on Flatbush Avenue and Sterling Place, to cost $15,000.

HARTFORD, CONN.—The Pope Mfg. Co. has been given a building permit for the erection of a three story brick factory building, 103x63 feet, with wing same size 18x32 feet. Another wing, on the north side, will be two stories high.

INDIANA BICYCLE CO.'S PLANS.

PHILADELPHIA, PA., Aug. 17.—According to Fred Patee, secretary of the Indiana Bicycle Co., who has been a visitor here for some time, the Indiana company is now the largest in the world, the company having almost doubled the size of its plant in the last few months. The company has bought 1,500,000 feet of tubing with the option of 500,000 more, enough to make 60,000 Waverleys for the '96 trade.

The removal sale of the Union branch is nearing an end, Manager Greer having disposed of almost the entire stock of second-hand wheels at rock-bottom prices. The company's new house will probably be located on Arch Street—"Cycle Alley"—although no place has yet been decided upon and it is the intention of the company to make it one of the largest and most complete in the city.

H. B. Hanford, of the Union Mfg. Co., of Toledo, Ohio, maker of the Viking, was in town last week. Mr. Hanford had a model of the '96 Viking along, and, if looks count for anything, the Viking will certainly be one of next year's popular mounts. George Jordan, of the National Cycle Co., accompanied Mr. Hanford.

The new store of H. A. Lozier & Co., on Arch Street, has been thrown open to the public. Manager Maloney is making extensive preparations for next year's sale of the Cleveland.

A large party of local trade men, headed by Manager Simmons, of the Waverley branch, and Herbert Bilyeu, of Garden & Brewster, will visit the Atlanta exposition next month.

THE SUCCESS OF THE AMERICA.

The International Mfg. Co., of Chicago, is one of the concerns that has come rapidly to the front during the past year. Starting in with the idea that the best was none too good, it has in one short year created a reputation for the America that might well be the envy of some of its older competitors. Considerable trouble was experienced in getting material, so that its output has been limited to 2,500 wheels this year. Next season has been provided for, in the way of supplies, and 7,500 people will have their hearts gladdened with the fact that they can ride Americas if they so choose. The following letter is self-explanatory:

INTERNATIONAL MFG. CO.

Gentlemen: I take great pleasure in recommending the America wheel I obtained from you. I have ridden it almost continually since, and never really enjoyed cycling before, although I have tried a dozen other prominent makes. I carry it with me on all my trips, and have yet to see one I consider its equal. Put me down for one of your '96 models as soon as they are ready. Sincerely yours,

ASBURY PARK, N. J., August 17, 1895. JAS. J. CORBETT.

KOLAKO FOR WHEELMEN.

A number of our best riders have been testing "Kolako," a kola compound in tablet form, and have found it even superior to what the manufacturers claim. When asked about this, Mr. Forbes, of Forbes & Co., Ltd., 168 Adams Street, advised our representative that they do not dare to state all of the good points of this compound at the start, being afraid that the riders would look upon them as prevaricators. When such a rider as C. M. Fairchild, secretary of the Century Road Club, speaks of the results as "remarkable," and advises his friends to use it, it must certainly be as represented. Forbes & Co., Ltd., claim for this compound, among other

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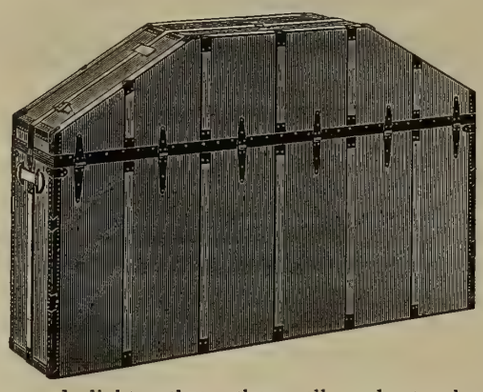
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bank account,
if you're
the right sort
of agent.

Mention The Bearings.

things, that it sustains strength, prevents exhaustion, accelerates speed, prevents all lameness, that it is perfectly harmless, and that there is no subsequent reaction. In testing it these claims have all been substantiated, and the cyclists have discovered that it does not interfere with the digestion or any function of the system, and that it puts a man who has not gone through a course of training in the state of a man who has. In a man who has undergone a regular course of training it adds its action to that of training. Where Kolako has been introduced the demand has been enormous.

THE TAYLOR BICYCLE TRUNK.

In these modern days of cycling, when every one, from the $5,000 prize salesman down to the second-rate racing man, uses a bicycle trunk, the trunk maker realizes that there is a small fortune for him in the bicycle business and accordingly caters to that trade. Among the most prominent trunk manufacturers of the country are the C.A. Taylor Trunk Works, 130 West Madison Street, Chicago, and 105 East 14th Street, New York. The Taylor trunk is claimed to be fifteen pounds lighter than other well made trunks and weighs 100 pounds. It carries two bicycles with front wheels reversed, and is 66¾ inches long, 41 inches high, and 13½ inches wide inside. The trunk is made of selected (narrow) bass wood, matched and glued, enforced with steel bands and rod, covered with best grade of duck, has malleable iron and steel trimmings all riveted on, brass excelsior locks, hickory strips, rawhide handles; trunk is complete with inside fastenings and straps, Mr. Taylor's own design of leather pedal pockets, separate compartments for tools, printed matter, etc. Price, $25.



LINCOLN, NEB., TRADE.

LINCOLN, NEB., Aug. 19.—The partial failure of Nebraska crops in '93 and the complete failure of them in '94 has of course had a very depressing effect on all branches of business. The cycle trade has suffered along with the others, but not to nearly so great an extent. Agents in Lincoln, the banner cycle town of the state, have had a very successful trade so far this year and while having no complaints to make are unanimously of the opinion that had crops been half as good last year as they are this, trade would have been 50 per cent better. With the present flourishing condition of all agricultural products in mind, they are all preparing for an extraordinarily big year in 1896.

The Trade People.

E. R. Guthrie, with the Rambler as a leader, has without a doubt done the best business of any of the dealers. He secured samples last December, and before the others were wiping last season's dust off their order books, his was quite well worn. He reports a big increase in the demand for ladies' wheels and a deal of interest in tandem riding. His trade this year has been with a better class of people than ever before and cash and short-time payments greatly outnumber the old style "life-installment-payment plan." He also carries the Fowler. His store at O and 16th streets is as complete as any in the state.

The Columbia agency is located at 1,426 O Street. C. L. Shader has sold these wheels in Lincoln for the past eight years. He has been exclusively in the cycle business the past three years and carries Columbias only, not even handling the Hartford line.

Medium Grades are not in Great Demand

and few of the dealers handle them. High-grade wheels have first call and the Columbia holds its own with the others. Mr. Shader's store is very commodious and nicely arranged.

F. G. Yule opened a Victor agency at 113 N. 13th Street, April 1. Though starting late in the season he has done as well as could be expected. Mr. Yule is secretary of the Capital City Cycle Club, a hustling organization of 150 members with a comfortable clubhouse at 141 S. 12th Street.

N. P. Curtice & Co. are musical dealers at 207 S. 11th Street who entered the cycle trade this year, and who, though new at the business, have met with such success that they will enter into trade next season more earnestly than ever. They make leaders of the Munger and Crescent and also have the March, Waverley, and Norwood agencies. They have

The Only Riding School in the City

and have consequently captured quite a deal of the ladies' trade.

Milmine & Cark purchased the Lincoln Cycle Co.'s good will and rental and repair business the 1st of August. The are located at the old stand of the Cycle company, 208 S. 11th Street, and though paying particular attention to the rental and repair business, they are attending to the business of their predecessor's agencies, namely, the Sterling, Syracuse,

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

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CHICAGO, AUGUST 29, 1895.

THE PAST WEEK.

Charley Callahan the Only Surprise on the Circuit—Excellent Showing of Cooper and Bliss—The Circuit Races.

The week just past has seen some very sensational racing, but nothing of the surprising order, except it may have been the good ride of C. H. Callahan in the mile open race at Toronto. But this was so in line with the expectations of the circuit chasers that no surprise was expressed. The man who has followed the entire national circuit or who has been engaged in riding at four and five days of racing each week does not expect to make a grand showing against men who have been lying quiet and watching their chances to get him on the hip. Callahan had been in Buffalo without any great amount of traveling, racing at intervals, and he had also been training on the Toronto track for two or three days, which was more than the men on the circuit had. Earl Kiser has shown the good results of a rest. The lad has been training quietly for some time and

May Make a Showing at Springfield

that will surprise some of the knowing ones. L. C. Johnson's win of the ten-mile open at the same meeting was a good piece of work. E. C. Johnson made his first appearance since his fall at the Battle Creek meet, and rode well considering that he had been laid up with water on the kneecap. Manager Gleezen, of the Stearns team, is more than pleased with the excellent showing of his men as a team. They have gained 97 points with four men. The Columbia team has a grand total of 127 points with three men, and the Spalding, with Titus and Cabanne, has 70. The M. & W. team leads in totals as a team, having Gardiner, Ziegler, Coulter, Scott, De Cardy, Anderson, Van Herik, Lund, and Bainbridge, nine men in all. The M. & W. team has 138 points to its credit. For a team that entered the field as late as the last of July

The Monarch Team has Made a Surprising Record.

Bliss and Cooper have 68 points. Charley Murphy, the Humber team, alone and unassisted, has 53 points, the best record of the season for a team consisting of one man only. THE BEARINGS' thermometer, which appeared for the first time last week, has caused a deal of comment and not a little interest among the men and among those interested in the progress of the men on the path. Murphy, by his one win in the race at Mt. Clemens, in which Cabanne was disqualified, steps ahead of Cabanne by the narrowest possible margin—.001. Titus has advanced in his percentage a very little. Bald, Cabanne, Murphy, and Titus are off the circuit for the week of the Canadian trip.

The Party Traveling Through Canada

is larger by half than was expected. Some time ago it was figured that but a bare half-dozen would take the trip, but just thirty-three people from the States are in charge of Mr. Cooley, who took the place of Manager Goodman after the Toronto meet. A special car is occupied for the trip, which includes over 500 miles of traveling before the party reaches Montreal, where the Canadian circuit ends, and the jump to Boston for the meet at Waltham on Labor Day is made.

The Canadians have adopted that which the League of American Wheelmen officials found impracticable owing to lack of funds, namely, the official referee, and have added a starter who will travel the entire circuit.

Two Canadian Teams are on the Circuit,

the Brantford, which consists of McLeod, Davidson, Marshall Wells, and another; and the Hyslop, consisting of McIntosh and McCarthy—the tandem team which played such havoc with the American teams at the Toronto races—and two others. A number of Canadian Class A men are also traveling the circuit with several newspaper men representing the Toronto and Montreal papers. Altogether the party numbers nearly fifty and creates great excitement in the small cities which it visits during the week.

The teams from the States now on the circuit are the Morgan & Wright team of a dozen or more men, including Gardiner, who is but just starting to ride, being still lame from his fall at South Bend; Coulter, who is also lame as the result of that old fall at the Steubenville meet; Scott, Anderson, De Cardy, Bainbridge, and Van Herik and Lund, with a corps of trainers, rubbers, and Manager McNeil. The Sterling team, Brown, who is

Rapidly Regaining his Form of Last Season,

none of which he has shown in his work thus far this year; Maddox, and A. W. Warren, at present the manager. The Cleveland team, Rigby and Bernhardt, one of the greatest, if not the greatest, pothunting teams on record. The America team, Kennedy and Steele. The Globe team, Callahan and Helfert; Callahan is but just rounding into track form and has to leave the circuit to train for the Labor Day road race at Buffalo.

The Rochester meet has been added to the national circuit. This occurs on September 4, the day prior to the Buffalo meeting, and will catch all the men who go from Boston to Buffalo. The number will not be large, however, for all the good men are determined to let nothing interfere with the chances at the Springfield meet.

A Win at the Springfield Meet

is considered worth twice the value of a win at any other meet in the year by the manufacturer. Gardiner, Bald, and probably Titus and Cabanne will be at Springfield in training shortly after Labor Day, and the battles at that meet with all the good men in condition should be the best on record.

Several new teams are already spoken of for the coming year, and, in the words of the representative of one of these firms, "We are going to have the finest team on the track in '96, and we are looking for the men right now, for we are not going to get left in the shuffle." This man is not the only man who is looking for good men, and there is room for twice as many men as are at present on the circuit, would they but come into shape and prove their ability. A winter in the south would turn a number of so-called dubs into crackajacks, and these men with a little training

Would be Able to Hold Their Own

with the best of them another season. The tracks at Laredo and at San Antonio, or that at El Paso, are ideal tracks on which to put in a winter of training, and men who spent the winter there could do so at moderate cost, and develop speed that would stand them in good stead another year. There are some who are skeptical about the continuation of the Class B racing teams, but the fact remains that just so long as there are cycle races run, just so long will there be rivalry for the honor of winning those races among the men who build the wheels. It has been so in the old world for a longer time than cycling has been in existence in this country, and across the water the money is spent like water in attaining that which the manufacturers are seeking—winnings. Think of a twenty-four-hour race with a total of

Over 100 Pacemakers Employed

at a total expense of nearly $2,000 and you have a figure that few, if any, of the American manufacturers would stand at the present time. Long-distance racing is liable to take a very decided boom in this country next year, for several men are going out for the records in the proper manner and the present record of America for twenty-four hours has been placed at a comfortable figure. It is understood that Louisville may promote a twenty-four-hour contest for the fall, but has not yet fully decided.

Gardiner has been added to the roll of those who will probably go to the coast for the circuit of December, which is a part of the national circuit and which has been extended to occupy the entire month of December, and

The Chances of a Large Party on the Long Trip

daily grow better. Gardiner will be with the Morgan & Wright team in the record breaking trials at Louisville in November, but these will necessarily have to be discontinued in ample time for him to reach the coast early in December. Two teams, at least, are preparing to attempt to break records on the San Jose track (that may be made in Louisville in the early winter) which is said by those who know to be seconds faster than Louisville and more favorable as regards the climatic conditions.

Table of Points and Prize Winnings.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	86	$2,980	MacDonald	24	$657
Cabanne	59	2,345	Coulter	22	710
Murphy	53	1,753	Bliss	20	721
Titus	48	1,874	Brown	17	585
Cooper	48	1,785	Sims	17	500
L. C. Johnson	46	1,640	Scott	14	449
Gardiner	44	1,745	De Cardy	14	410
Ziegler	35	1,170	Allen	12	405
Maddox	31	1,090	E. C. Johnson	11	475
Kiser	29	1,125	L. A. Callahan	11	425
Jenny	28	975			

The above table is figured on the basis of three points for every first place, two for every second, and one for every third.—F. ED. SPOONER.

TWO-DAY MEET AT MT. CLEMENS.

MT. CLEMENS, MICH., Aug. 22.—Tom Cooper was made glad by a royal welcome on his return to his native city. At the close of the two-mile handicap, which he won, Cooper was presented with a huge bouquet of flowers in the shape of a horseshoe, and retired from the track, it must be admitted, with somewhat of a strut. Cooper was nervous in his first race, with thousands of his friends watching him and the knowledge that a huge bouquet awaited him if he won. In consequence the man did not ride his race at all in either one of the mile open contests, the first being called off. In this Cooper was third, catching the position in a hard fight, and in the final run-over he was absolutely last, being at the extreme end of the line in a mile that was finished very close to the two-minute mark. However, he won the two-mile handicap, although it was from a "gift" mark of 120 yards, which Handicapper Allen, who is noted for this sort of thing, had given him. Titus had 50 yards, L. C. Johnson 80, and Cooper 120 in this race of two miles, all of which is

An Eloquent Plea for an Official Handicapper

for B events on the national circuit. And Referee Steele was guilty, too, of one of the most unjust decisions of the year when he disqualified Cabanne in the heat of the mile flying start for fouling, when Cabanne was run into, Hicks, the man who did the trick, falling.

The mile open, which was advertised as flying start without pacing, was run once, and, not being under time limit, was ordered run over, and the second time was sent away from a standing start with a tandem pacing. In the first attempt Kiser had won by a clever sprint, and the second race went to Murphy in a game fight with Bliss, who was second, only a foot behind; Kiser ran third. The time—2:01⅖—is the fastest mile ever made in competition with a tandem pacing, and is two-fifths of

A Second Faster than the Record

which Murphy held up to the time of the Chicago meet.

The half-mile track was in record shape. This course is the property of John B. Sherman, the millionaire packer of Chicago, and is loaned annually by him to the club. It is Mr. Sherman's playground, where he trains a number of horses, but seldom are horse races held on it. Gardiner and Coulter did not ride, and Cabanne, Titus, and Murphy leave tonight for St. Louis.

Titus had a gift in the three-mile lap race today, in which Easy Anderson made his first appearance on a Napoleon wheel as a member of the Morgan & Wright team. Titus took four of the laps and qualified in all the others for points, winningsixteen points in all to eight for Anderson and six for De Cardy.

The final of the mile open, flying start, had Kiser, L. C. Johnson, Cooper, Anderson, Bliss, Murphy, and Barnett in line thirty yards back of the tape. The men went back and lined up the track themselves,

Crossing the Tape Neck and Neck in a Pretty Start.

Bliss jumped for the lead, which was taken from him by Anderson, the order being Anderson, Bliss, Cooper, Kiser, Murphy, L. C. Johnson, and Barnett. The pace became slow and down the stretch the field was bunched with Cooper in the front. The first half was ridden in 1:25, the time limit being 2:25. It was easily seen that the event was no race, yet the men rode a game contest. Rounding the turn it was four abreast and Kiser came away a length ahead of the bunch with L. C. Johnson in second position and Cooper rapidly closing the gap, crossing the tape about five or six inches back of Johnson, who was a length back of Kiser; Bliss, Anderson, Murphy, and Barnett running in order named. The time was 2:31⅗ and was decided no race.

When the men lined up for

The Final Run-Over of the Mile Open,

they were placed on the tape and given a standing start, with Van Herik and Lund as pacemakers. The order was the same from the pole out. Murphy won the rush for the tandem, Bliss following him closely; L. C. Johnson, Kiser, Barnett, Anderson, Cooper in order named. The pace was terrific, and at the half Murphy and Bliss had drawn a couple of lengths ahead of L. C. Johnson, who was pulling Kiser along trying to close the gap. At the three-quarters, when the tandem dropped, Murphy jumped and gained a length on Bliss, who, however, came pluckily and fought Murphy hard all down the stretch. Kiser jumped ahead of his team mate, Johnson, and sprinting down the stretch came within a length of Murphy and Bliss, who had crossed the tape but a foot apart, Bliss having closed up to within that distance. L. C. Johnson ran in fourth position; Anderson, Barnett, and Cooper in order named.



Seventeen Men Started in the Two-Mile Handicap,

Class B, with Titus the virtual scratch man, at the fifty-yard mark, and L. C. Johnson, at eighty yards, the second man. Cooper, reckoning on his former winnings, had been treated kindly by the handicapper and given a mark forty yards ahead of L. C. Johnson. The front field of fifteen men soon bunched and Titus and Johnson failed to catch up until the mile was closing. At that time Patterson and Hicks had a comfortable lead of a couple of lengths and this Titus and others at once went after. At the bell Cooper and Titus were leading and watching each other. Kennedy jumped around and gained the lead with fifteen men still in the bunch. Cooper came away at the quarter and with Kennedy pressing him close crossed the tape. The time was 4:24⅘. Scott ran third, De Cardy fourth, and L. C. Johnson fifth.

Summaries.

One-mile novice.—H. W. Hall, first; F.J. Moore, second; W. P. Miller, third; J. S. Phillips, fourth; G. Andre, fifth. Time 2:41⅕.

One-mile, flying start, Class B, without pacemakers, final; time limit 2:25; ridden in 2:31⅗.—Kiser, first; L. C. Johnson, second; Cooper, third; Bliss, fourth. Anderson, Murphy, and Barnett in order named.

Final run-over.—Murphy, first; Bliss, second; Kiser, third; L. C. Johnson, fourth. Time, 2:01⅖, state competitive record. Anderson, Barnett, and Cooper also ran.

One-mile handicap, Class A.—H. J. Meires, 120 yards, first; F. W. Benkey, 90 yards, second; Harvey Stofflet, 60 yards, third; H.H. Gay, 80 yards, fourth; C. D. Wilson, 30 yards, fifth. Time, 2:09.

Two-third-mile open, Class A.—C. D. Wilson, first; A. D. Hogar, second; H. J. Meiers, third; H. R. Morris, fourth; Harvey, Stofflet, fifth. Time, 1:31.

Two-mile handicap, Class B.—Cooper, 120 yards, first; Kennedy, 140 yards, second; Scott, 130 yards, third; De Cardy, 170 yards, fourth; L. C. Johnson, 80 yards, fifth. Time, 4:24⅘.

Three-mile lap race, Class B.—Titus, 16 points, first; Anderson, 8 points, second; De Cardy, 6 points, third. Time, 7:50⅘.

THE SECOND DAY.

MT. CLEMENS, MICH., Aug. 23.—Sport of the right kind was not lacking in the second day's racing of the national circuit race meeting in this city. Indeed, some of the events were far more interesting. The Monarch and Stearns teams divided first honors in four contests, and Cooper and Bliss, of the Monarch team, ran first and second in both the half and mile open contests, and Kiser and Johnson, of the Stearns team, ran first and third in the mile handicap, and Johnson won the ten-mile open. No records were broken and again the day passed away without serious falls. The attendance was better and more enthusiastic, owing undoubtedly to the fac that

Cooper was the Whole Thing

in all but one of the events in which he started. The event in which he failed to score was the mile handicap and in this he accepted his handicap of sixty yards. With him on the mark was Bliss and Kennedy. Johnson was twenty yards back, the virtual scratch man. Kiser had eighty yards, and the entire field numbered in all fourteen men. Bunched at the half, a pretty contest was seen in the final moments. Lutie Johnson made a faithful effort to pull a victory from the fire and failed only because his team mate, Kiser, possessed the necessary strength to jump in the last few yards. Kennedy, also, had been reserving his strength and went away from Cooper and Bliss with a rush, in third position. Bliss beat Cooper out for the fourth place. The time was 2:04⅘, which should be

Equivalent to 2:09 from the Scratch Mark

and good time from any mark for a mile handicap.

Gardiner started in one contest—the half-mile—but was far too sore and lame from his South Bend fall to do much. Gardiner made a plucky fight for the race, rushing by the tandem and paying no attention at all to the pacemakers at any time in the race. Kennedy had caught the tandem and was hanging on, thinking that the pacemakers would carry out what they had been engaged for and carry him to the front. But this the pacemakers did not do and Kennedy was soon out of it altogether. Gardiner and Evans, who earlier in the day had defeated Steele right handily in their match race, were out ahead of the tandem when Cooper from the rear or center of the bunch, at the time of his jump, shot out and around into the lead. Bliss followed Cooper, and Doctor Brown sprung to the front ranks.

Between the two was Seen a Game Battle

and Brown did not relinquish the second position fight until the tape was

crossed. Gardiner was a close fourth. The time was 1:02⅖, not bad for a race that was paced and then was not paced.

The mile open race had nine starters with Cooper on the pole and Bliss, Kiser, Johnson, Evans, MacDonald, Steele, and Brown in order outward. There was a great rush for the tandem and Kiser won. Brown rushed Kiser from his position. The handle-bars of his machine twisted and he was compelled to exercise the greatest presence of mind to avoid bringing the field down. Brown withdrew altogether with his bars at right angles. Kiser then had the position, Bliss, Cooper, MacDonald, Johnson, Kennedy, Steele, and Evans following in the order named. When the rush came Kiser, Bliss, and Cooper rounded into the stretch well together and

The Race Looked a Winning for Kiser.

But Cooper had some sprint left and with Bliss in tow rushed past Kiser to victory, the Dayton lad finishing a close third and but a very narrow margin back of Bliss on the other side of the wheel of Cooper. The time was 2:06⅕.

The ten-mile race had but six starters, three of the Morgan & Wright eam and L. C. Johnson, Patterson, and MacDonald. The positions behind the tandem teams changed repeatedly at the outset of the race for the Morgan & Wright men were playing for the positions and were to be there or continue the fight. And the pacemaking tandems helped all they could by swinging wide in the track to allow a member of the team to drop back. Johnson soon gave up the fight and left the choosing of positions to chance, contenting himself with staying about fourth. When the finish came Johnson jumped into the stretch in the lead and was never headed, winning by a length from De Cardy, who was less than a foot ahead of Scott, with Anderson the fifth man. The time was 23:38⅘.

The Class A races were unusually interesting. Benkey, a Detroit man, went to Hyland, of the Sterling team, and received the loan of one of the Sterling racing wheels. Benkey went out and won two races and ran well in one other, and it is said will be added to the Sterling team.

Summaries.

One-mile open, Class B.—Cooper, first; Bliss, second; Kiser, third. Time, 2:06⅕. L. C. Johnson, MacDonald, Kennedy, Brown, Evans, and Steele also ran.

Half-mile open, Class B.—Cooper, first; Bliss, second; Brown, third. Time, 1:02⅖. Gardiner, Evans, E. C. Johnson, Patterson, Steele, Kiser, and Kennedy also ran.

Ten-mile open, Class B.—L. C. Johnson, first; De Cardy, second; Scott, third. Time, 23:38⅘. Anderson, Patterson, and MacDonald also ran.

One-mile handicap, Class B.—Kiser, 80 yards, first; L. C. Johnson, 40 yards, second; Kennedy, 60 yards, third. Time, 2:04⅘ Cooper, 60 yards, and Bliss, 60 yards, fourth and fifth.

One-mile open, Class .—F. W. Benkey, first; Wilson, second; B. E. Oldfield, third; John Schaffer, fourth. Time, 2:10.

Half-mile open, Class A.—Wilson, first; Oldfield, second; Benkey, third; Blovin, fourth; Meiers, fifth; Stofflet, sixth. Time, 1:04⅘.

Five-mile handicap, Class A.—F. W. Benkey, 480 yards, first; H. J. Meiers, 580 yards, second; J. J. Blovin, 400 yards, third; C. F. Walcott, 360 yards, fourth. Time, 12:05⅗.



AT TORONTO.

TORONTO, ONT., Aug. 24.—The big two-day race meet held under the auspices of the Wanderers Bicycle Club opened at Hanlan's Point yesterday afternoon. About 600 spectators were present, including several of the circuit chasers, the great mass of the cycle loving public reserving themselves for the Saturday races. The first day's programme was largely a Class A one, but the events were well filled and the races hotly contested. The first race was the one-mile club handicap. This race brought out a large field, including Marshall Wells, the Canadian champion of last year, and W. M. McIntosh, the five-mile Canadian champion, both of whom were placed on scratch. It was a hot race from the start, but Wills, with fifty yards, won—closely pressed by A. E. Young and Wells, who crossed the tape in the order mentioned. Time, 2:14.

The Two-mile City Championship

was run in three heats, the final being paced by Tulloch and Boake on a tandem. At the pistol Wills caught the machine and held it until the bell lap, closely pressed by Heebner, and Elliott next in order, these riders being the only ones to finish. Time, 4:45⅗.

In the ten-mile Canadian championship, Class A, new figures were established from three to ten miles. R. O. Blaney and Wills were the only ones to finish. The times for each mile and the leaders being:

MILES.	NAME.	TIME.
1	Wills	2:21⅗
2	Elliott	4:42
3	Wills	7:07⅖
4	Wills	9:35⅖
5	Wills	12:06
6	Blaney	14:29⅖
7	Wills	16:53⅕
8	Wills	19:16⅕
9	Wills	21:41⅗
10	Blaney	24:02⅖

In the two-mile Class B championship it was T. B. McCarthy all the way, and a Canadian competitive record was established, notwithstanding a high wind which blew across the track all afternoon. The other starters were Marshall Wells, McIntosh, A. E. Young, and S. H. Gibbons. A tandem was sent out to pace, but did not go fast enough. In the third lap McIntosh and Gibbons dropped out, and others did not finish. On the bell lap McCarthy went out after a record, and came in like the wind, beating out the tandem. Time, 4:35.

A One-Mile Team Race,

two men a side, between representatives of the Wanderers, Royal Canadians, and Toronto Bicycle clubs resulted in a win for the first-named club with eleven points, H. D. McKellar and Wells scoring six and five points, respectively.

SECOND DAY.

This morning it looked as if there would be no races as the rain came down heavily with no indication of abating, but toward noon it cleared up and the board track at Hanlan's Point dried at once and the day promised to be fine, although the threatening clouds sadly interfered with the gate receipts. About 3,000 were present and were well paid, as it was the finest exhibition of bicycle racing ever seen here. There were no exasperating waits; electric bells had been placed in the riders' dressing-rooms, and nineteen races were ridden off between 2:30 and 5 p. m. The circuit flyers were well represented, and although regrets were many at

The Absence of Bald

and the poor form of Gardiner, "there were others." Gardiner appeared on the track but once, bearing evidence of his recent fall, and Coulter, who had such a "cinch" at Waterloo on July 1, did not ride, being out of condition.

Charley Callahan was the good thing and won the mile open, beating out Maddox and Tom Cooper in the good time of 2:06⅕. Callahan also captured the mile B handicap from the ninety-yard mark, beating McLeod fifty yards, with McColl third.

Marshall Wells won the half-mile Class B handicap from the fifty-yard mark. This was Wells' best performance this year and was greeted with cheers from the grand stand.

In the Class A Events

Canadian riders showed up better. McKellar, whom the Chicago riders have christened "Maggie," captured the quarter-mile after a hot argument with Williams, of Erie. In the mile open John Wills beat out McKellar after a warm struggle. F. Loughead, of Sarnia, the Class A champion, started in two heats, but was never in it, being unable to navigate the turns.

In the one-mile tandem, Class B, the Canadian team, McCarthy and McLeod, beat out the Chicago teams, Anderson and Bainbridge, and Van Herik and Lund. Of course the local men were more familiar with the track, but their victory was a decisive one, nevertheless, and the Canadian tandem teams have always won at this style of going on the Canadian tracks.

All the races were hotly contested and if the wind had not been so strong records would have no doubt gone by the board. In the mile open Bliss won the second heat in 2:10⅘ which is the Canadian competition record for an unpaced mile.

In the Evening

the balance of the programme was run off by electric light. There was a small attendance, the rain which fell in the afternoon in small showers having a depressing effect. The two-mile Class B event was not very well filled, the riders being a little nervous about the wet track. These apprehensions were well founded, as subsequent events showed. In the two-mile Class B race the referee put on a moderate time limit of 5:20 on the men, and in the sixth lap Callahan, Maddox, McCarthy, McIntosh, Barnett, Gibbons, and Young were riding in a bunch, when all the riders went down except the two last named. Maddox remounted and started off after the leaders, but he could not overcome the start.

Summaries.

Quarter-mile open, Class A.—H. D. McKellar, first; C. F. Williams, second; J. Wills, third. Time, :32⅘.

Half-mile handicap, Class B.—Wells, 50 yards, first; Young, 60 yards, second; Rigby, third; Gratz, 60 yards, fourth. Time, :58⅘.

One-mile handicap, Class A.—S. Young, 75 yards, first; Gordon, second; H. Carman, 65 yards, third. Time, 2:11.

One-mile open, Class B.—Callahan, first; Maddox, second; Cooper, third; Brown, fourth. Time, 2:06⅕.

One-mile open, Class A.—Wills, first; Blaney, second; Gordon, third. Time, 2:14.

One-mile handicap, Class B.—Callahan, first; McLeod, second; McCall, 125 yards, third; Scott, 50 yards, fourth. Also finished in order named, Gibbons, Kennedy, Young. Time, 2:30.

One-mile tandem, Class B.—McIntosh and McCarthy, first; Anderson and Bainbridge, second. Time, 2:16⅗.

Tan shoes are excellent for cycling as they do not show soil like black shoes, which should be considered in an exercise where it is difficult to keep off the dust.

Recently a smuggling wheelman was arrested at Cannes, France. His tires were filled with expensive Turkish tobacco.

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GEO. K. BARRETT, EDITOR.

THE FALL OF THE COLISEUM.

The collapse of the Chicago Coliseum, in which it was arranged to hold the Chicago Cycle Show and the big five-day race meet in October, was the sensation of last week in Chicago. By a happy accident there was no loss of life connected with the fall of the building. The reasons for its collapse are not at present definitely known, although it is almost certain that it was caused by the carelessness of some of the under contractors. The accident, serious as it seemed at the first blush, will not affect the cycle show in the least, and will not interfere with the holding of the October tournament to any serious degree. The owners of the building, with commendable Chicago energy, have already begun the work of clearing away the debris and going ahead with the reconstruction of the building, which will be completed in ample time for the cycle show. In so far as the tournament is concerned, the fall of the building will be allowed to make few changes. Of course it is impossible to get the building done in time for that event, but arrangements have already been made for another track, superior to any now existing in the country, which will be fully lighted by electric lights, permitting of racing at night as well as in the day, and the tournament will be carried out with all the elaborateness which would have characterized it in the Coliseum Building. Further details will be given next week.

PACING BY MULTICYCLES.

THE BEARINGS has several times called attention to the unfairness of putting in tandems, triplets, and quads as pacemakers in open events. Such pacing is very good for long-distance races, as practised in England and France, where each competitor is allowed to have his own pacemakers, but in races of one mile, or of five, for that matter, they give some one rider a distinct advantage over all the others. That our criticisms were justifiable has been shown by like criticisms from daily and cycling papers all over the country. Nor are the papers the only ones who criticise. The racing men, the ones who are most affected by the innovation of this year, are bitterly opposed to it. Single pacemakers bring out the merits of the men just as well, and give all an equal chance. Another experiment which will soon be tried is that of offering special prizes for riders who lead at certain distances, which are not to be announced until the race is concluded. This plan seems on the face of it to be a good one, and is worthy a trial.

WHY CHARGE EXCESS.

All of the principal railroads are preparing to make a combined attack upon the pocketbooks of the wheelmen. They evidently reason that if people prefer to ride bicycles rather than to use the railroads they should be made to pay extra when they do have to patronize the corporations. Reasoning thusly, they have decided to levy a tax upon wheelmen in general, and now there are but few roads in this country which do not charge excess baggage rates for carrying bicycles. The wheelmen may protest, but it does no good. If they do not want to pay the extra charges, they may walk or leaves their wheels behind them. In this manner the railroads try to get even with the cyclists for hurting their business.

But what right have the railroads to charge extra for carrying bicycles? Do they not agree to carry the baggage of a passenger free of charge, and is not a bicycle baggage when it is transported in this manner? The railroads claim that a bicycle is more troublesome to handle than an ordinary trunk and that it takes up more room. For those reasons they think that they should be recompensed by the owners of the machines. We do not look at it in this light. The wheelmen, during the course of a year, pour considerable money into the coffers of the railroads—more than enough to repay them for the slight trouble caused by the wheels. Every pleasant Sunday every incoming train brings a number of wheelmen who have either broken down in the country or else have become tired from their ride and take to the train. They pay their fare and are entitled to the same privileges as the other passengers. Just because they are cyclists and have their wheels with them they are required to pay extra. This is not as it should be. If bicycles can not be handled properly by the railroads the latter should build baggage cars large enough to accommodate the demand for more room.

Of course any fight the wheelmen might make upon these big corporations would be futile. If the riders can not prevail upon the roads to rescind the objectionable order they will have to grin and bear it. This makes it no less an outrage.

Professional racing seems to be picking up. As heartily in favor of professionalism as THE BEARINGS is and always has been, we have been constrained to report the professional race meets as they really were—less interesting and less hotly contested than amateur events. This has been because there was a lack of sufficient talent to give really good racing. As the ranks of the professionals are added to, the racing improves. When the national assembly shall have abolished Class B and the riders of the country are left to chose between straight amateurism and professionalism, the latter will be all that has been prophesied for it.

The perfect adjustable handle-bar is something that is much needed. High bars are incompatible with speed, and even for the ordinary eight-mile-an-hour rider are a distinct disadvantage when he has a head wind to fight against. To this class of riders a bar that can be dropped without getting off the machine will be found almost a necessity on occasions. On the other hand the chronic scorcher often finds the time when he wants to ride along without a rainbow curve in his back, and would appreciate a bar that could be raised. The inventor who devises the perfect bar has a small fortune in his grasp.

It is reported on good authority that the Consolidated Order of Pot Hunters is about to disband. The reasons given for the dissolution of this ancient and honorable body is that the Chief Locater of Snaps has found himself in a position where he was unable to furnish the members of the order with reliable information of Pot Hunts, where they can be sure of going without finding some of the circuit chasers on hand prepared to carry off the cream of the meet.

The St. Louis Fair Association has added a prize list for cycle exhibits in the vehicle department. Hitherto it has ignored the claims of this branch of transportation but now comes out with the announcement that the bicycle has proven itself worthy of a place among the methods of transportation. Does the fair association think it has made a discovery? Was it the De Soto hills that Rip Van Winkle retired to?

One of the signs of the coming year, from a trade point of view, is the fact that nearly every agent in the country has closed or has under way deals for next year, and here it is that the success of this season's wheels comes into play. Those that stood up and gave satisfaction are being sought for by the "gilt edge" dealers in every town where they have been represented.

The annual run of the Century Road Club was not the startling success that it was expected to be. Recent rains had made the roads very bad in places, but, with the hardy membership that this organization is supposed to have, such a little thing as bad roads ought not to deter the riders from making the annual feature of the organization a howling success.

We make a prediction. After the smoke of battle has cleared away from Hampden Park E. C. Bald will be found in his old position—at the top of the heap.



It is said that Zimmy is training on the q. t. in Paris. We had thought that the "Skeeter" would race only in Australia. Now if he wants to oblige his friends he will make a flying trip to Springfield next month and show Johnson, Sanger, Tyler, and the other new pros that he is still the same old Zim who showed them the way to the tape so often in the days of old.

Are we again to be burdened with long-distance races between females? We had thought that we were rid of these, along with the hippodrome races of the old-time professional, but it seems that, like the bad penny, they always turn up again. We hope that the Minneapolis exhibition will be the last of its kind.

When Gideon says that he does not care for the presidency of the League of American Wheelmen, and that the work he has on the Racing Board suits him very well, he doubtless realizes that the chairman of the Racing Board is a bigger man than the president of the League any day.

Each year brings its fad in wheel construction. Now that excessive lightness has been proven a fallacy the makers are turning their attention to large tubing. There seems to be a general tendency toward 1⅛ inch tubes, while a number of wheels will appear with 1¼ inch.

Close on the news of the wonderful cotton crop that the south is raising, comes the announcement that the demand for wheels from that section calls for more than half high grade. Formerly but a quarter of the shipments listed were $75.

What a number of carpenters we have among the L. A. W. royalty We notice that already Morrison, Gideon, Potter, and Cossum are all busily engaged in building their fences, preparing for the campaign for the League presidency.

St. Louis is said to be secretly preparing to make a fight for the '96 meet. It is rumored that if she gets it one of the attractions will be a sleeping contest.

Great is cycling! There is not a civic celebration, a county fair, or a church carnival that is complete, nowadays, without its bicycle feature.

And so old brother Bill Murphy has turned professional. We would have thought that he would have tired of the racing game by this time.

Will the Associated Cycling Clubs, of Chicago, feel able to run the next race meet, or will they insist on looking up some one to share the proceeds with?

And such is fame! Now the Belgian government is going to recognize her great cyclists by having their portraits used to adorn stamps.

Asa Windle must be a hot trainer to keep the Bald bubble at the top of the tube in THE BEARINGS' thermometer.

What has become of the team race between the Lincolns and Lake Views? Is some one afraid?

"Well, I'm broke," sadly remarked a ball to its brother as it left the race.

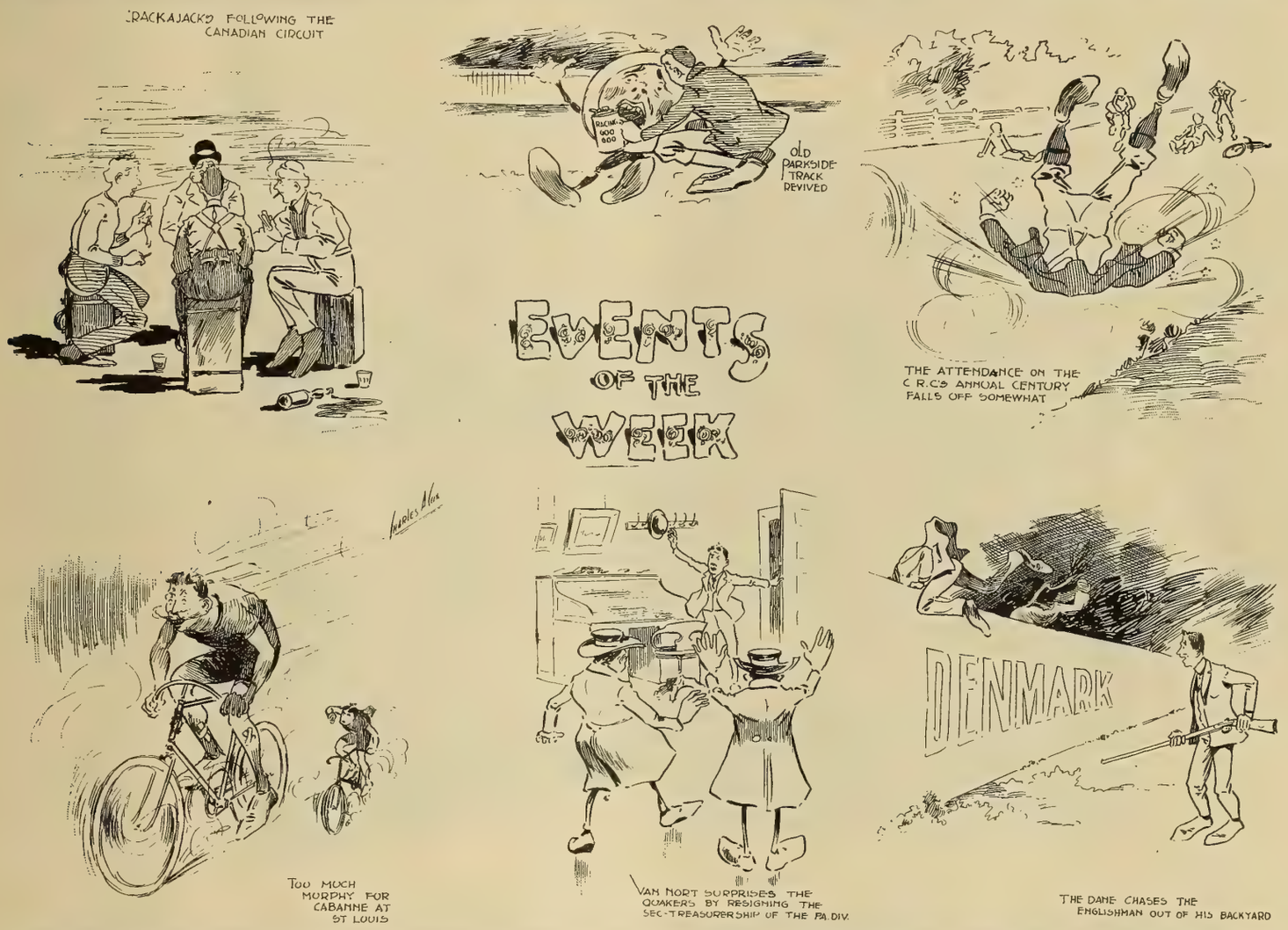
VAN NORT RESIGNS.

PHILADELPHIA, PA., Aug. 24.—Quite a surprise was created throughout the state during the past two or three days when it became known for a certainty that Secretary-Treasurer Van Nort, of the Pennsylvania Division had resigned. Mr. Van Nort, who hails from Scranton, has been in office such a long time that his usefulness will be a serious loss to the division. P. S. Collins, of this city, has been named as Mr. Van Nort's probable successor.

Chairman Gideon has just returned from a much needed vacation and is now hard at work again. Mr. Gideon has lots of work before him now that the fall months are near, and his weekly bulletins promise to be more than interesting. A question which is just now occupying the chairman's attention is whether or not a Class A or B rider can ride against a horse that has previously trotted for a stake, and still retain his amateur standing. Of course a man competing against a professional should also be a professional, but whether a professional horse has any bearing on the matter remains to be seen.

Walter Sanger has placed a claim for $90 prize money in a lawyer's hands against O. S. Bunnell, the race meet promoter. At the recent Pittsburg meet Sanger was engaged to ride, the management guaranteeing him $150 prize money, besides his winnings. He won $90, and when the managers gave him only $150 there was a vigorous kick.

The *Cycliste Belge* says that the Belgian minister of railways and telegraphs intends to have stamps struck with the portraits of Houben and Protin. Philatelists take note.



THE COLISEUM WRECKED.

The Big Building is a Total Wreck—Fell During the Course of Construction—Will not Interfere with the Cycle Show or the Big October Tournament.

A few hours after THE BEARINGS went to press last Wednesday evening the great Coliseum Building, in which the Chicago Cycle Show was to be held as well as the week's indoor tournament in October, fell in ruins without the least warning. The building was nearly completed and was to have been opened by the Barnum & Bailey circus on September 2. The cause of the fall of the building is not as yet known and will not be until the ruins are cleared away and an examination made which will be done in a few days. The general consensus of opinion, however, points to its having been caused by piles of lumber which were to have been used in the construction of the roof and which weighed over 100 tons, being piled on one or two of the arches which had not been fully braced.

Will be Done for the Cycle Show.

The building will be reconstructed immediately and will be done in ample time for the cycle show. The tournament scheduled for October 8 to 12 will also be given, but not in the Coliseum Building. Arrangements are under way for the securing of another track which will be equally good and which will be lighted by electricity. A definite announcement in regard to the track will be made in a few days. Already assurances have been received from almost all the principal teams in the country that they will be on hand. The entries for the twenty-four-hour race promise to be unexpectedly numerous.

The accompanying illustrations give an excellent idea of the appearance of the building at the present time. Fortunately one shift of workmen, over 200, had quit work and the other shift had not begun. Had the accident occurred two hours earlier, or as much later, the loss of life would have been appaling. As it was no one was injured.



The wreck of the Chicago Coliseum.

CABANNE FAILED TO SHOW.

ST. LOUIS, MO., Aug. 26.—The diamond tournament of the Associated Cycling Clubs at the Pastime Track, Saturday afternoon, was the most successful bicycle race meet ever held here, both in point of attendance and in the quality of the racing. Fully 5,000 people saw the races, and the grounds were so full that during the latter part of the afternoon it was impossible to keep them off the track. A meet could not be held here and not have rain, but fortunately it came early in the day and quickly cleared up, although for a while it looked dubious.

Promptly at 2:30 p. m. the first race was started. There were but eight events on the programme, but the large fields of starters necessitated heats in all the Class A events. The honors of the meet were divided between C. M. Murphy in the B events and Alex Laing in the A events. Murphy won the mile open and mile handicap in fine style, and

Laing Rode a Magnificent Race

in the mile novice, cutting the competition state record of 2:21⅘, held by E. E. Anderson, to 2:15, and distanced the field. "Dute" Cabanne failed to distinguish himself, as the best he could do was to ride second to Murphy in the mile open. Cabanne and Titus did not start in the mile handicap, as Murphy had forty-five yards on them, but they started in the two-mile handicap, and, pacing each other, rode it out to the "queen's taste," and although they caught the field, as did also Charley Murphy, none of them showed at the tape.

In the Class B mile handicap Murphy, at 45 yards, was virtual scratch man, with "Big" Wells at 55 yards, Terrill at 65 yards, Maxwell at 90 yards, and Jack Coburn at 110. The field was bunched on the last lap and Wells jumped into the stretch but Murphy was there and wideawake, beating him out by two lengths, with Jack Coburn third. Time, 2:09⅘.

The Class B Mile Open

was the event of the afternoon and every one looked to Cabanne to win it, but it was not his fault that he did not. The men changed about at pacing until the last lap, when Titus and Cabanne came to the front, leading into the stretch. Murphy was in poor position back in the bunch but when Titus pulled out to let Cabanne by the bunch split and left an opening which Murphy was quick to take advantage of, and he came through like a shot and was several lengths ahead of the field in less time than it takes to tell it. Cabanne was right after him in an instant, but could only partly close the gap. Will Coburn was third. Time, 2:14⅘.

During the afternoon Lee Richardson made two attempts to lower his quarter-mile backward riding record, but fifty-one and fifty-four seconds were all he could do. After the races were over Eugene Devoy established an unpaced record for a third of :44, which Bert Harding shortly afterward lowered to :41, and Eugene Devoy and Joe Howard established a paced mile tandem record of 2:06.

Summaries.

One-mile novice.—Alex Laing, first; Ed Guenther, second; C. T. Priest, third. Time, 2:15.

One-mile handicap, Class B.—C. M. Murphy, 45 yards, first; C. S. Wells, 55 yards, second; J. W. Coburn, 110 yards, third. Time, 2:09⅘. G. A. Maxwell, W. A. Terrill, J. E. Alexander, Frank Wing, and Louis Coburn also ran.

Half-mile open, Class A.—Roy B. Peebles, first; E. Stade, second; R. Buder, third. Time, 1:18⅘.

One-mile, thirty-four-years age-limit race.—A. Joe Henley, first; C. Schilling, second; A. L. Jordan, third. Time, 3:21.

One-mile open, Class B.—C. M. Murphy, first; L. D. Cabanne, second; Will Coburn, third. Time, 2:14⅘. J. W. Coburn Frank Wing, G. A. Maxwell, W. A. Terrill, F. J. Titus, and C. S. Wells also ran.

One-mile open, Class A.—Fred Hattersley, first; Roy B. Peebles, second; Goode Cabanne, third. Time, 2:18⅘.

One-mile handicap, Class A.—W. A. Soldan 50 yards, first; Tom Coburn, 55 yards, second; J. C. Weidner, 75 yards, third. Time, 2:16.

Two-mile handicap, Class B.—W. A. Terrill, 125 yards, first; J. W. Coburn, 215 yards, second; Frank Wing, 215 yards, third; L. D. Cabanne, scratch, fourth. Time, 4:30. C. S. Wells, 105 yards; Fred Titus, scratch; J. E. Alexander, 155 yards; E. Hendricks, 275 yards, also ran.

CINCINNATI WILL BE UP TO DATE.

CINCINNATI, OHIO, Aug. 26.—The Consolidated Street Railway Co. has agreed to build a first-class one-third-mile track at Chester Park, furnish the means of getting there, a share of the prizes, and the advertising. Work will be at once begun upon the new enterprise. The track plans have all been made and as the company has no bids to advertise for, it will be pushed to rapid completion. Two of the best engineers in the employ of the company have visited the Fountain Ferry track at Louisville and taken the general plans of that world breaker. Cement will be the general ingredients of the construction of this model track, banked on the turns to prevent accidents. The backstretch will have a width of thirty feet and the homestretch one of thirty-five feet. The judges' stand will be on the opposite side of the track from the grand stand. It will be furnished with electric timing and sighting apparatus, and an electric annunciator for announcing the numbers of the winners. A clubhouse will be one of the appurtenances.

The Columbia team is now in training at Springfield, Mass.



Results Count

And the fact that there have been more Waverley bicycles built and sold in the past three years than any other make of high-grade bicycle in the world, is not only an open index to their popularity but a testimonial of sterling worth, since it bears the indorsement of over 50,000 wheelmen who have bought Waverley bicycles at our list prices.

Abraham Lincoln once said:

"You can fool all of the people some of the time, and some of the people all the time, but you can't fool all of the people all of the time."

What more convincing argument could be produced that Waverleys were built on honest value lines than the facts that our sales in '94 more than doubled those of '93, and the sales of '95 have more than quadrupled those of '94. That we have never sold a single Waverley at a cut price. Have spent less than one-eighth the amount of money in advertising than our chief competitors do. That we have never paid one dollar for a racing man's services, or given side commissions to purchasers to bring their friends in to buy, and yet have sold more wheels than any other maker.

Our motto has always been that one man's money was as good as another's, and we have built up the greatest bicycle business in the world by giving our customers the very best goods for the least money. Honest value is bound to win. Deal direct with the manufacturer.

WAVERLEY BICYCLES ARE THE ACME OF PERFECT MECHANICAL INGENUITY AND SKILL.

WAVERLEY BICYCLES NEVER LET YOU WALK HOME, THEY ARE BUILT TO RIDE, WEAR, AND WIN.

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TRANSPIRED IN CHICAGO.

What Inhabitants of the Windy City Have Been Doing the Past Week—The Big Century Run.

Last Sunday was the finest kind of a day. The day was not too hot, there was very little wind blowing and no dust to speak of. The hard rains of Friday, however, had played sad havoc with the country roads and the Elgin-Aurora course was cut up so that fast time was almost impossible. It was estimated by the more enthusiastic ones that fully 800 wheelmen and wheelwomen would participate in the annual century run of the Century Road Club of America, but just 127 started out at 4 o'clock Sunday morning to win a gold bar for riding from Chicago to Elgin, thence to Aurora and then home again, via Naperville, Downer's Grove, and Riverside. There were

But Five or Six Ladies in the Party.

There were three tandems and one triplet. The latter machine was ridden by Gunther, Bawden, and Munson, and they expected to make the trip in about five hours. However, they found out to their sorrow that a triplet is anything but enjoyable riding on a country road. It took them over eleven hours to make the circuit. J. H. Zahn, of the Lincolns, was the first man to make the journey, but as he failed to register at the start his claim was not allowed. He claimed to have made the century in 6:32:00. George Thompson was the first official finisher, his time being 7:38:00. Mrs. George Bunker, holder of the woman's record over the course, was the first lady to finish, her time being 8:21:00.

Parkside was Revived Last Saturday,

and for the first time in years the famous old track witnessed a cycle tournament. The old resort looks the same as it did when Lumsden, Githens, and Sanger battled for supremacy in '92, when Bliss was first taught the tricks of the trade, and "Cy" Davis won his novice race. The track itself was in bad shape, though. The turn leading into the backstretch was worse than a country road, while the west turn was covered with grass a foot long. The America Cycling Club gave its first race meet last Saturday, and the announcement that the races would be run on old Parkside drew out quite a number of the old timers who had spent more than one pleasant afternoon at the old track. The races were good, considering the track, and were won by Orlando Adams and Frank W. Osmun. Eddie Kelly, a sixteen-year-old boy, rode in seven races, being placed in every one.

Summaries.

One-mile novice.—L. Emerich, first; H. N. Mills, second; E. U. Plants, third. Time, 2:54.

One-mile handicap for men over 185 pounds.—J. R. Woltz, 150 yards, first; G. S. Norton, second; J. W. Douglas, scratch, third Time, 3:26⅖.

Quarter-mile club championship.—E. P. Kelly, first; L. Emerich, second; W. L. Hixon, third.

One-mile handicap, Class A.—O. Adams, scratch, first; F. W. Osmun, scratch, second; E. P. Kelly, scratch third. Time, 2:41.

Half-mile club championship.—O. Adams, first; E. P. Kelly, second; L. Emerich, third. Time, 1:22.

One-mile club championship, Class A.—O. Adams, first; B. C. Hill, second; E. P. Kelly, third. Time, 3:13.

One-mile, 3:00 class.—O. Adams, first; H. N. Mills, second; R. J. Randolph, Jr., third. Time, 3:14.

One-mile lap race, Class A.—F. W. Osmun, first; S. R. Brown, second; E. P. Kelly, third. Time, 2:45.

Two-mile handicap, Class A.—F. W. Osmun, scratch, first; E. P. Kelly, 80 yards, second; R. J. Randolph, Jr., 250 yards, third. Time, 5:38.

Five-mile handicap.—F. W. Osmun, scratch, first; E. P. Kelly, 100 yards, second; S. R. Brown, scratch, third. Time, 14:28½.

One-mile consolation.—W. A. Boole, first, E. L. Ashbaugh, second; W. W. Parsons, third. Time, 3:10.

The Usual Number of Road Races

was run last Saturday, that of the Englewood Wheelmen being the best. Their ten-mile race was won by J. J. Badenoch, Jr., brother of the chief of police and the man who started on the limit in the last Chicago road race. His son George, a husky chip of the old block, ran into fifth place from the thirty-second mark, winning third time in 25:41. First time prize was won by R. P. Rice, scratch, in 25:29, course record. F. H. Wilson, scratch, won second time in 25:29, having set pace most of the way, being beaten out at the tape. Just after passing the line Rice's front forks gave way, throwing him to the ground and bruising him some about the head.

George Kleinbeck, 3:00, won the five-mile road race of the Thistle Cycling Club over the Oak Park course in 13:58. A. Morris, 3:00, was second; J. Bezenek, scratch, finished eleventh, winning time in 12:03.

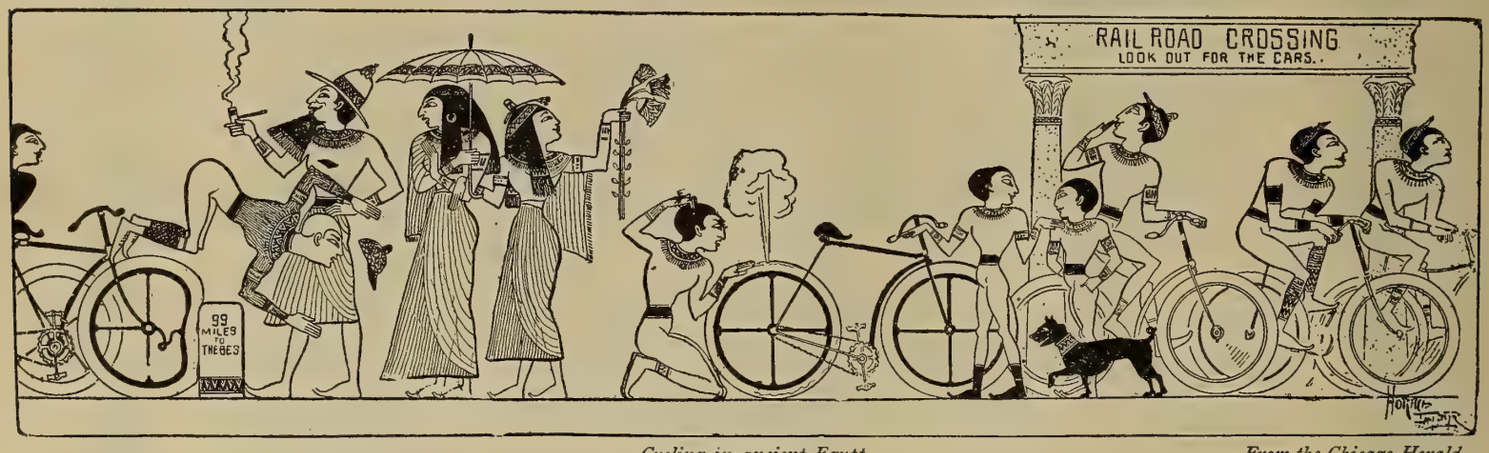
The fifth annual ten-mile road race of the Columbia Wheelmen was run over the West Side boulevards last Sunday morning and was won by Theodore Fuog, a 2:30 man, in 26:44, O. Solum, :45, won seventh place and first time in 25:30. Al Flath, scratch, won second time in 25:30⅗. Shineer, Hurtubise, and Radloff, the other scratch men, finished right behind Flath. Thirty-five men finished.

I. C. Walker, scratch, won the ten-mile road race of the Monarch Cycling Club in 26:50. C. Arndt, :45, was second, and F. C. Moore, 1:30, was third.

Searle After the New York Record.

At 4:30 o'clock next Monday morning R. P. Searle starts after the Chicago-New York record, recently lowered by Wolfe. He has arranged a schedule that will take him off the beaten path of the Chicago-New York riders for a portion at least of the way. It is as follows:

Leave Chicago, Ill	September 2, 4:30 a. m.	
Arrive South Bend, Ind	September 2, 12:00 m	100 miles.
Arrive Bryan, Ohio	September 2, 11:00 p. m	200 miles.
Arrive Fremont, Ohio	September 3, 10:00 a. m	275 miles.
Arrive Cleveland, Ohio	September 3, 6:30 p. m	355 miles.
Leave Cleveland, Ohio	September 3, 10:30 p. m.	
Arrive Erie, Pa	September 4, 8:00 a. m	455 miles.
Arrive Jamestown, N. Y	September 4, 1:00 p. m	510 miles.
Arrive Wellsville, N. Y	September 4, 11:30 p. m	610 miles.
Leave Wellsville, N. Y	September 5, 3:30 a. m.	
Arrive Elmira, N. Y	September 5, 12:00 m	740 miles.
Arrive Binghamton N. Y	September 5, 6:00 p. m	800 miles.
Arrive Hallstead, Pa	September 5, 7:30 p. m	815 miles,
Leave Hallst ad, Pa	September 6, 10:30 p. m.	
Arrive Scranton, Pa	September 6, 4:30 a. m	865 miles.
Arrive Stroudsburg, Pa	September 6, 12:00 m	920 miles.
Arrive New York City	September 6, 7:30 p. m	1,015 miles.



Cycling in ancient Egypt. —*From the Chicago Herald.*

Searle will be checked by the postal card system devised by THE BEARINGS.

ENGLISH RECORDS LOWERED.

LONDON, Aug. 17.—As regards racing last Saturday was almost a blank day in London. Beyond the Stanley Club's six-hour time trial for members at Wood Green track—where, out of the eleven who started, J. P. K. Clark won the contest with a score of 125 miles 250 yards—and the Borough Polytechnic's 100-mile race for the Gamage challenge cup at Catford—which was won by E. P. George in 4:41:13⅕—there were no meetings held in the metropolis.

On Wednesday the Catford C. C. and Blackheath Harriers held a joint meeting at Catford before about 1,000 spectators. E. E. Parlby, in a time trial, tied F. W. Chinn's record of :30⅘ for a starting quarter; R. Palmer, in a one-hour race (which he won with a score of 26 miles 1,328 yards), beat previous amateur bests as follows, viz.: Three miles in 6:34⅕, against J. A. Robertson's 6:37⅖; seven miles in 16:28⅘, against G. R. Martin's 15:37⅖; nine miles in 19:56⅖, against Robertson's 19:59⅗; eleven miles in 24:21⅗, against Robertson's 24:25⅕; fourteen miles in 31:06⅖, against Robertson's 31:14⅕; fifteen miles in 33:21⅘, against Robertson's 33:26⅘; sixteen miles in 35:38⅗, against Robertson's 35:42⅖; nineteen miles in 42:19⅗, against Robertson's 42:20⅕. The beaten times formed part of the series set up by J. A. Robertson at Herne Hill, September 27, 1894, when the latter rode 26 miles 1,670 yards in the hour, a distance Palmer failed to equal on Wednesday.

Watson Beaten by the Dane.

On Monday the much-talked-of match between A. J. Watson and Ingeman Petersen, the Dane, came off at Ordrup near Copenhagen. The match was for the best of three races, distance a mile, with pacemakers. Petersen won the first two races in each case by about two yards. There was much enthusiasm, the men shaking hands after the second race, and



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Why select a few favored dates?

So far there have been 827 prizes awarded on the National Circuit; 526 of them have been won on Palmer tires, leaving 301 for all other makes.

THEY COST MORE, BUT THEY ARE WORTH TWICE AS MUCH.

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65 Reade St., New York, and 159 Lake St., Chicago.



TWICE AS GOOD AS OTHER TIRES



the track being strewn with flowers. In nearly all the races he has ridden in on Danish soil Watson has been unsuccessful.

The Congress of the Society of Cyclists at Tunbridge Wells, which I very hurriedly described in my last letter, proved a great success. The annual dinner held on Saturday was attended by the mayor and 120 guests, Sir Benjamin Richardson presiding. On Saturday afternoon Penshurst Place was visited, there being much to see of interest in Lord de L'Isle's ancient castle. On Sunday morning there was a church parade, on foot, in which the procession included the mayor, corporation, police, and fire-brigade as well as the cyclists.

Ladies Still Racing in England.

Despite the cold water showered upon it, ladies' racing is by no means done with in England. At the Trafalgar Club a one-lap race for ladies against time was recently held. Says a writer: "There was no serious attempt at racing. Heavy machines were used, and of course no one made an exhibition of themselves. At Scarborough two ladies' events formed the chief attraction at the recreation grounds the other day. The contestants were all strangers to the town and were attired in rational costume. There was a big crowd of spectators. Last Friday, at Powderhall Grounds, Edinburg, eight ladies competed—one being from France—and a crowd of 1,500 canny Scots witnessed the spectacle."

C. P. Sislev, undaunted by the demands upon his time made by the *Cycle* and *Lady Cyclist*, announces a new monthly publication, to be called the *Cycle Magazine*. It will be produced on high-class lines, profusely illustrated, and sold at 13 cents. Already Sisley has secured the pens of the best writers, and hopes to produce the initial number next month.

Will Zim Race in France?

To the outsider Zimmerman's plans appear in a chaotic condition. He was to leave England on the 15th, and only spend part of a day in Paris on his way to Naples. As it turned out he left London last Saturday, reaching Paris with his wife late that evening. Interviewed by *Paris-Velo* early this week, he declared he could on no account race in France. Since then Zimmy has been seen training on the Buffalo track, and the director of that track absolutely assures the Paris pressmen that the champion *will* race in Paris. What are we to think?

Hyde Park opened its gates to wheelmen yesterday morning, and although at present only a few have availed themselves of the privilege of using all the roads open to carriages up to 10 a. m., considerable crowds are expected shortly.

C. W. HARTUNG.

MORE GINGER IN THIS MEET.

NEW YORK, Aug. 24.—"A rattling good race meet" was the universal comment of the 3,000 odd patrons of the Manhattan Beach track this afternoon, at the conclusion of the eleven events which made up the attractive programme. Possibly the large number of amateur events, with big fields, did considerable to awaken enthusiasm, but the finishes possessed a certain snap which has been somewhat lacking at these weekly race meets. The handicapping was greatly improved, and there was a lack of runaway fields.

The one-mile professional handicap was one of the prettiest races seen in a long time. There were twenty-five in the field, the limit man having 160 yards. Harry Tyler was a starter in this event, but could not get near the leaders, and A. W. Porter, from 25 yards, had to do some tall traveling to get through, as the time—2:03⅗—proves. Geo. Cutter, with 85 yards advantage, had a bit up his sleeve, and was only nipped by Porter at the last turn. Berlo had a bad start, and undertook to pace the scratch man, but quit after a lap. The leaders were huddled at the finish, which was a driving one, and provoked considerable applause. Harry Wheeler made a good showing, and ran into fifth place. He seems to be getting into better form.

The Half-mile Professional

was run in heats, the first being cleverly captured by Conn Baker, while Berlo in the second outsprinted the Canadian Young. Tyler won his heat, which furnished a surprise in the defeat of Porter by both Silvie and Eaton. The final was scooped by Harry Tyler, Watson Coleman winning second, and F. W. Young third. The last quarter was covered by Tyler in twenty-seven seconds flat.

The five-mile professional was a beauty and Porter and Starbuck from scratch raced all the way, the former winning in 11:15⅗. The field was strung out to the 500-yard pole and Harry Hawthorne and E. C. Baker had a private match for the first three miles, the bunch being nearly half a lap behind. The pair were not caught until two laps from home, but they served their purpose of making fast running. At the bell a varied colored group sped on, and Porter, whose courage has been questioned, asserted himself and beat off Starbuck and Conn Baker in handsome style, Crooks, St. Onge, and Wheeler finishing under the proverbial blanket.

The Mile Handicap, Class A,

took three trials to weed out the enthusiasts and Dawson, Robertson, and Miller caught the judge's eye in their respective heats. The final was a mix up in which the handicapper's fine work was perceptible and it was anybody's game up to the last notch. G. B. Smith, from twenty-five yards, was the favorite and Ray Dawson, from scratch, was second by half a wheel; F. D. White, from twenty yards, getting third place.

The one-mile tandem for the pros had six teams up. Berlo and Crooks were the favorites. Wheeler and Starbuck made a speedy combination and Coleman and Silvie were a dangerous pair. The lesser lights were St. Onge and Cutter, Murphy and Eaton, and Blauvelt and Kuhlke. A flying start was effected and Wheeler and partner made the running. Berlo and mate dug out at the bell and won by five yards in 1:58⅗, a competition record at the game, Silvie and Coleman beating out Wheeler and Starbuck in the final struggle.

Summaries.

One-mile novice, final heat.—Eugene Crawford, first; G. A. Robertson, second; E. J. Clark, third. Time, 2:43⅘.

One-mile professional handicap —A. W. Porter, 25 yards, first; George Cutter, 85 yards, second; Conn Baker, 35 yards, third; W. Coleman, 15 yards, fourth; Harry Wheeler, 60 yards, fifth. Five dollars. Time, 2:08⅖.

Half-mile scratch, professional.—H. C. Tyler, first; Watson Coleman, second; F. W. Young, third; I. A. Silvie, fo rth. Time, 1:11⅗.

One-mile scratch, Class A.—Ray Dawson, first; A. B. Wise, second; C. M. Ertz, third. Time, 2:18⅗.

Five-mile handicap, professional.—A. W. Porter, scratch, first; J. F. Starbuck, scratch, second; Conn Baker, 100 yards, third; Austin Crooks, 225 yards, fourth; Fred St. Ong , 275 yards, fifth. Time, 11:15⅖.

One-mile handicap, Class A, final heat.—G. B. Smith, 25 yards, first; Ray Dawson, scratch, second; F. E. White, 20 yards, third. Time, 2:13⅘.

One-mile tandem. professional flying start —Berlo and Crooks, first; Silvie and Coleman, second; Wheeler and Starbuck, third. Time, 1:58⅗. Last quarter, :26⅘.

CHICAGOANS CAPTURED EVERYTHING.

AURORA, ILL., Aug. 22.—Aurora held a most successful two-day meet yesterday and today, and tonight the Chicago racing men left town with most of the prizes packed in their valises. The racing was good, although the last day was marred by Emerson's severe fall.

The open races yesterday were won by C. C. Ingraham, of Dixon, Ill., who has developed into quite a sprinter; S. C. Cox, of Chicago, and A. C. Van Nest. The only prize cap tured by Aurora was the two-mile handicap, which was won by Will Fre eman. In the mile club handicap W. E. Dutton fell and was unconscious for fifteen minutes.

In the half-mile open today George L. Emerson, the lengthy Chicagoan was fouled by Cox and Nelson. He ran into the fence and was thrown. He was unconscious when picked up, and for a time it was thought that he was seriously injured, but this evening he was able to go home on the train. Cox and Nelson were disqualified, the race being given to Turnbull, who finished third. The medal for the fastest mile at the meet was given to W. E. Dutton, who won the novice in 2:25.

First Day's Summaries.

One-mile novice.—W. E. Dutton, first; W. D. Hoffman, second; J. H. Searles, third; F. M. Long, fourth. Time, 2:25.

Quarter-mile open.—C. C. Ingraham, first; Roland P. Rice, second; S. C. Cox, third. Time, :34⅘.

Two-mile handicap.—Will Freeman, 200 yards, first; A. C. Van Nest, 90 yards, second; Roland P. Rice, 90 yards, third; G. W. Mitchell, 200 yards, fourth. Time, 4:39.

One-mile open.—S. C. Cox, first; A. C. Van Nest, second; M. Nelson, third. Time, 2:29⅖.

One-mile tandem.—Emerson and Rice, first; Alva McLain and mate, second; Rogers and Smith, third. Time, 2:22.

Two-mile lap race.—A. C. Van Nest, 12 points, first; R. P. Rice, 10 points, second; G. L. Emerson, 8 points, third; E. C. Cleveland, 6 points, fourth. Time, 4:56⅗.

One-mile Aurora C. C. handicap.—George Day, 50 yards, first; Alva McLain, scratch, second; G. S. Clark, 200 yards, third; Ed Broman, 95 yards, fourth. Time, 2:25⅖.

Three-mile handicap.—C. C. Ingraham, 225 yards, first; A. C. Van Nest, 135 yards, second; Ed Lindquist, 175 yards, third; J. M. Hord, 225 yards, fourth. Time, 7:06⅕.

Second Day's Summaries.

Half-mile open.—William Turnbull, first: Alva McLain, second; R. P. Rice, third. Time, 1:15.

One-mile handicap.—Will Freeman, 75 yards, first; G. W. Mitchell, 80 yards, second; M. P. Castle, 135 yards, third. Time, 2:22⅕.

Two-mile tandem.—McLain and Hamblin, first; Emerson and Rice, second; Raymond and Smith, third. Time, 5:02⅖.

One-mile open —S. C. Cox, first; A. C. Van Nest, second; C. C. Ingraham, third. Time, 2:25⅕.

Two-mile handicap.—A. C. Van Nest, 50 yards, first; M. Nelson, 40 yards, second; Homer Fairmon, 50 yards, third. Time, 4:55⅖.

One-mile Kane County championship.—Alva McLain, first; Will Freeman, second; John Taylor, third. Time, 2:46⅖.

Five-mile handicap.—Bert Swanson, 350 yards, first; W. F. Selby, 250 yards, second; J. M. Hord, 400 yards, third. Time, 12:52.

One-mile Aurora Cycling Club championship.—Will Freeman, first; Alva McLain, second; Fred Olsen, third. Time, 2:28⅗.

One-mile consolation.—Nic Deutsch, first; H. A. Klein, second: Fred Olsen, third. Time, 2:42⅖.

WOMEN'S RACE AT MINNEAPOLIS.

MINNEAPOLIS, MINN., Aug. 26.—The event of interest in cycling circles the past week has been the six-day race at Athletic Park between six women, five of them professional cyclists and sixth a young lady from this city. The races have been run on a twelve-lap board track in the park, which has been lighted by electricity, and they have been attended by thousands every night. There is no doubt that the professional riders who travel together had planned to make the race a hippodrome affair, but the advent of Miss Christopher, the Minneapolis rider, upset their plans completely. From the first, she showed that she was in the race to win, and her opponents soon saw that unless they did some riding they would be out of the race, as far at least as first prizes were concerned. Monday night, before Miss Christopher had really come to understand what was going on, Miss Nelson gained a lap on her, and she finished Saturday night just the one lap ahead, Miss Christopher taking second place and prize. The distance as given out by the scorers at the end of the race were: Miss Nelson, 293.4 miles; Miss Christopher, 293.3 miles. The best previous record was 277.8.

EASIEST TO REPAIR.

Single-Tube Tires Give No Trouble, and Permanent Mending is Simple.

The mending of single-tube tires is the simplest thing in the world. with proper materials. The following letter tells its own story:

PITTSBURG, Aug. 22, 1895.

POPE MFG. CO., Hartford, Conn.

Gentlemen: In 2,400 miles of riding, my Model 40 has never been out of service for one moment, except for punctures to front tires on two occasions. As some one has recently been publishing assertions that single-tubes could not be satisfactorily repaired, it may be of interest to tell you my experience. After riding some 660 miles, I punctured my front tire (a Hartford single-tube semi-roadster, of 1½-inch size), making two holes about 1½ inches apart. Wrapped with tape and rode home, where I plugged both holes in about ten minutes (never had any previous experience in such work). and have ridden nearly 1,800 miles on that tire since without slightest leakage or trouble of any kind, though I use a plunger brake on it considerably on our numerous hills. Later I ran a piece of wire into same tire and it turned over in passing through fork, making a long slit. The first plug did not make it tight, so I punched a round hole, about ⅜-inch diameter, to get rid of the slit, and put in a thick-stemmed plug, and have ridden over 800 miles since, the tire seeming now as good as when I got the machine. As some riders hold the opinion that the use of a brake is almost certain to tear out a plug in single-tube tires, this experience may be of use to you, as, while I am careful never to use the brake when it can be avoided, yet I do not spare it when necessary, and there are hills from one-quarter to three-quarters of a mile in length here, on which the brake has to be used constantly and *hard*.

Very respectfully,
READE W. BAILEY.

For repairing their single-tube tires the Hartford Rubber Works Company furnish a very complete repair outfit which contains everything needed for quick and permanent mending of any puncture. The pouch is compact and can easily be carried in the pocket, and yet it contains an assortment of special patch plugs of different sizes, tire tape, cement, and all needed tools.

The Hartford patch plugs differ from others in being of large patch area, which gives a cementing surface that prevents any action of brake or tire from dislodging the plug.

This repair kit should be carried by every user of single-tube tires—which will soon mean every rider, by the way, at the rate riders are recognizing the superiority of this form of tire. Ask the nearest dealer for the Hartford repair kit. If he hasn't it, ask him to get it for you, or send 50 cents in stamps to the Hartford Rubber Works Company, Hartford, Conn.

FOR THE FEET.

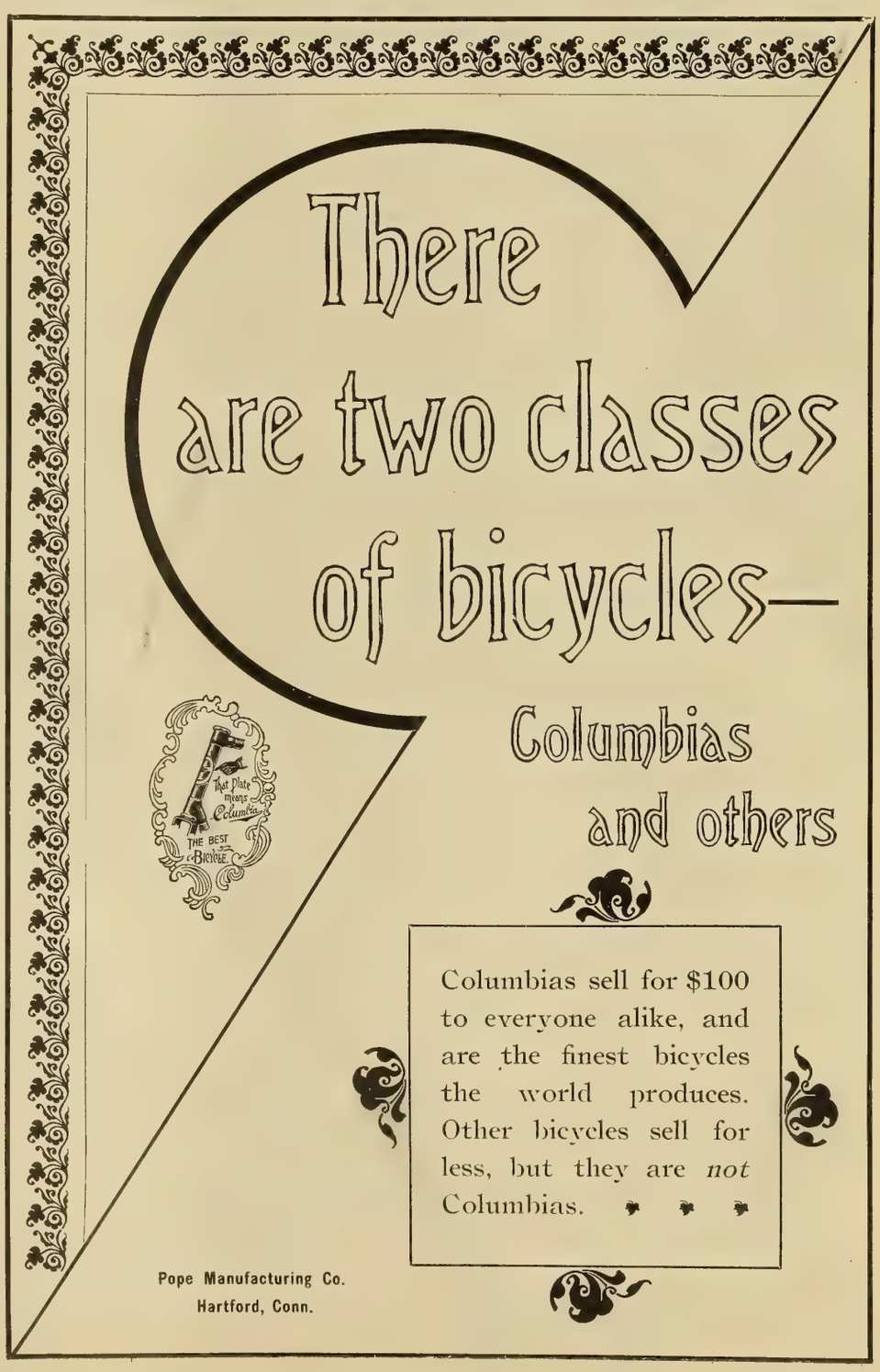
Many wheelmen complain of having warm and moist feet, no matter how light and supple the shoes may be that they wear. A remedy for too great heat is given by a celebrated walker who found it very satisfactory. "Make a powder composed of three parts of salicylic acid, ten parts of starch, and seven or eight parts of powdered soap. The shoes and stockings should be sprinkled with this. It will prevent heating, painful friction, and the feet will be cool and fresh, and will not perspire. Even if the feet are rubbed and blistered the powder will cure them quickly." Wheelmen can try it with the same good results and to judge by its composition it can not but be refreshing.

Only $100 for a Columbia. But it means an amount of satisfaction and pleasure that many times $100 otherwise invested conld not buy.

He who studies the racing tables this season will find remarkable evidence of the speed of Columbia bicycles and the Hartford single-tube tires with which they are fitted.

Antiquity of Bicycles.

Each day proves more surely the truth of that trite old saw, "There is nothing new under the sun." Most of us are laboring under the mistaken impression that the bicycle is a comparatively new invention, and the result of modern ideas; but herein lies one of our many mistakes. The fact is that the wheel, in its crude, original form, is more than 250 years old, and the first known record of a wheel is a stained-glass window in a church of Stoke Pogis, England, near Windsor. It was this same churchyard which inspired Gray to write his famous "Elegy," by which he has immortalized it. The window bears the date 1642, and it is said by those who have seen it that the rider and his mount much resemble the pagan god Pan. The next record we have in regard to wheels is that about 1760 a manu-motive carriage, weighing several hundred pounds, was exhibited at the French court. (This is probably the first record of a cycle show, as well.) Nothing further is said of wheels until, in 1819, when in England it was quite fashionable to ride a vehicle variously called a "hobby horse," a "dandy horse," and a "velocipede." It is alluded to in many records of various kinds handed down from that time, notably in a letter written by John Keats, from England, in February 1819, to his brother in this country, in which he says: "The nothing of the day is a machine called the velocipede. It is a wheel carriage to ride cock-horse upon, sitting astride and pushing along with the toes, a rudder wheel in hand. They will go seven miles an hour."—MARY E. BROOKS, Sioux City, Iowa.



POOR TREATMENT AT BRANTFORD.

BRANTFORD, ONT., Aug. 26.—There have been other meets which proved as disagreeable to the circuit chasers as the meet of today, given by the Brantford Cycling Club, but they were not held this year. The very air of the town was inhospitable, and the men felt it when they landed from their special car. They had to find the hotel themselves, and likewise the track; the contestants' tickets came to them, and in a way that they did not like. Shortly after the dinner hour, while some of the men were sitting in the hotel reading and writing room, a man with a decided English look came rushing in, and with a sort of commanding air said, "Well, how many of you fellows are there." The reply was courteously given that the number was thirty-three, and that tickets would be wanted for all.

"But that's too many, and we don't propose to fit out any sixteen men on one team." He referred to the Morgan & Wright team, without the entry of which

The Entire Canadian Circuit Would Have Been a Frost

from beginning to end, for none of the teams were going until it was found that the Morgan & Wright people would go. When told this fact his manner was not modified in the least and he replied, "Where is your manager? I don't propose to give any man his ticket until his entry fee is paid and you might as well understand that." Then about a score of the Class B men sailed in and when they got through with that man he was looking for the door and the tickets were in the hands of the men.

But this was not all. The men went out and rode and put up good races, but when they went to get their prizes they found them all under cover and fewer in number and

One-third Less in Value than was Expected.

The men were told that they would receive the prizes when the entrance fees were paid, while the winners of the second prize in the tandem race, Van Herik and Lund, were informed that they would receive no prize, as but two of the tandem teams had finished the race. Anderson and Bainbridge had started in the contest but had broken down before the turn was reached. After the officials, and to some extent dead beats, had been told a few things they relinquished some of their bragadocio and came up with the prizes. In all the B events the prizes did not run over $65, and were valued at the highest retail price at that. For the four races the entire lot cost not over $400 at the outside. In all the B events but two prizes were given, and the second prize was worth at the outside, and giving list, $35, many being listed at less.

The Half-mile Track was Fast

and that helped out the contests, for the men put up good races for their two little prizes. In a field of nine men in the mile open, the race was divided into heats, and the pacemakers were given qualification if they brought the field through under 2:25. In the first heat Callahan did all the donkey work, but came a couple of seconds over the limit. He was given nothing for his work, and Bliss, who ran third by an inch in the heat, was not allowed to run in the final. A strong wind was blowing all day. For the final of the mile open Brown, Coulter, Gardiner, McLeod, and Cooper qualified. Van Herik and Lund on a tandem paced. Coulter caught the tandem and hung on grimly for a man who is as lame as he is. At the three-quarters the field bunched and Cooper sprinted, winning by a foot from Gardiner, who fought gamely, but could not quite make it.

Coulter ran Better than was Expected

when he finished a close third. The time was 2:04⅖. The two-mile open had eight men up on the line and all Morgan & Wright riders. The pace was changed off and the race was a loaf. Cooper again worked his sprint and won, with Bliss in his usual, of late, second position.

The half-mile handicap final was won by A. E. Young in :58⅗, with Kennedy second. Brown ran fourth and close up from the fifteen-yard mark and there is little doubt that had Brown carried out his original intention and asked that the field be brought back fifteen yards, placing himself on scratch, the half-mile competitive record held by Bald at the even minute would surely have gone by the boards. One record was broken and that in a Class A race and by Loughead, who rode from scratch in the mile handicap Class A and did 2:09, a good performance in itself, but especially noteworthy for the windy day. The time is just three-fifths of a second slower than the handicap race competition record of the world held by Sanger, the only real competition record, 2:08⅗.

Summaries.

One-mile novice.—N. Webster, first; H. A. McGill, second; G. A. Leaver, third. Time, 2:38⅖.

Quarter-mile open, Class A.—C. F. Williams, first; C. F. Heebner, second; Blaney, third. Time, :32⅖.

One-mile handicap.—A. Loughead, scratch, first; C. Elliott, second; N. Webster, third. Time, 2:09.

One-mile open, Class A.—McKellar, first; C. F. Williams, second; Blaney, third. Time, 2:29.

One-mile open, Class B.—Cooper, first; Gardiner, second; Coulter, third. Time, 2:04⅖.

Half-mile handicap, Class B.—A. E. Young, 70 yards, first; Kennedy, 35 yards, second, Bernhardt, 50 yards, third. Time, :58⅖.

One-mile tandem, Class B.—Bernhardt and Rigby, first; Van Herik and Lund, second. Time, 2:23.

One-mile handicap, Class B.—Marshall Wells, 90 yards, first; Kennedy, 70 yards, second; Gratz, 110 yards, third; Barnett, 70 yards, fourth. Time, 2:04⅕.

Two-mile open, Class B.—Cooper, first; Bliss, second; Barnett, third. Time, 5:16. Scott, McLeod, Steele, De Cardy, and Weils also ran.

Several German manufacturers now have lanterns in which either oil or candles may be burned.

TAME RACES AT STRATFORD.

STRATFORD, ONT., Aug. 27.—The final of the half-mile handicap had the following starters, who qualified in two heats: Brown, 15 yards; Maddox, 25 yards; Anderson, 35 yards; Wells and McCarthy, 50 yards; Bernhardt, 55 yards; Gibbons, 70 yards; McColl, 80 yards. Brown was shoved off by Coulter and was past Maddox before that rider had gotten under way. Brown ran to the second position and stopped there as the bell rang. Maddox took it on the last turn and went down the back stretch strong. Bernhardt, Brown, and McCarthy passed the fisherman and made a pretty fight to the tape, the Toledo man, Bernhardt, winning by half a length from Brown, with McCarthy, who had had the lead at the turn, comfortably placed in the third position. The time was 1:02⅕.

Did not Come Within the Time Limit.

Two heats of the mile open were run and Scott qualified in the first for bringing the field through in 2:19⅕; McLeod in the second for pacing in 2:17; Rigby and Gardiner in the first, and Cooper and Kennedy in the second with the pacemakers were the starters in the final. Coulter made a warm fight for the position in the second heat, but was not strong enough. For the final, six men lined up with a time limit of 2:25. The time made was 2:32⅕, and the race was declared off. Cooper took the first lap and McLeod shifted to the front at the bell. The race was a loaf. Gardiner challenged and Cooper accepted on the last turn. Cooper rounded into the stretch a length in the lead. The race was his with Rigby a half length back and McLeod and Scott ahead of Gardiner.

Kennedy was Coming Strong on the Stretch

when interfered with. He quit within twenty yards of the tape when good for second place. The two-mile open followed the mile open and was ordered run in heats. The men objected to riding for a $75 prize twice in a two-mile race with a mile open race to run over, and a number withdrew. Both heats were slow, the men refusing to pace.

For the final run-over of the mile open the same men faced the starter and Van Herik and Lund were placed in to pace. Gardiner was not strong enough to make the fight for the tandem and Rigby succeeded in obtaining the position. McLeod made the usual run up past the tandem and Rigby fought for one entire lap to keep him back, finally yielding the position. As the tandem dropped

Cooper Made his Usual Rush

and Rigby tacked on, the two drawing lengths ahead of the field, which was held back by McLeod. Cooper finished a length to the good over Rigby and McLeod. Gardiner and Kennedy were but inches apart in the fight for third place for which there was no prize. Scott ran last. The time was 2:14.

Marshall Wells won for the third time on the Canadian circuit in the mile handicap, and as all his wins have been in handicaps in the past and from liberal marks, the handicapper will draw them down a very little. Scott pushed him hard in the finish.

During the races one of the local men showed the animus that was felt toward the men from the States when he gave orders that time limits should be placed in the races that would make them ride and that as many of the diamonds should be saved as possible, owing probably to the fact that the attendance was small. The only excitement of the day was occasioned by the win of the tandem race by McCarthy and McIntosh.

Maddox caught the tandem in the two-mile open, and held it to the stretch, when Bliss beat him out.

Summaries.

Half-mile handicap, Class B.—Bernhardt, 55 yards, first; Brown, 15 yards, second T. B. McCarthy, 50 yards, third. Time, 1:02⅕.

One-mile open, Class B.—Cooper, first; Rigby, second; McLeod, third. Time, 2:14.

Two-mile open, Class B.—Bliss, first; Maddox, second; Coulter, third. Time, 4:41⅕.

One-mile handicap, Class B.—Marshall Wells, 90 yards, first; Scott, 50 yards, second; Barnett, 70 yards, third. Time, 2:12⅖.

One-mile tandem, Class B.—McIntosh and McCarthy, first; Van Herik and Lund, second. Time, 2:14.

COOPER WINS HIS USUAL RACE.

LONDON, ONT., Aug. 28.—On the banks of the river Thames in famous London town the races of the London Bicycle Club were held today. The reception accorded to the visitors was grand in the extreme. As the train with the wheelmen's special car arrived, red fire was lit and the crowd of many thousands set up a yell. The racing men fought their way to the Tecumseh House just across the street from the depot. The track is the property of one man and is a third-mile of very fair shape, but a little rough at present. The attendance was large, nearly every one of the seats being full. Altogether it was the most successful meet of the circuit.

The races filled well and were warmly contested. The men would ride good races without prizes in a city that treated them as royally as did this city.

The Half-Mile Handicap Had Eight Starters

in the first and eleven in the second heat. In the first heat Brown gave other indications of the ripening process which this once famous rider is undergoing. He played with his field from the twenty-yard mark, winning in a fine sprint on the stretch from Marshall Wells in 1:02⅘. In the second heat with eleven starters Alf Young won in 1:02⅖, with McCarthy second. Young had fifty and McCarthy thirty yards. Kennedy and Anderson qualified in this heat and De Cardy and McLeod in the first in third and fourth positions. For the final all eight men lined up, Brown, at twenty

2:09 flat

...on a...

Solid Sterling

BUILT LIKE A WATCH.

Loughead is a Flyer.

Only 44 little wins in a few days all over the country.

READ THE LIST AND MORALIZE:

Brantford, Ont.—Fred Loughead, the Canadian champion, wins the mile handicap from scratch in 2:09 flat. A world's competitive Class A record. On a ***Solid Sterling*** of course.

Asbury Park.—Harry Maddox wins the mile handicap from scratch, with "Little Billee" Mulliken, of Baltimore, second. Both on ***Solid Sterlings.***

Sarnia, Ont.—Fred Loughead adds two more to his long string of firsts—fifty now—Flrst in the quarter and one-mile open. E. R. Phelps wins the novice. Both on ***Solid Sterlings.***

Aurora.—C. C. Ingraham, of Dixon, wins the quarter-mile open, two-mile handicap, and gets third in the half-mile open. Burt Swenson, of Elgin, ran off with the five-mile handicap. ***Both on Solid Sterlings.***

Chicago.—In the Lake View Cycling Club's five mile race for the Boyce trophy, Chas. Gruis and C. A. Westcott, of Elgin-Aurora fame, get second and third. Both on ***Solid Sterlings.***

Buchanan, Mich.—H. R. Marsh, the Michigan state champion, and F. E. Mosler, of Dowagiac, get first and third in the big road race. Both on ***Solid Sterlings.***

Omaha, Neb.—H. E. Fredrickson lowered the half-mile unpaced Nebraska record to 1:05 flat. Also first in the mile open, first in the half-mile open, first in the ten-mile open. Time, 27:44 state record, and second in the mile handicap from scratch. All on a ***Solid Sterling.***

St. Joseph, Mo.—G. H. Imbie won easily in the two-mile open and got second in the half-mile open and third in the half-mile unpaced. A new rider on a ***Solid Sterling.***

Mt. Clemens, Mich.—In the big circuit meet C. D. Wilson, of Bay City, won the two-thirds-mile open from a big field of fast men and got fourth in the mile handicap from thirty yards. Covered himself with glory the second day, romping off with the half-mile open and second in the mile open. Here we have another Loughead.

Xenia, Ohio.—C. C. Rooney won first time and third place from scratch in the sixteen-mile road race. Time, 47:05 course record. W. H. Eichman fourth place and fourth time. Both on ***Solid Sterlings.***

Chattanooga, Tenn.—A. W. Clark first in mile open; W. O. Callaghan first in novice. ***Both on Solid Sterlings.***

Meridian, Miss.—A fitting wind-up to the long list. Five firsts, four seconds, and four thirds. Leon Martin, John E. Cozine, and F. F. Whitney did the trick. All on ***Solid Sterlings.***

Chicago.—First in half-mile open, first in mile open, third and time from scratch in mile handicap. G. W. Nobles on his ***Slolid Sterling.***

Sterling Cycle Works,

236-240 Carroll Ave., CHICAGO.

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha. Neb.
Johnstone & Bryan, 314 Post St., San Francisco.

yards, being the backmark man, McLeod had twenty-five, and on the thirty yard were McCarthy, Kennedy, Anderson, and De Cardy. Wells had forty and Young fifty. At the start Brown jumped by three men, and at the bell was fourth in the line which had closed. Around the last turn Brown closed and Wells, Kennedy, and Brown

Rounded Into the Stretch Neck and Neck.

Wells had the pole and the advantage, Brown ran over the pole down the stretch and finished a close second to Wells, with Kennedy an equally close third. The time was 1:01.

The mile open was the usual victory for Cooper, but not without a fight this time, for little Rigby, of Toledo, worked to the tandem at the outset and staved off the sprint of Cooper by jumping into one for himself. The order back of the tandem after the fight for position had settled down was, Rigby, Coulter, Kennedy, Cooper, Bliss, Bernhardt, McLeod, and Maddox. Kennedy dropped out at the third, and McLeod at the two-thirds. Bernhardt followed, and Maddox was compelled to make up a lost space of three lengths. When Cooper started his jump Rigby went away with a rush, and Cooper did some riding all down the stretch, gaining the lead about twenty yards from home, and the victory in 2:06. Coulter worked into third position just ahead of Bliss, with Maddox a close fifth. Van Herik and Lund paced, and were called out for the tandem race before they could reach their dressing rooms. The mile handicap, Class A, was won by George Fogg, 150 yards, in 2:14⅖.

Summaries.

One-mile tandem, Class B.—McIntosh and McCarthy, first; De Cardy and Lund, second; Anderson and Bainbridge, third. Time, 2:34⅖.

One-mile open, Class A.—Williams, first; Ramsay, second; McKellar, third. Time, 2:28.

One-mile handicap, Class B, seventeen starters.—T. B. McCarthy, 65 yards, first; A. E. Young, 105 yards, second; W. M. Carman, 85 yards, third. Time, 2:05. Riders dropping in front Bliss, 35 yards, shut him out of chance in final.

Two-mile open, Class B.—Final heat, Cooper, first; Rigby, second; Barnett, third. Time, 5:14

Exhibition mile.—McLeod, 2:05⅖, paced.

WITH A DULL, SICKENING THUD.

Chairman Gideon and his men have been busy the past week, and as a result of their labors quite a number of racing men have been moved about on the League checkerboard. A. E. Wood, A. V. Jackson, M. Nelson, Joseph Schuttler, O. F. Bohman, and E. S. Church, of Chicago; W. M. Randall and W. Le Messurier, of Rochester, N. Y.; Walter Clapp and J. E. Wettergreen, of Malden, Mass.; Clarence Knight, of Baltimore; B. E Brown, of Fort Worth, Tex.; Joseph Hutchinson, of Philadelphia; J. G. Richards, H. F. Allison, Joseph Turner, of Laredo, Tex.; O. H. Munro, of Cohoes, N. Y.; Edward D Mills, of Denver; F. G. Allsup, of Cincinnati, and Charles D. W. Munger, of Warsaw, N. Y., have been transferred to Class B. The following have been placed in the professional ranks: W. F. Murphy, of New York; W. Bleckner, William Maizing, Charles Besso, and Paul Everett, of Oak Harbor, Ohio; George Bowland, of Martin, Ohio; F. M. Klussman, of Toledo; Charles Spencer, of Baltimore; F. R. McGrew, of Beaver Falls, Pa.; Charles E. Carson, of Inland, Neb.; Charles Greeno, of Milford, Ohio; Jesse W. Curry, of Aurora, Ill.; Carroll Behmyer, of Cincinnati; Luther Price, of Newark, N. J.; W. A. Sherwood, of Philadelphia; W. A. Rulon, of Riverton, N. J., and W. F. Clark, of Omaha, Neb.

The following have been suspended for competing in unsanctioned races on Sunday. O. J. Schach, L. H. Conklin, R. Rast, A. W. Sahling, F. B. Murphy, G. Mehrholz, R. Meyer, B. Dow, S. Stenerson, D. Lundgren, T. Fountain, W. P. Anderson, W. E. Killian, M. Killian, J. Heim, J. G. Blesch, E. Severin, P. Krueger, J. P. Lindberg, E. Schach, E. Johnson, E. G. Hallenbeck, F. Hoffman, J. Kreuser, V. Kreuer, F. J. Sharbonnier, Henry Meyer, J. H. Haman, Walter Unzicker, R. Baumbach, Charles Mannhardt, Geo. Riddell, Gus Kloss, E. C. Lane, P. Venitiger, F. Kolmar, H. Rahn, Charles Wanberg, W. E. Anderson, W. Werden, of Chicago, Ill., for one year from August 17; W. Foskett, Chicago, Ill., two years from August 17; F. E. Waddell, Chicago, Ill., sixty days from August 17. For competing in unsanctioned races the following have been suspended: T. B. Weeks, Locust Valley, N. Y., and Herbert Seaman, Cold Springs, L. I., N. Y., for sixty days from August 15, Edwin Lamm, Morris Bonn, Bob Gates, Charles Saigling, of Pl no, Texas; Warren Patton, Jim Campbell, Fred Tucker, Henry Sisk, William Wynn, E. Bloom, Walter Richards, of Weatherford, Tex., for thirty days from August 21. Joseph Heller and C. O. Hiles, Sioux City, Iowa, for sixty days from August 17. These are suspended pending investigation: William Birdsall, Syracuse, N. Y.; E. A. Brodie, Caledonia, N. Y.; A. J. Woodsworth, Nunda, N. Y.; A. J. Henry, Piffard, N. Y.; Harry Gordon, Munda, N. Y. These men are also suspended: Fred Nagle, New York, for thirty days by vote of board. H. R. Renshaw, J. D. Park, and E. Oliver, Denver, Colo., for sixty days; disturbing proper conduct of race meet. Charles Peffer and Hugh Carpenton, of Louisville, Ky., pending investigation. T. A. Bentley, Hamburg, Iowa, pending investigation.

For the Good of the League.

The Union Mfg. Co., of Toledo, has donated a bicycle to the Ohio State Division, to be awarded to the person getting the largest number of League members. The Viking L. A. W. Club was organized last Monday with a membership of thirty-one, all of whom are League members. The club will boom Toledo for the League meet.

Phillips Gets a Road Record.

G. A. Phillips broke the fifteen-mile road record at Erie, Pa., August 27, doing the distance in 37:02. He was paced part of the way by a tandem ridden by Roth and Kunth, two eighteen-year-old Class A men. Phillips rode a Spalding fitted with M. & W. tires.

A wheelman in Paris pedaling along an asphalt street that was being repaired did not notice that the tar was still warm. His safety stopped suddenly and he was like a fly caught in glue. Losing his balance he jumped from the machine, and extracted it only after much effort. He found that half of the outer cover of his tire remained in the bitumen.

E. W. Murray won the mile handicap and quarter-mile open at Syracuse last Tuesday. W. F. Hanks got the mile novice, F. W. Knowland the half-mile 1:20 class, H. G. Winters the mile open, and C. S. Scoville the two-mile handicap.

A DIPLOMAT ON THE CIRCUIT.

"Now see here, Mr. Referee, that man is a professional kicker, and I am only Class A. He holds the records for kicking and holds a lot of them, too. This is one of his stock kicks, and if you are a mind to give in to him, you will only add one more to his string. He makes a regular habit of bringing these out at every meet," said the only Billy Herrick to the referee at Dayton, referring to Asa Windle, trainer and manager of the Columbia team. Windle smiled because he had to, and he and Herrick walked away arm in arm. Race meets nowadays, with the intense rivalry between the Gardiner of the M. & W. interests and Bald, are not race meets without one of these periodical kicks from one side or the other. Windle was kicking at the trick of Gardiner when he went up past the tandem and fell back on the pole, forcing the others to slow while he was getting adjusted to the position. Windle said that the tandem slowed to allow Gardiner to gain the front, as he could not possibly have passed it at the speed that was being maintained. As Gardiner learned the trick at Asbury Park, and as Bald was the teacher, and Gardiner was the sufferer in that instance, the case struck the trainers and managers of the men as being very funny. When the mile open race is started both of these men start for the side of the referee so as to be on the spot when it comes time to object to something in the race. It is all very funny. Windle kicks and Herrick turns to him and says, "Now, you just let the referee alone; he knows his business and will decide to the best of his judgment. I am willing to leave the matter entirely in his hands, and you should be willing also. You know that he is posted and will decide the question in a fair and impartial manner." And the referee does decide, and it is not at all surprising that in the majority of cases the decision is in favor of Herrick, the diplomat.

Talking about popularity, eight girls, young ladies, if you please, came down to see Gardiner and bid the handsome lad good-by at a recent meet. Manager Herrick saw that Gardiner was bashful and, rather than see the lad disappointed, generously threw himself into the breach and held each and every one of the girls while Arthur bid them good-by. Of course this was after dark and was not for publication, but things will leak out, and this was one of the "some things."

MISS ANNA LOZIER YOST.

One of the most amusing features of the recent Toledo meet was the match race between Miss Anna Yost and her brother. The latter rode an old Springfield roadster, the first machine built by his father, while the little



girl rode the latest model Falcon. Miss Yost is 5½ years of age, and was named after the old Lozier & Yost Co. By a strange coincidence she was born on the day that the engine started in the old factory of the Lozier & Yost Co.

The Missouri Division road book is out. It is delivered free, on receipt of 10 cents postage, to all Missouri Division members. It will be sold to non-League members at $2 each, or to League members outside of the state at $1 per copy.

The latest "drop-a-penny-in-the-slot" machine is the invention of an Englishman who proposes to have a supply of compressed air on tap for inflating tires. Attach the pump connection, put a penny in the slot, and push the button, and your tire is pumped up.

SIGNIFICANT

"In placing our orders next season the Dunlop will have the preference over any other detachable tire on the market."

CINCINNATI, Aug. 9, 1895.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: We learn that it is the feeling among the different cycle manufacturers to adopt one of the styles of clincher tires now on the market, for use on their bicycles next year.

We would prefer the Dunlop to any other detachable tire which we have used so far, and in placing our orders next season the Dunlop will have the preference to any other detachable tire now on the market.

Yours truly, J. E. POORMAN.

WHEELING, W. VA., Aug. 19, 1895.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: We learn that it is the feeling among the different cycle manufacturers to adopt one of the styles of clincher tires now on the market, for use on their bicycles next year.

We would prefer the Dunlop to any other detachable tire which we have so far used, and in placing our orders next season the Dunlop will have the preference to any other detachable tire now on the market.

Yours truly,
GEO. W. JOHNSON'S SONS,
Per Geo. B. Peabody.

RICHMOND, VA., Aug. 23, 1895.

AMERICAN DUNLOP TIRE CO., New York.

Dear Sirs: I have written a letter to Messrs. —— ——, of New York, urging them very strongly to use your tire as an option on their 1896 wheels. I am in no wise interested in your tires except as an agent who likes to sell the article that gives the most satisfaction to his customers.

I can honestly say to you that your tire has given no trouble to the riders to whom I have sold it, during the past eighteen months, and I trust that you will succeed in getting Messrs. —— —— to adopt them.

Yours very truly,
CHAS. W. WALLACE.

It is the survival of the fittest. The Dunlop has been proven to be the only detachable tire adapted to the wood rim.

Manufacturers should place their orders now to insure deliveries.

American Dunlop Tire Co.

CHICAGO BRANCH,
266 Wabash Ave.

504=506 West Fourteenth Street,
NEW YORK.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



HARRY C. TYLER.

Harry Tyler never "went back" on anybody. He has rarely "entered a protest." In all the list of men now prominently before the public as speed merchants, there is not one whom those who know him would rather honor. His step into professionalism was a transition but not a degradation. Professionalism is better off than it was before. Tyler's speed has not perceptibly decreased since last year, when he won the big Morgan & Wright trophy for the fastest unpaced mile. His mile in 1:49⅖ at Manhattan Beach a few days ago, and his two miles in 3:56—both professional records—are remarkable indications of what he could do if he were in quiet training, instead of jumping from one track to another continually. Among the world's records he produced last year, and which still stand, are the flying start half in :54⅕; three-quarter flying start unpaced 1:32¾; fastest mile on a quarter-mile track, 2:03⅗; one and a quarter-mile standing start, 2:30⅕; one and a half-mile standing start, 3:00⅖; one and two-thirds mile standing start, 3:22⅕; one and three-quarter mile standing start, 3:32⅖, and others. Tyler and the Union wheel always go together, and he has used the Morgan & Wright track tires ever since they were introduced.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

SARNIA, ONT.

73 PER CENT in class A.
8 out of 11 places.

71 PER CENT in Class B.
5 out of 11 places.

All on the "good" tires, leaving less than 30 per cent to be divided between all other tires.

MT. CLEMENS

60 PER CENT in Class B, first day.
6 out of 10 places.

50 PER CENT in Class B, second day.
5 out of 10 places.

On the same tires. Balance left over for all other tires combined, 45 per cent.

A. A. Hansen, on a Syracuse, broke all American competitive records from 15 to 50 miles, inclusive, at Minneapolis. The previous records were made by Meintjes at the World's Fair meet in 1893. Hansen rode the 34th mile in 2:16, and broke Minnesota records from 2 to 63 miles.

36 1-2 PER CENT. or 38 out of 104 pairs of tires registered at the start of the annual Century Road Club run over the Elgin-Aurora course, were the "good" tires; the other 63 per cent being divided among ten other makes. **36 1-4 PER CENT.** or 29 out of the 85 pairs registered at the finish, were the "good" tires.

Only live fish swim up stream. Morgan & Wright tires are away ahead and are still going up. They hold the cream of world's records; by far the greatest percentage of winnings in the national and southern circuit Class B races; and the lion's share in meets outside of the circuits, and in the principal road races. Below is a list of some performances on M. & W. tires within the past few days:

1-4-mile Class A Canadian championship.
1-2-mile Class A Canadian championship.
5-mile Class A Canadian championship.
1-2-mile Canadian competitive record.
1-mile Canadian competitive record.
15-mile Canadian record.
25-mile Class B Canadian championship.
10-mile Chicago road record (25:58).
Eight state records in five states.
Three road race time prizes in Chicago, one day.
1-mile Minnesota competitive record.
3-mile Minnesota championship.
10-mile Minnesota team record.
Minneapolis 25-mile road race.
25-mile Minnesota road record.
1-2-mile New York state record.
1-2-mile Nebraska paced record.
15-mile Pennsylvania record.
1-mile Kansas championship.
10-mile Wisconsin record.
Minnesota records from 1 to 63 miles.
American competitive records from 15 to 50 miles.
World's road record, 15 miles.
Canadian unpaced competition mile.

PERSONAL MENTION.

Tom Cooper, on a Monarch, won first in two-mile open, first in half-mile open, and fourth in mile open B at Marinette; first in mile open B, and first in half-mile open B at Mt. Clemens. Cooper rides M. & W. tires.

J. P. Bliss, on a Monarch, secured first in the mile handicap B at Marinette, Wis; first in half-mile open at Sarnia, Ont.; second in mile open and half-mile open at Mt. Clemens. He broke Canadian unpaced competition mile record at Toronto, in 2:10⅗.

Fred Loughead, on a Sterling, holds the championship of Canada for quarter-mile, half-mile, and five-mile; he is the winner of forty-seven firsts, four seconds, and two thirds since May 24 last; he won the quarter-mile open A and mile open A at Sarnia. He uses M. & W. tires.

Angus McLeod, on a Brantford, covered himself with glory at his Canadian home by winning the twenty-five-mile championship at Sarnia. This was the only Class B championship left this season. He won second in the mile handicap, Class B, at Toronto. M. & W. tires carry McLeod.

B. B. Bird, on a Syracuse, and M. & W. tires, took first time prize and broke state record in the Deere & Webber twenty-five-mile road race at Minneapolis, winning $400 and a horse and buggy.

Harley Davidson, on a Brantford, won the mile handicap from scratch in 2:25 and established a new track record against time of 2:18 at Yarmouth, N. S. At Halifax, August 24, in a mile match race, Davidson defeated Nat Butler, the Boston flyer, in 2:29.

A. C. Mertens, on a Syracuse, made the Minnesota state record for one mile in 2:13¾; was first in the mile open at Mankato; won second time prize in the twenty-five-mile road race at Minneapolis, second in half-mile open, won a state championship for one mile, and was second in the ten-mile team race. Mertens uses M. & W. tires.

W. H. Birdsall, on a Syracuse, broke the New York state record for half-mile at Waterloo in :56¼; secured first in the two-mile open and second in the one-mile open.

Charles Hofer, on a Syracuse, made the state competitive record of 2:13 in a mile handicap for Minnesota. He also broke the ten-mile team race state record, bringing it to 26:39⅖. He secured first in half-mile, mile, and two mile open at Mason City, Iowa; first in half-mile open, third in mile open at Mankato, Minn.; first in five-mile handicap at Minneapolis in 13:48, first in half-mile open, second in mile state championship of Minnesota, first in the three-mile state championship.

Fred W. Young, on a Brantford, made two new Canadian competition records for half-mile and mile in 1:02⅖ and 2:03⅘ on M. & W. tires. Young won first in mile handicap, Toronto, Class A, and second in half-mile handicap, Class B.

G. A. Phillips, on a Monarch, broke world's road record for fifteen miles near Erie, Pa., August 25. Time, 37:00. Previous record, 37:38.

Charles Palm, on a Syracuse, won the Deere & Webber twenty-five mile road race at Minneapolis; Steele Smith was second. Palm won first in the two-mile handicap.

A. D. Fox, on a Soudan, secured first place, and first and second time in the Lake Shore Wheelmen's five-mile road race, Chicago. First time was made by J. B. Farmer, on an America, in 12:39.

Joe Skelton, on a Thistle, won first time prize in the Morgan & Wright five-mile road race at Chicago, in 11:16⅘. He was first in the half-mile exhibition race at Wabash, Ind., third in the two-mile lap race, B, and third in the mile open.

For other wins see reading matter pages of this paper.

* * *

There is still plenty of time to try for that big solid gold trophy, to be given to the rider of the fastest unpaced mile.

Send for illustrated pamphlet describing the new M. & W. quick repair inner tube.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT, CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES



M. W. Richards, Kalamazoo, Mich., wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to her. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

Professional Women and the Wheel.

Few people realize the inestimable boon the bicycle has been to the professional woman. Women reporters in towns varying from 10,000 to 75,000 inhabitants have had their work lightened just one-half by bicycles. A little woman, who has been on a morning paper in a western city, said to me recently, "Why, I used to be so afraid to go about at night. I saw lions and tigers in the streets, and men ten feet tall behind every tree, but since I have had my wheel I sail along and feel perfectly secure for I know that anything on two feet would have hard work to catch me before I could get to a safe part of the town. I don't even carry a revolver now, and it not only makes my work easier, but puts me on an equality with any man on the paper, for I can cover just as much ground without becoming tired. I think the bicycle is the greatest blessing that was ever given to women." A woman physician who lives in the same town makes all of her calls with a bicycle and recommends it enthusiastically for her patients. The parcels from the "Woman's Exchange" are all delivered by the women employes who ride, and when you come to count in the women clerks, the women in offices and dressmaking shops who manage, with a wheel, to get somewhere near the amount of outdoor exercise that they require, you can see how the female population of one town, which is only typical of many, has been revolutionized by the wheel.—M. W. RICHARDS, Kalamazoo, Mich.

Hints on the Care of a Wheel.

Never allow a wheel to stand in the sun when not riding. The sun's rays will soon crack the outer casing of the tires, and the result will be a worthless tire. This is especially true after riding through mud or water and allowing the wheel to stand in the sun while drying off. The hot sun will also cause the cement to bubble out, and thus tend to loosen the tire. Many a wheel has been damaged by a tire coming off. In oiling a wheel, where the oil hole is in the center of the hub, be sure that the oil runs to both sides. Many a bearing has been ruined by the oil running to one side. Do not use oil on the chain. It makes the chain greasy and causes dirt to collect on it. Always keep the chain as clean as possible, as it will then run easier, and greatly lessen the wear on the sprocket wheels. Graphite is the best substance to use on a chain to keep it clean and easy running. Never use kerosene to cement a tire. The kerosene will soon rot the rubber and cause the tire to crack open. The longer method of heating with a spirit lamp, being careful not to scorch the rubber, is the best way to cement a tire.—GEORGE KINSMAN, Fremont, Wis.

The Inconsistency of Art.

Every rider of the wheel is in his way an enthusiast, and as his experience grows he or she becomes more and more acquainted with its points of merit and grows to know that a wheel not only embodies some of the best known points of mechanical construction, but is also a thing of grace and beauty. As this knowledge increases the cyclist takes a greater interest in reading wheel news and in looking at pictures that concern cycling. With this interest the observer begins to note the carelessness of the artists who draw for the daily papers and the magazines. The pictures of wheelmen and wheelwomen are strictly up to date, but the mounts are not. One often wonders why an artist who is competent to draw a new and stylish costume always uses as a background a wheel of the vintage of '90, and why a popular paper will tolerate such a thing. It is as inconsistent as mixing oil and water and is as quickly noticed by an observer as would be the sight of a summer girl without the ever present male attendant. It is not because the wheel of today is a complicated thing and an affair of many lines, because it is not. Any good artist can draw a wheel and do it well, because all that is necessary is a few graceful strokes of the pen or brush. With the wheel papers this does not hold true as they recognize the fact that to be correct they must be as consistent in their pictures as in their matter.—A. C. ROBINSON, Louisville, Ky.

Bar Babies from the Race Track.

The L. A. W. Racing Board has always been alert in matters of propriety and ready to pounce upon any offender, but now we are led to believe the powers are napping. Why? Because children, babies really, are allowed to try record breaking.

After acting most creditably as regards Sunday racing, and placing the stamp of disapproval, justly, upon women's races, the authorities should continue their vigilance. From a physical standpoint alone (though something might possibly be said on other grounds), let no person say racing does not injure a child. Consider the sensitive physical and nervous organization of a little child and then think of the strain upon any contestant in a public race. The boy of seven, who has done a quarter in :42, is put on the track before a crowd to go against his record; he tries with all his little might and strains every nerve to make it in :41; if he succeeds he is urged to ride a little faster next time, and so on, using up his nerve force and vitality until some disease results. Exercise is good, but athletic contests are killing even for men; accident may be escaped, but nerves give out; overworked hearts, lungs, or other organs fail; surely it would be worse for children. Then the danger of accident, the tumbles, bruises, strains, dislocated joints, broken bones, and illness from overwork among the circuit chasers fill one with misgivings in regard to wheel racing anyway; however, men may take their own risks, but children should be protected. The idea of children appearing for the amusement of the public is revolting. If parents forget their duties and offer their little ones for a spectacle, let some higher power interfere. There is law to cover some instances, but child-racing is a new case and the L. A. W. should act promptly through its board and say: No babies on the race track.—MISS E. WINNIFRED HILL, Hillsdale, Mich.

Prizes for "Bearings" Readers.

There is a saying as old as the hills to the effect that "money talks." THE BEARINGS is determined to see if the saw is literally true. It wants its readers to talk to each other, and will pay to loosen their tongues.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of THE BEARINGS of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection THE BEARINGS reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, PARAGRAPH COMPETITION.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, SELLING COMPETITION.

General Rules

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume*. Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume*. Inside the envelope must be written the title of the article, the writer's *nom de plume*, the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

PARAGRAPH COMPETITION,
Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.

SEVERAL CHAMPIONSHIPS DECIDED.

NEW YORK, Aug. 24.—The annual races of the Albany Bicycle Club were run at Ridgefield and were eminently successful, an audience of 3,000 enjoying the afternoon programme. All the events were for Class A men, with several local championships thrown in. Summaries:

Third-mile New York state championship.—H. P. Mosher, first; C. S. Henshaw, second. Time, :52⅘. Prizes, L. A. W. championship medals.

One-mile novice.—Geo Dickerson, first; Edward T. Scott, second. Time, 2:34⅖.

Half-mile open.—F. Baron Stow, first; Lee Hawkins, second. Time, 1:10⅘.

Two-thirds-mile eastern N. Y. C. L. championship.—Myron J. Higgins, first; Walter Piccaver, second. Time, 1:43.

One-mile handicap.—Ray Murray, first; O. Hedstrom, second. Time, 2:14.

One-mile 2:50 class.—W. L. Gilbert, first; C. S. Henshaw, second. Time, 2:30.

One-mile open.—F. R. Stow, first; A. H. Davey, second. Time, 2:15⅕.

Two-thirds-mile New York State championship, L. A. W.—H. P. Mosher, first; Oscar Hedstrom, second. Time, 1:51⅕. Prizes, L. A. W. championship medals.

Twins

in merit—the "Standard" Cyclometer and the New York Standard Watch.

Wheelmen who know the one should hasten to make the acquaintance of the other. The watch is universally known as "The Best in the World for the Money."



A dozen styles, all sizes, at the jewelry stores.

The New York Standard Watch Co.

Mention The Bearings

An American Record on an American Track and an American Wheel.

THIS IS THE KIND OF MACHINE WE BUILD:

Louis Gimm

On a Regular Road Peerless, '96 Model, Rode 452 Miles 1,715 Yards

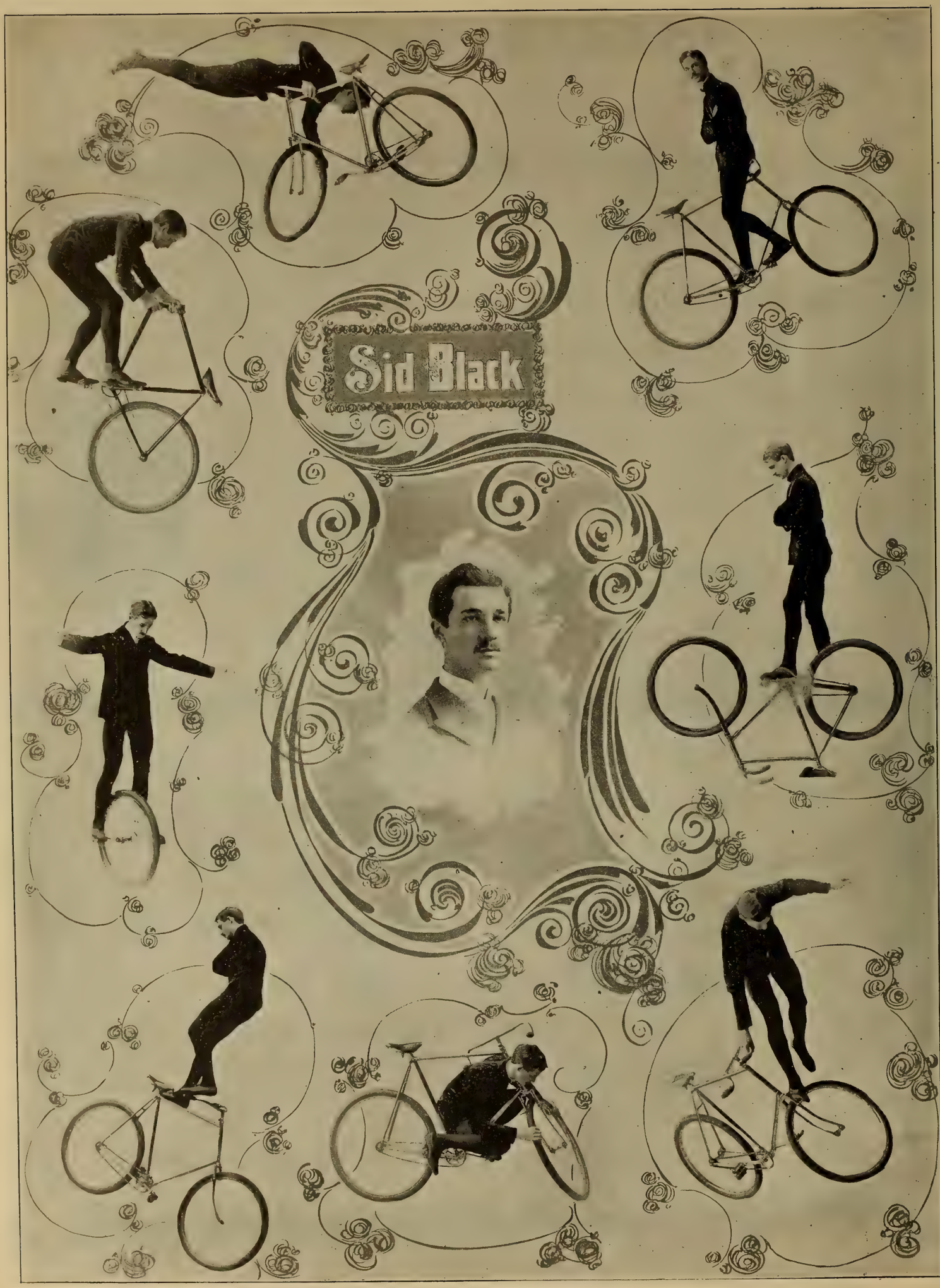
On Thursday, August 15, Knocking the American Record Sky-High.

THE MACHINE was never touched with wrench or spanner from the time he started until he finished. Ask Gimm what he thinks of the coming '96 Peerless.

When we show you this '96 Peerless, you'll say: "The perfect wheel has come!" That's what we're aiming at—PERFECTION, nothing less. Send for catalogue and apply for '96 agency now.

The Peerless Mfg. Co., Cleveland, Ohio.

Mention The Bearings


Sid Black

TRIUMPH, GLORY, SUCCESS---

Three words that mean to riders of racing wheels their reputation. Fifteen hundred red-suited racing men are on Crimson Rims today, and earning fame and fortune. They can not get lost in the shuffle on

A CRIMSON RIM.

The Sycamores ride Crimson Rims, and ginger is injected into their very souls for the effort that leads the wheel across the tape in advance of the leaders.

THEN GIVE A HURROO FOR THE SYRACUSE.

Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.



Southwestern Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

WILL CHARGE FOR CARRYING WHEELS.

MILWAUKEE, WIS., Aug. 26.—The rule charging for the baggage transportation of bicycles and baby carriages has gone into effect on some western roads and it is only a matter of time when it is expected that local wheelmen will be subjected to similar rules. This will, for the present, affect lines running out of St. Paul only, but that it will be extended and become universal in the country is admitted by local railroad officials. By the rule which has gone into effect from St. Paul the two divisions of the Chicago, Milwaukee & St. Paul roads from that city will be included, but it will not have any effect on all the other divisions until the rule is extended to other territory, which will probably be at an early date. The price to be charged will be the same as the excess baggage charge now in vogue on all roads. General Baggage Agent Carrick, of the St. Paul road, said today that the roads of the west were being forced into charging for bicycles as a natural result of the numerous demands being made on the average road for the transportation of bicycles for passengers. In every small town as well as in every large city baggage cars of nearly all regular trains are crowded with wheels going as baggage. As a wheel takes up considerable more space than the average trunk there is no room for other baggage.

GIDEON OVERLOOKED SARNIA.

SARNIA, ONT., Aug. 21.—Through an oversight of Chairman Gideon this town was euchred out of its circuit meet, but the local management advertised this date as such and announced that all the cracks of the United States would try conclusions with the Canadian champions. In order to make the promise good two of the club officials wandered into the Class B love feast being held at Mt. Clemens, Mich., and induced four or five entries. There were eight events on the programme, four Class B and the other half in A, and an attendance of 3,000 made the meet a financial success. A heavy wind on the backstretch prevented fast time, and the $100 diamond up for the rider who should break the world's competitive mile record went begging.

Angus McLeod, who lives here, covered himself with glory by winning the Canadian twenty-five mile championship, the only Class B championship left this season. He was paced alternately by Lund and Van Herik and Young and Brown, tandem. There were four starters in the event, but the lead was held from start to finish by McLeod, and the race considered his by a foregone conclusion from the outset. Bliss took the half-mile open, Rigby the mile open, and Evans, of Lansing, the two-mile handicap. The familiar tandem trick was worked by Rigby for the first time on Canadian soil, and successfully, Patterson being forced back without an effort. In the Class A events young Loughead, of Sarnia, and McKellar, of Toronto, made the strongest showing. R. Samburg, of Port Huron, gave promise of some sensational riding, but was severely injured by a fall at the point of winning the quarter-mile open.

Summaries.

One-mile novice, Class A.—E. B. Phelps, first; E. A. Laver, second; John Neimetta, third. Time, 2:41.

One-mile open, Class B.—Rigby, first; Anderson, second; Patterson, third. Callahan and McCarthy quit. Time, 2:12⅘.

Quarter mile open, Class A.—Loughead, first; Shillinglaw, second; McKellar, third. Time, :35⅗.

Two-mile handicap, Class B.—Evans, 175 yards, first; McCall, 175 yards, second; Alf. Young, 225 yards, third; Bliss, scratch, fourth. Time, 4:43⅕.

Two-mile 5:40 class, Class A.—McKellar, first; John A. Harley, second; H. R. Morris, third. Time, 5:20⅖.

Half-mile open, Class B.—Bliss, first; Callahan, second; Bernhart, third. Also finished in order named McIntosh, Rigby, Evans, Anderson. Time, 1:18⅖.

One-mile open, Class A.—Loughead, first; McKellar, second; W. E. Date, third. Time, 2:32⅖.

Twenty-five-mile Canadian championship, Class B.—McLeod, first; Carmen, second; Wells, third. Radway punctured. Time, 1:05:39⅕.

FOUR CLASS A RECORDS FOR DENVER.

DENVER, COLO., Aug. 24.—Four Class A records is the result of the racing at to-day's third annual state division meet. The time made in all of the races and that made in private trials prove that the Denver track is one of the fastest, if not *the* fastest track in the world. The surface has been improved a great deal since the League championships were run on it last year, and it was fast enough then to capture several world's records. The Denver Wheel Club is doing everything possible to make and keep it fast, and is confident that if the weather is as good as it ordinarily is here that the competitive record will be broken in the one-mile national championship which the Racing Board has assigned to be run at their October national circuit meet.

The first race, the one-mile novice, opened the afternoon's sport nicely, and put every one in a good humor by producing a world's record. Two tandems were used to pace, each carrying the men a half mile. R. A. Dazell caught the tandem at the pistol fire, and at the half-pole, where he tacked on to the second double machine, he had his two competitors, E. W. Taylor and Fred Hannan, run off their legs. He finished all out in 2:05⅖. Taylor second a hundred yards back, and Hannan beat off.

Summaries.

Half-mile, Class B.—A. B. Stone, first; C. I. Himstreet, second; A. E. York, third. Time, 1:05⅗. A gift to Stone, as the others were delayed by a spill at the beginning of the last eighth which threw McCall and White.

Half-mile state championship.—C. C. Collins, first; G. W. Card, second; F. C. Lawton, third. Time, 1:01⅘. Class A competitive record.

One-mile 2:20 class, Class A.—E. J. Smith, first; M. M. Kreutz, second; W. A. Beck, third. Time, 2:13⅖.

One-mile handicap, Class B.—A. B. Stone, 190 yards, first; C. F. White, 190 yards, second; F. H. McCall, 80 yards, third. No time given.

One-mile state championship.—C. C. Collins, first; M. M. Kreutz, second; G. W. Card, third. Time, 2:12⅖.

Two-mile handicap, Class B.—A. B. Stone, 260 yards, first; White, 260 yards, second; Dobson, 195 yards, third.

Five-mile state championship, tandem paced.—F. C. Lawton, first; M. M. Kreutz, second; G. W. Card, third. Time, 11:50⅕. Class A record.

Unpaced mile, Class A.—A. B. Hughes, of the Denver Wheel Club, established a new Class A unpaced record, making it in 2:10 flat. The next fastest being: J. C. Williams, 2:15⅖; R. D. Gammon, 2:16⅗; G. A. Childers, 2:17⅖; Geo. Packer, 2:19; E. A. Gerber, 2:20; F. C. Lawton, 2:20⅘.

One-mile unpaced, Class B.—W. W. Hamilton rode a mile in 2:08⅕ despite quite a wind. Had it been as still as at the time Hughes rode, there is no doubt but what he would have broken the record. E. F. Smith made it in 2:15 and A. E. York in 2:17⅕.

SYRACUSE TANDEM ROAD RACE.

SYRACUSE, N. Y., Aug. 25.—The second tandem road race that was ever pulled off in America was contested over the planks of the famous Cicero course, in this city, on Thursday, and drew the attention of the entire community to the locality where ten of the fastest tandem teams in New York state rode the fastest ten miles ever wheeled in Syracuse. H. E. Maslin, of E. C. Stearns & Co., was the projector of the scheme, and his company donated two fine open-face gold watches for time prizes. J. C. Bowe, of the Syracuse Cycle Co., put up diamond rings, while the other manufacturers donated liberally. Thompson and McCaw, of the Syracuse Athletic Association, were the winners of first place, and Pendergast and List took the time prize by two-fifths of a second from Knowland and Fisher, of the Highland A. C. The time was 25:27, establishing a tandem record for the state at that distance. Summaries.

PO. AND NAME.	HDCP.	TIME.	PO. AND NAME.	HDCP.	TIME.
Thompson and McCaw	3:30	26:00	Pendergast and List	:30	25:27
Dickinson and Anthony	3:00	26:02	Baker and Lawley	:30	25:32
Link and Stone	3:30	26:33	Knowland and Fisher	scr.	25:28
Schaefer and Scoville	2:30	25:34	Bex and Williams	scr.	26:02
Tomlinson and Knowland	3:30	26:42	Hughes and Birdsall	scr.	27:28
Cornish and Tucker	2:00	26:05	Marble and Lloyd	4:30	32:03
Welsh and Moore	5:00	29:43			

WILL BE A BIG AFFAIR.

MINNEAPOLIS, MINN., Aug. 26.—The arrangements for the bicycle carnival to be given under the auspices of the Commercial Club, of this city, during the week of the state fair have been practically completed, and the parade to take place on Wednesday evening, September 11, will be the greatest thing of the kind ever attempted in the northwest. From the assurances already received Secretary Danforth estimates that not less than 10,000 wheels will be in line, including all the uniformed clubs within a radius of fifty miles. The St. Cloud bicycle band has been engaged to lead the parade, and a cordon of police of bicycles will keep the way unobstructed. The merchants on that thoroughfare will decorate their stores for the event, and thousands of electric lights will be used by them. The riders of the Spalding bicycles, who are very numerous, have formed a club under the name of the Spalding Club, and are now engaged in the somewhat difficult task of selecting an appropriate uniform. The club now numbers 135 members, and, as it admits ladies, will no doubt soon be one of the leading clubs in the city. It is the intention of the promoters to make it a social club as well, and it will be kept up through the winter.

The members of the Press Club have also formed a club under the presidency of Col. W. E. Haskell, of the *Times*, of this city. They are now talking of issuing a defi to the St. Paul *Press* club for a team race of five miles, to be run off on press day at the state fair.

BROKE THE QUARTER-MILE RECORD.

INDEPENDENCE, IOWA, Aug. 21.—The quarter-mile unpaced record of :25, held by L. D. Cabanne, was reduced to :23⅘ today by O. L. Stevens, of Ottumwa, Iowa, at the races here. Marshall rode an unpaced half in :58½. Hibbs, of Sioux City, won the quarter-mile open in :29⅖, with Hughson second, and Jackson third. Hibbs also won the mile handicap, Hofer second, and Burr third. Underwood won the half-mile open, flying start, Burr second, and Hibbs third. Time, 1:01½.

Too much oil in the bearings of a bicycle, especially in the axles, is a bad thing. There have been numerous cases where the oil has run along the spokes and on to the tire, rotting the latter. There is nothing that will ruin rubber so quickly as oil.

Loughead, after winning three races, rode an exhibition mile in 1:59⅕, the fastest exhibition mile ever ridden by a Class A man. The track was rough and slow.

The Sieg & Walpole Mfg. Co. has started its tool and frame department in the new factory at Kenosha, Wis. The works will be running by September 20.

A sheet of paper worn under the vest is an excellent protection from the cold when cycling at night or in cold weather.

NOTES FROM THE CIRCUIT.

Handicaps for the B riders must have a greater limit than those for the Class A riders, for with the 125-yard limit the men are bunched at the quarter oftentimes and always at the half. The limit men are not given a show when the scratch men catch them so soon in the contest, and the race becomes a loaf. Sanger's record of 2:08⅕ for the mile in handicap riding will never suffer in these days unless this is done. In the contest at Williamsport—in which Titus did a second better than that time, but unofficially, the timers failing to catch their man—a good man had been overlooked and given a long lead. Titus had to ride all the way and when he did catch the bunch the man pacing kept the gait to the top notch instead of stopping, as is usually the case. A 200-yard limit might well be put on a mile handicap or at the least 175 yards. The men would then be pulled out to their full speed and great contests would result.

One of that peculiar class of individuals who "knows it all" always manages to find his way into the press stand at every meet. His remarks about how the races should be run and how they should not, if taken in shorthand and translated literally, would be a comedy, when placed in dramatic form, as they are often recited. A man at a recent meet gave it as his unqualified opinion that Maddox was a fool for not going out and "simply running away from those other fellows." He said that Maddox could do it, for he had ridden an unpaced mile in world's record time; and that Maddox had no show when he hung back and waited for the sprint, and so on. When told that there was not a man against Maddox in that race who had not ridden a mile in less than two minutes—and there was not—the "man who knew it all" merely shrugged his shoulders and turned his back. Later he gave it as his unqualified opinion that a local lad could just "go out and wipe the earth with any of those men in Class B." That was because he had just won a race, and that particular ninnie happened to know him. To recite all the opinions expressed by these men would fill a book, and "we all know 'em."

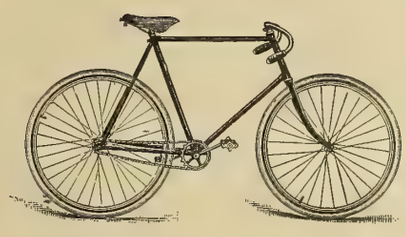
Van Herik and Lund, the crack Morgan & Wright tandem team, came on the circuit provided with only a piece of carpet, and a small one at that, on which to lie down after their arduous labors in making the men go faster. While the tandemites were scrapping for this piece of carpet they were riding fast, and Manager Herrick took pity on them and bought a blanket, which was to belong to both jointly. But the scrapping continued, and the blanket had to be divided into two sections. Immediately then the men began to slow in their work, and Herrick decided it was a serious case of big head brought on by the fact that they, the pacemakers, were using a blanket, even though but half of one, that was as good as any being used by Ziegler, Coulter, Gardiner, and other stars of the team. So Herrick took away the remnants of the formerly handsome blanket, and the men obediently went back to the little piece of carpet. Immediately thereafter it was noticed that the tandem team was riding yards faster to the mile. Thus it came about that they went out and won those handsome diamonds in the tandem race at Dayton, the first prizes of any consequence, by the way, that either had ever won. Both men now sport diamonds and recline on rag carpet of the smallest possible size when the day is done and rest is wanted.

One of the racing men approached the hotel clerk with a lordly air and asked for "the best in the house." Manager Goodman had previously made arrangements for rates. The racing man got what he asked for. He was placed in the Golden Suite, generally reserved for newly married couples. When that bill had to be paid there was a kick on the part of Manager Goodman, who said none of the racing men were millionaires and that he was certain none of the manufacturers cared to pay for millionaire accommodations or bridal chambers for a common scrub of a racing man, and other expressions of like nature. The result was that the racing man paid for the difference, and has not done kicking yet. The amount will not go into the expense account, so it will do no good for the manufacturer to look, at least it will not go in under the name for which the amount was paid.

E. C. Johnson, in his fall at the Battle Creek meet, was not injured apparently, but the after effects came strong. Water on the kneecap and a twist in the muscle directly back of the knee may prevent the plucky rider again appearing on the track this season. Louie Callahan, of the same team, was threatened with typhoid malaria fever after his hard ride in the Detroit road race and the track work that followed. Callahan has also gone home for repairs. Two men are left on the Stearns team of all the crowd that the firm had early in the year. Porter and Steenson are in the professional ranks and Carter and Allen are with the Barnes people. E. C. Johnson and Callahan will join the team as soon as they come around.

When the circuit men were at Asbury Park, it was very fashionable to go in bathing. This, MacDonald, of the Columbia team, could not be induced to do, and the reason came out when Sims gave away the family secrets in giving the reason for a free fight which the men had had one morning, of a pleasant nature, however, a pitcher of ice-water and a bowl being all that was thrown. Sims said that the reason of it all was his telling Mac a story of a shark, for that was the reason that the lad would not go near the water. He was afraid that a shark might be found in the water, and one of those precious legs of his, or perhaps his life, be the forfeit. Now all that Sims has to do is to remind MacDonald of the shark when the men wake in the morning, and immediately anything that is in sight flies through the air.

THE TRIBUNE



THE WHEEL OF WHEELS.

Easy to Ride.

Easy to Sell.

Holds all American records from 100 miles to 24 hours.

All orders can now be filled promptly. Write for catalogue. Apply for agency.

This is the bicycle that has the cycloidal sprocket.

The Black Mfg. Co. = = Erie, Pa.

TWYMAN WASN'T IN IT.

MILWAUKEE, WIS., Aug. 26.—The south side road race from South Milwaukee to this city, a distance of 7½ miles, was run last Saturday and was won by John Cruse, a limit man, who covered the course in twenty-five minutes. Cruse never allowed anybody to get ahead of him over the entire course. The time prize was won by Henry Zerbel, a speedy Milwaukean, who finished in 21:45. Anton Stolz won second time in 22:04 and Morgan O'Brien captured third time in 22:17. B. W. Twyman, of the Morgan & Wright team, who started half a minute after the scratch man, finished in fortieth place in 26:30. The course was very muddy from the heavy rain on Friday night. The riders finished in the following order:

PO.	NAME.	HDCP.	TIME.
1	J. Cruse	5:00	25:00
2	A. Mueller	2:30	23:25
3	F. Harbach	3:00	23:57
4	R. Brimmer	5:00	26:00
5	W. C. Williver	3:00	24:15
6	J. Hansen	3:30	25:00
7	A. Stolz	:30	22:04
8	W. Pritchard	2:30	24:15
9	H. Zerbel	scr.	21:45
10	M. O'Brien	:30	22:17

WISCONSIN STATE CIRCUIT.

MILWAUKEE, WIS., Aug. 26.—The state circuit races at Lake Mills on last Wednesday were attended by all the fast fliers in the state, a large Milwaukee delegation being among them. The races resulted as follows:

One-mile novice.—M. S. O'Brien, first; R. D. Block, second; O. D. Jones, third. Time, 2:37¼.

Half-mile open.—W. F. Sanger, first; H. A. Zerbel, second; O. F. Bohman, third. Time, 1:12.

One-mile county championship.—Riley Milliard, first; J. R. Little, second; H. L. Mack, third. Time, 2:27¾.

Two-mile handicap.—M. S. O'Brien, first; R. D. Block, second; O. F. Bohman, third. Time, 5:03.

Quarter-mile.—A. F. Bingenheimer, first; W. C. Schrader, second; R. Milliard, third. Time, :33½.

One-mile open.—W. C. Schrader, first; O. F. Bohman, second; H. A. Zerbel, third. Time, 2:25¾.

One-mile handicap.—M. S. O'Brien, first; E. A. Clifford, second; A. Stolz, third. Time, 2:26½.

GITHENS WAS REFEREE.

MILWAUKEE, WIS., Aug. 26.—Waukesha was to have had two days of racing last week, but rain interfered in part with the plans of the cyclists. Consequently the second day's races were postponed until tomorrow. The races on Thursday were the regular state circuit events and were attended by a large audience. The following is the result of the races, which were refereed by H. A. Githens, of Chicago:

One-mile novice.—William Bailie, first; J. M. Ramadka, second; George Schmidt, third. Time, 3:03¾.

Half-mile open.—William F. Sanger, first; W. Howie, second; H. A. Zerbel, third. Time, 1:12½.

One-mile handicap.—W. C. Schrader, scratch, first; Farragut Guhl, second; J. F. Reitzner, third. Time, 2:19¾.

One-mile for boys of eighteen years and under.—Anton Stolz, first; Morgan O'Brien, second: Donald Ploss, third. Time, 2:42¾.

One-mile open.—O. F. Bohman, first; W. F. Sanger, second; H. A. Zerbel, third. Time, 2:18.

One-mile tandem.—Bingenheimer and Schrader, first; Roth and Crocker, second; Clifford and Stolz, third. Time, 2:19¾.

SECOND DAY.

WAUKESHA, WIS., Aug. 27.—Wisconsin records up to one mile were lowered here today by Schrader and Will Sanger, of Milwaukee. Schrader won the mile open in 2:12, and Sanger went against the half-mile record and placed it at :59⅕. The attendance for the postponed events was small; weather and track excellent. The summaries:

One-mile handicap.—J. F. Reitzner, 50 yards, first; W. Campbell, 50 yards, second; W. C. Schrader, scratch, third. Time, 2:15⅕.

Quarter-mile open.—W. F. Sanger, first; A. F. Bingenheimer, second; Will Howie, third. Time, :32⅕.

One-mile open.—W. C. Schrader, first; W. F. Sanger, second; A. F. Bingenheimer, third. Time, 2:12.

One-mile 2:30 class.—A. F. Bingenheimer, first; Guhl Farragut, second; H. A. Zerbel, third. Time, 2:21.

Two-mile tandem.—Schrader and Bingenheimer, first; Roth and Crocker, second. Time, 4:58⅖.

Three-mile handicap.—Guhl Farragut, 175 yards, first; J. F. Reitzner, 150 yards, second; W. Campbell, third. Time, 7:28⅖.

One-mile consolation.—Nat McDougall, first; James Dollister, second. Time, 2:41.

JOHNSON'S REMARKABLE RIDE.

SYRACUSE, N. Y., Aug. 26.—Tom W. Eck, with Seavey, Johnson, O'Connor, Steenson, and Weinig in tow, came down here from Rochester Friday night from a record-breaking performance they left behind at Rochester. Johnson was booked to appear in connection with the grand circuit meeting. The track was in no shape for a go against the mile, but Johnson rode the fastest half ever made by a wheelman over a circular horse track. Paced by O'Connor and Steenson the first half and by Seavey and Weinig the remaining quarter, the "White Flyer" covered the distance in :52½, within a second of his mark made at Chillicothe behind the quadruplet. Johnson has only been riding four days and is not in the best of condition. His defeat of Fred Young at Toronto was a remarkable feat for Johnson, for he had ridden only one day after an absence of four weeks from the track. It is well to state that Johnson's last quarter at Rochester was covered in :24 9-10. The Barnes Cycle Co. has just completed a quadruplet which will be used by Johnson in his record trials. It is the lightest machine of its size in the world and is built on scientific principles, in which are embodied lightness, strength, and rigidity. C. A. Benjamin, of the Barnes company, left this week for an extended tour to cover territory from New York to San Francisco.

STATE CHAMPION BEATEN.

ROCKVILLE, CONN., Aug. 24.—The largest Class A meet in both attendance and entries was the fourth annual meet of the Rockville Wheel Club in this city today. The track was in fine shape, but owing to the heavy wind fast time was out of the question. There were many surprises during the day, the most noticeable being the defeat of state champion Newton by Reynolds, of Boston, in the mile open, but he neatly turned the tables in the half-mile, and won by the smallest of margins. The summaries:

Half-mile open.—C. R. Newton, first; W. S. Reynolds, second; F. C. Hoyt, third. Time, 1:03⅗.

One-mile handicap, Connecticut riders only.—E. S. Hartley, 150 yards, first; J. F. Conlin, 70 yards, second; E. K. Barnard, 100 yards, third. Time, 2:30⅕.

One-mile handicap.—J. J. Kelleher, 90 yards, first; R. F. Ludwig, 100 yards, second; F. E. Paine, 140 yards, third. Time, 2:18.

Two-mile state championship.—C. R. Newton, first; F. C. Hoyt, second; E. K. Barnard, third. Time, 5:26⅗.

One-mile open.—W. S. Reynolds, first; Joe Harrison, second; J. P. Clark, third. Time, 2:16.

One-mile local handicap.—C. F. Gubitz, first; F. C. Smith, second; F. G. Walters, third. Time, 2:28⅕.

Half-mile handicap.—J. J. Kelleher, 45 yards, first; C. R. Newton, scratch, second; J. F. Conlin, 35 yards, third. Time, 1:03⅗.

Five-mile open—F. C. Hoyt, first; Joe Harrison, second; W. E. Shaw, third; G. A. McEdwards, fourth; F. J. Landry, fifth. Time, 12:59.

MORRISON A PRESIDENTIAL CANDIDATE.

MILWAUKEE, WIS., August 26.—It is more than probable that the west will put a candidate in the field this year for president of the League of American Wheelmen. That candidate will probably be Chief Consul A. Cressy Morrison, now a vice-president of the League. His friends in Wisconsin and especially in this city are urging him to make a run for the office and it is intimated that he also will have some support in the east. During the past week Secretary-Treasurer Rotier has received two letters from Mr. Morrison's eastern friends asking for information as to whether Mr. Morrison will consent to run. One of these letters came from Boston and the other from New York. Mr. Morrison is not in the city at present, having gone to Washington on business, but it is understood that he would accept the office. Before leaving, it is stated here that he was approached on the subject and stated that while he was not seeking the office he was willing to accept it if it was tendered him.

GOOD RACING AT PATCHOGUE.

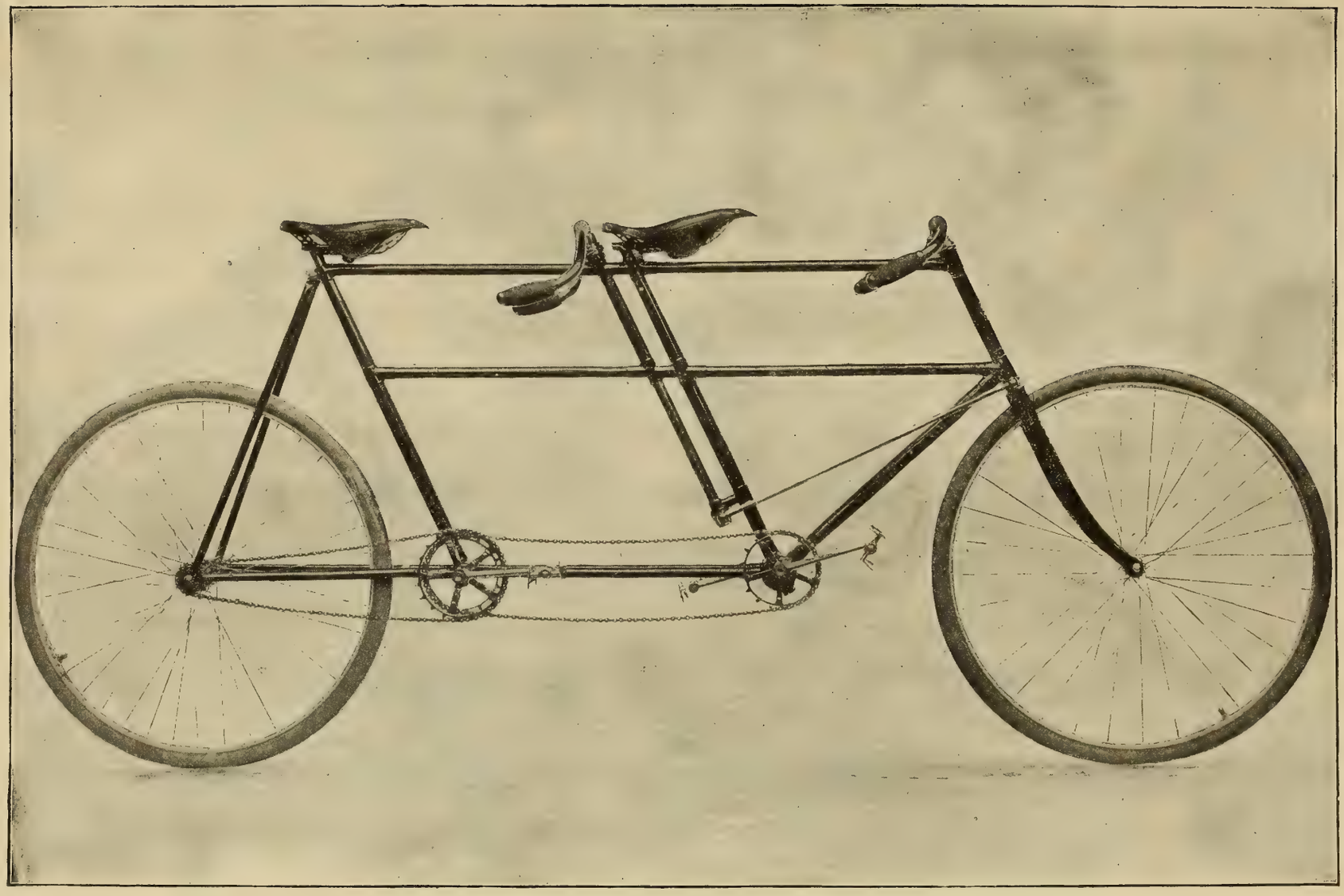
NEW YORK, Aug. 24.—Some excellent sport was furnished at Patchogue, L. I., by the local wheelmen, attracting about 2,000 spectators. Although the wind blew a gale from the sea the finishes were close and exciting, although fast time was out of the question. Ernest Barber was the king pin in the novice race and won in 2:56. The two-mile handicap fell to H. K. Roe, a local hero, in 5:09, Frank Munz being second. The championship of Suffolk County was won by Clarence Ruland in 2:30, and he followed up the victory by capturing the mile handicap in 2:22. Ernest Barber ran a dead heat in the half-mile with Ruland, but in the run off the latter crossed the line first. A five-mile handicap was the concluding event and fell to H. K. Roe in 14:15, John Warner being second.

TYLER TURNS THE TABLES ON JOHNSON.

TOLEDO, OHIO, August 27.—Sanger, Johnson, and Tyler were the features at the Toledo Exposition harness races today. The three came together in the mile open, flying start, and Tyler got the decision. Johnson had the tandem and led into the stretch, but before he was halfway to the tape he was jumped by Tyler, who won by a yard. Sanger was a like distance behind Johnson. Time, 2:14½. Tyler also won the mile handicap from scratch, Weinig, 110 yards, being second, and O'Connor, 40 yards, third. Sanger wound up the day's sport by riding an exhibition half in :58½, with a flying start.

Road Records Allowed.

The following road records have been allowed by the Century Road Club of America: J. Ackerman, 6,791 miles during 1894; Maryland state record. W. S. Furman, 25 miles, 1:09:42⅖, May 30; Ohio state record. T. D. Fenton, 15 miles, 49:40, May 30; Utah territory record. A. B. Goehler, 25 miles, 1:09:26, June 4; New York state record. J. A. Pallister, 50 miles, 3:18:00; 100 miles, 8:12:00, June 16; Iowa state records. D. L. Burnside, 20 miles, 1:02:12, June 19; Iowa state record. A. E. Smith, Chicago to Cleveland, 1:21:55, June 30-July 1. Chicago to Buffalo, 2:22:45, June 30-July 3; Cleveland to Buffalo, 22:15:00, July 2-3; Chicago to New York, 6:03:50:00, June 30-July 6; 500 miles, 2:16:13, June 30-July 2; American record. C. A. Wescott, Elgin-Aurora century course, 6:09:20, July 7; course record. Ross Miller, 25 miles, 1:10:00; 50 miles, 3:15:00; 100 miles, 7:00:00, July 14; Missouri state records. E. Wills and H. S. Cochran, 25 miles, 1:10:00; 50 miles, 3:15:00; 100 miles, 7:00:00, July 14; Missouri state tandem records. A. J. Henley, 10 miles, 28:01½, July 22; Missouri state record.



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THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, AUGUST 29, 1895. No. 26.

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THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

OUR EASTERN BRANCH.

On or shortly after October 1 of this year we will open an eastern branch in New York City, from which point all our eastern business will be looked after—the New England states excepted.

We have secured as manager for our house in the east a man whose personal popularity has placed him in the front ranks of successfnl business men—a man whose indefatigable perseverance, fertile enterprise, and honorable dealings with all, not only commands but receives the respect ard admiration of all with whom he comes in contact. For several reasons we refrain from publishing his name this week, but in due time, when the public shall have been apprised of our selection, we are certain that congratulations on our good selection will be unanimous.

The location of the eastern branch is as yet undecided upon, but it will be the very choicest that can be had regardless of all questions. The many eastern admirers of that thoroughbred wheel, the Fowler, will in the future be enabled to deal direct with the New York house, where all repairs will be made, parts obtained, and from where all shipments to our eastern agents will be made direct.

The prospects for Fowlers in '96 is roseate in the extreme, and with our new branch in existence we will be fully capable of supplying the tremendous demand which has heretofore overwhelmed us.

MORE FOWLER VICTORIES.

The Latest Batch of Wins Made on Fowler Wheels in Various Parts of the Country.

Of course you have all heard of the truly marvelous performance made by Orlando L. Stevens, the Ottumwa, Iowa, boy, who recently entered the Fowler office, and, hat in hand, timidly said that he would like to ride a Fowler wheel in his races hereafter. When asked if he wanted to purchase one, he hesitatingly replied that he *wanted one bad enough to pay for it*, but he believed he was fast enough to more than repay us for the use of a wheel if we would but loan him one. As a guarantee of good faith he promised to gather in all the Iowa state records for us in return for our kindness in fixing him up. Judge our pleasure, therefore, at hearing two days later that he had ridden a quarter-mile, *unpaced*, with a flying start in :23⅘.

QUICK ACTION

that's what

FOWLER AGENTS

IN 1896

will get—
not only on
sales,
but delivery
from the
factory
as well.

WE ARE ALREADY BUILDING OUR WHEELS FOR NEXT YEAR.

Write us regarding agency.

FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO, ILL.

This time, which is a ***world's record,*** was made on the Independence track, Independence, Iowa, and August 21 was the date.

His Fowler is Fitted with New York Tires.

Stevens started to lower the Iowa state record for that distance, which stood at :28⅘, and, to quote a letter received from him, "The wheels got to moving and the result was a world's record by over one full second."

The same day Stevens, in an exercise gallop, romped a standing half, unpaced, in :59 flat, and then his trainer, C. E. Marshall, just to try the Fowler wheel, breathed a flying half, unpaced, in :58⅘.

We know, and you all know, that fully a dozen manufacturers have spent thousands of dollars this season alone in trying to hire trained athletes who could make "any old kind" of a record on their respective wheels, and yet nothing has come of it in many cases. Why is if then that a farmer boy, who has only been a cyclist for one short year, can get on to a Fowler wheel and pull down the records as has Stevens?

The boy must be speedy, that's certain; but there's something else—it's the wheel. That too must be perfect in every detail of workmanship—bearing, life, frame, tires, everything; in short just such a machine as the Fowler.

Stevens writes that his Fowler is a "peach."

From Norman, Ohio,

comes the information that Judd Reese, on a 23-pound Fowler, rode a straightaway mile over gravel roads in 1:54, August 15, and he was *unpaced* at that.

Think of it, you blowers-in on racing men, of good old United States "tin"—you who would gladly eat your shirts could your wheel but be propelled that fast—an unpaced straightaway mile in 1:54. Do you wonder that we crow with pardonable pride?

Fowlers in the Far West.

Walter B. Moore, of Walla Walla, Wash., has been a wheelman for several years. He grew tired of being called a "dub" so he mounted a Fowler wheel and that same day, August 15, won the one-mile Class A northwestern championship. Time, 2:16⅗. The Fowler took him from the ranks of the "dub" to those of "champion" in a single application.

At Ottumwa, Iowa.

"Kid" Moats, a fourteen-year-old boy, riding a Fowler, landed second place in the one-mile handicap, Class A, defeating a good-sized field of powerful men on other wheels. It's a cinch that the Fowler *must* be an easy runner.

Word from Grand Junction, Colo.,

says that on July 4 A. H. Jones won first place in both the quarter and half-mile open events—the only cycle events on the card—his times being :34 for the quarter and 1:14 for the half-mile.

On Decoration Day this year, four races were run there and the Fowler "skinned the card," winning the quarter-mile, half-mile, and mile open, and the five-mile handicap, each in fast time.

TRADE

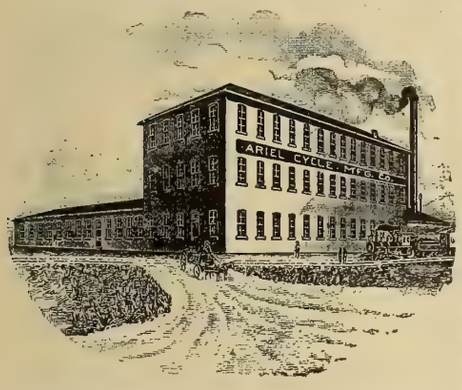
The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE GARD CRANK.

William E. Gard, of 30 Park Place, New York, claims to have something original in cranks. By using his device the cranks with ball bearings attached on either end can be removed or replaced in a moment without the possibility of losing a ball or misplacing a part. The Gard crank consists of a divided shaft (attached to the arm) with outwardly facing bearing cones independently attached to each part of the shaft; and inwardly facing bearing cones which screw into the bottom bracket. By this construction it is only necessary to unscrew the outer cone, and you have removed in a twinkling from either side the crank with balls and bearings attached so that the balls can not drop out. The advantages of the Gard detachable crank are: (1st) Any one can remove the crank with bearings, clean and replace them inside of five minutes without soiling the fingers or the possibility of losing a ball or any part. (2d) The most narrow tread possible is to be attained. (3rd) The obnoxious crank pin, and almost equally vexatious retaining nut are entirely abolished. (4th) Bearings on either side of bottom bracket may be removed in a moment without molesting the other side or removing the chain.

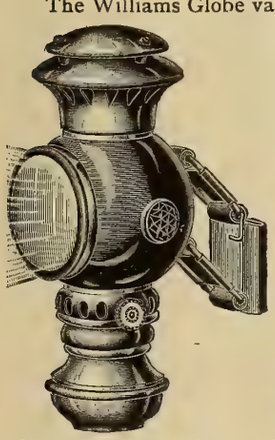
THE ARIEL NEXT YEAR.

This has been a most successful year for the Ariel Cycle Mfg. Co., of Goshen, Ind. Thirty-five hundred wheels have been turned out, and every one sold. Next year the output will reach the 4,500 mark. It is the intention of the company to build a large number of tandems, the demand for the double machine being so great. Two sizes of tubing—1¼ and 1⅜—will be used in the '96 Ariel, the tubing used in the head to be 1⅜. But two models will be made. One of the features of the wheel will be a solid sprocket detachable on the crank. Cotter pins will not be used. The Ariel company has been reorganized with $80,000 capital stock, fully paid up. E. W. Hawkes will succeed Dr. A. J. Irwin as general manager, and new machinery will be added until the Ariel factory will be one of the best equipped in the country. A. J. Drake has been re-engaged as superintendent.



THE VAPOR LAMP.

The Williams Globe vapor lamp will be handled by Hibbard, Spencer, Bartlett & Co., who have taken entire control of the lamp. The lamp does not burn oil. Benzine is poured over the absorbent cotton and the surplus poured off. The vapor which arises furnishes fuel for the flame for a period of twelve hours. There is no solder to burn, and the lamp is clean and neat. It weighs but eleven ounces and lists at $4.



The '96 Record.

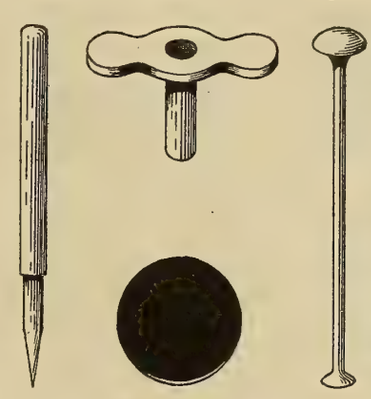
The Record Cycle Co. recently removed from Indianapolis to Seymour, Ind., where it has located in a two-story factory, 40x100, and will make about 1,500 Records next year. The wheel is strictly high-grade. One inch tubing will be used. The feature of the wheel will be a reversible handle-bar, by which two different positions can be obtained. Samples of the wheel will be ready in about six weeks. One hundred men will be employed in the factory.

"FLOXINE"—A NEW COLOR.

C. E. Weaver, of the Boston Woven Hose & Rubber Co.'s Vim tire department, learned something new the other day. For some days there had been a '96 racing tire lying about his office, colored a vivid tint that had the effect of a smash between the eyes every time he glanced at it. Now, Mr. Weaver has many callers in the course of a day and of course they all wanted to know what the company was going to call the color. He tried to explain it to the first dozen or so of the curious ones, but they all had colors and names of their own. At last he gave it up in despair and when any one asked him what the color was, he just looked at them and told them as kindly as he knew how that he guessed he'd give it up. But still they floated in and he began to think of some way out of the dilemma. It didn't seem best to hide the tire, because it was a good thing to have round. So up he jumped one afternoon last week and seizing the tire in his hand started out, singing out, "I'll be back soon." Sure enough, in about ten minutes he was back, waving the tire above his head and shouting, "I've got it! I've got it!" Some of the clerks wanted to know what he'd got, and one of them had the temerity to suggest "wheels," but Mr. Weaver silenced them all by saying impressively, "The name of this color is floxine. How's that for a color?" He had been to one of the large dry-goods houses and the head silk clerk had helped him out of the hole and given him a sample of the silk, too. He will wear a floxine colored waistcoat on his western travels, hereafter.

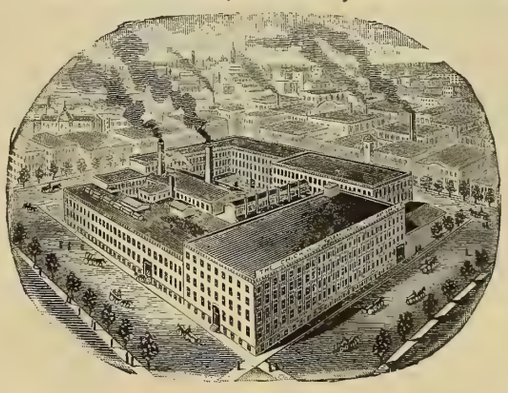
A NEW REPAIR OUTFIT.

Joseph Oettinger and M. A. Schutt, of Michigan City, Ind., are the inventors of a new device for repairing punctured tires. As they describe it, the invention consists of a collar, a plunger, a pointed tool used in opening the puncture, and a waferlike rubber patch. Having found the puncture the first thing to do is to put the collar on the pointed tool and force both of them through the tire. Next take one of the circular rubber patches and place it over the collar, so that the aperture in the latter will be under the center of the patch. Now take the plunger and force the patch through, at the same time pressing the tire with the thumb so that the patch will not be displaced; then apply a few drops of cement to the patch through the collar, remove the collar and press the tire down hard and hold it for two or three minutes, then inflate the tube and go on your way rejoicing. It is the only invention that admits of the application of a second patch where the first was applied in case the latter leaks. Any number of patches can be applied one over the other if necessary. The patches adhere to the inner tube as even and close as a wafer and it requires no skill to do the work.



ANOTHER ADDITION TO THE RANKS.

The Chicago Stamping Co., 227-229 S. Green Street, Chicago, has sidetracked its other lines, and next year will devote all its energies to the manufacture of bicycles. Raw material for 10,000 machines has been ordered, and the company will go into the business on an extensive scale. With a business experience of thirty years, and with a list of over 5,000 customers on its books, it does not anticipate any difficulty in disposing of all of its output. The wheel will be called the United States and will have a number of special features. It will have an adjustable handle-bar, which is said to be simplicity itself. The company will make its own tubular hubs, which will have a three-point bearing. Nothing but high-grade German tubing will be used. The company expects to have 100 wheels completed in the next thirty days.



ANOTHER LOUISVILLE FAILURE.

LOUISVILLE, KY., Aug. 26.—W. C. Mann, who has been running a repair shop at 870 6th Street, made an assignment today to M. B. Kendrick. The assets and liabilities are very small. In addition to the repair shop he had the agency for the Relay wheels, but sold very few of them.

A KODAK FOR SCORCHERS.

The latest production of the Eastman Kodak Co. is a little camera that the wheelmen can not fail to be interested in. The pocket kodak, as the youngest member of the kodak family is styled, is in perfect keeping with the featherweight wheel—so light that the cyclist can carry it and scorch just the same; so convenient that he can ride and take snap shots from his wheel at the same time.

The pocket kodak can be readily slipped in the pocket or can be

attached to the wheel in a case that takes up no more room than a tool bag and it weighs only five ounces. It takes a roll of film for twelve pictures 1½x2 inches and it can be loaded in daylight. The camera is made of aluminum, covered with fine leather, and has a wonderful shutter for snap shots and time exposures that is so simple in its operation that "one button does it."

The new kodak has had universal commendation but certainly none that carries more weight with cyclists than the following letter:

OVERMAN WHEEL CO.
VICTOR BICYCLES.
CHICOPEE FALLS, MASS., July 15, 1895.

GEO. EASTMAN, *Treasurer*.

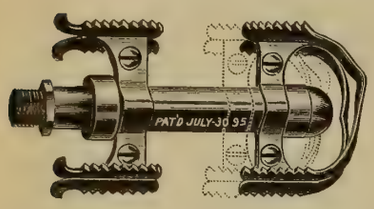
Dear Sir: I want to tell you how pleased I am with my pocket kodak. It is all right and a success every way. I wish every one of our army of Victor riders had one.

Very truly yours,

A. H. OVERMAN.

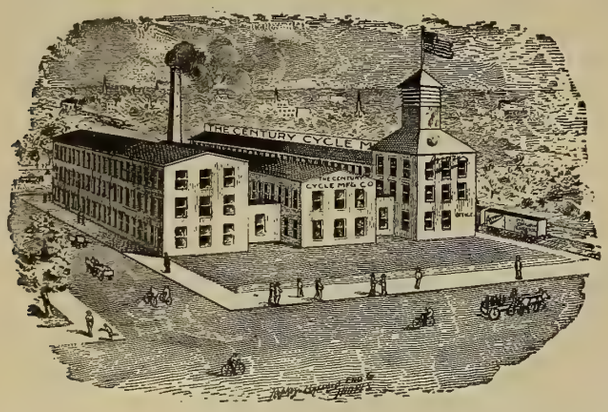
THE GRAHAM PEDAL.

The Graham pedal is meeting with great favor with bicycle makers to whom it has been shown. E. M. Graham, the inventor, for more than three years the superintendent of the Fowler factory, is more than pleased with the reception that his invention is receiving. In the important matter of weight the pedal is quite up to date, scaling only twelve ounces. The adjusting device, whereby it can be made to fit any width of foot, is, however, the most attractive feature of the pedal. This will be found particularly desirable for ladies' machines. The pedal is strong, and has no projecting parts to break and bend, or to play havoc with the rider's nether portions. Mr. Graham may be addressed at the Lafayette Hotel, Chicago.



WILL MAKE 10,000 WHEELS.

The factory of the Century Cycle Mfg. Co. is located at Shelbyville Ind. The plant is composed of three buildings, each three stories high and 89x240 feet. The company is contemplating a tremendous increase in its output next year. This season it turned out but 1,200, but in 1896 10,000 machines will be manufactured. A new building has been added to



the plant, while a quantity of new machinery has been put in to care for the increased output. Electricity is used to run the plant. Two forces of men will be run night and day and it is expected that the factory will average 1,000 wheels per month. An order for 3,000 machines has already been received. A number of changes will be made in the '96 machines. They will weigh from 20 to 23 pounds and will be made of 1⅛ inch tubing.

TRADE NOTES.

E. E. Anderson and James Levy are riding Napoleon wheels.

Elliott Mason and wife sailed Saturday on a well-earned vacation to the Mediterranean. They will make Venice their objective point and expect to return about October 1.

The Central Cycle Mfg. Co. anticipates establishing a New York branch house this fall. L. M. Wainwright, who has just started on a western trip, will visit New York the latter part of September and look the ground over carefully.

Geo. Day paid a flying visit to New York last week in the interest of the new tubing mill which is being greatly enlarged, and calculates to be able to supply the Columbia people with all their '96 tubing, although it is doubtful if any of the outside trade will be accommodated.

Porter & Gilmour, of 16 Warren Street, New York, are quietly making preparations to manufacture for '96. Their new wheel, the Sagamore, will be ready about September 15. The firm has done a good business this season, and in a quiet way built a number of machines to order.

McKeon and Klinger, on a Dayton tandem, won the mile tandem race at Warsaw, Ind., riding the last quarter in :25. At the same meet McKeon, on a Dayton, won the half-mile open. At Wabash, Ind. McKeon and Klinger won the mile tandem. McKeon won the quarter-mile open and ran second in the half-mile open.

It is said that M. F. Dirnberger has commenced action against the Shapleigh Hardware Co. and the Syracuse Cycle Co. for breach of contract. Mike says that they acknowledge the contract and that they have written to him that they had expected him to win, and that as he was a failure they could not keep him any longer.

J. T. Hilles and R. A. Hatfield, both of Pottstown, Pa., have purchased a two-thirds interest in the firm and patents of Mayo, Bechtel & Co., of the same place, and with James Mayo were incorporated on August 19 as the Mayo Damper Co. They will continue the manufacture of an automatic damper and regulator under the Mayo patents, and will also manufacture bicycles in three grades, making a specialty of a high-grade wheel. Their wheel will be of extra quality, and will henceforth be known by the copyright name of Mayo.

The new Straus tire will be sent out with a pair of endless rubber bands, the width of the rim, which is first cemented to the wooden rim, care being taken to have the edges flush on each side, the object being to do away with chafing or cutting the edge of the tire proper, which is also cemented to the band. The valve stem is in addition protected by two flexible straps which prevent the tire from creeping and also the stem from being torn or cut in any way. The fabric is exceedingly lively, and is reinforced on the tread so it can not puncture readily.

Must Have High Handle-Bars.

There is a silent contest between high and low handle-bars this year which is troubling more than one manufacturer. The advent this year of a large body of wheelmen who knew or cared little for racing has created a demand for high bars, which are certainly more healthy and comfortable. The bicycle hump has received so much publicity as to become unpopular and many dealers have been compelled to change their bars for customers or lose their trade. Of course the younger element must scorch on every occasion, but the popular wheel will in the future have raised or medium dropped bars. At the last shows nearly all the models were equipped with low bars, which give the wheel a rakish look and enhance its beauty, but in practice the general customer has preferred to sit up, and for long trips and tours the raised bars have had the preference.

Johnson a Good Advertising Card.

"Johnson being declared a professional was the best thing that could have happened to the little Swede," said C. A. Benjamin, of the Barnes Cycle Co., who was in Chicago this week. "It has been the making of him, and he and Eck are now rolling in wealth. Shafer made a poor move when he became jealous of Eck and broke away from the combination, for they were making all kinds of money. When Johnny won his first professional race he gave four of the men in the office of the Barnes Cycle Co. $20 gold pieces of his first professional race.

"I'll tell you what," he continued, "Johnson is making the hit of his life just at present and more than advertising the Barnes. When he races he makes his appearance in a white silk racing suit, with the American flag around his waist and a little white cap on his head. Then his wheel is pure white and to add to the effect Eck even chalks the tires, so that Johnny is really a 'White Flyer.' It's the greatest racing suit out and always catches the crowd." Benjamin is on his way to the Pacific coast for the Barnes.

MORGAN & WRIGHT WINNINGS.

F. B. STOW, ON A SYRACUSE, won first in one-third mile and mile open, second in half-mile and mile tandem at Albany, N. Y. Stow rides M. & W. tires.

F. W. PALMER, ON A SYRACUSE, won first in a two-mile handicap at Rome, N. Y.; first in a one-mile handicap at Richfield Springs, second in a mile open, first in a mile 2:30 class. Palmer rides M. & W. tires.

A. E. FREDERICKSON, ON A STERLING, broke the state record of Nebraska in a paced half-mile at Lincoln, establishing a new point of 1:00⅖.

G. A. PHILLIPS, wheel unknown, broke the Pennsylvania state record, covering fifteen miles in 40:38 on M. & W. tires.

LEONARD E. LANGE, ON A FOWLER, won time prize in the Illinois Cycling Club's annual ten-mile road race and reduced the course record to 25:58.

W. A. S. AYERST, ON A CLEVELAND, holds the Canadian record for fifteen miles. He covered this distance at Montreal in 44:54 on M. & W. tires.

C. D. WILSON, ON A STERLING, won first in two-third-mile open, first in half-mile open, and second in one-mile open; also fourth in one-mile handicap, from thirty yards, at Mt. Clemens.

VARIOUS WINS.—Hackett won the Kansas mile championship at Topeka, and first in half-mile open. Pixley and Hayman won firsts at the same meet. Wheels unknown, but they all rode the "good" tires.

L. A. Travis won two firsts and a third at Topeka, Kan.

E. R. Phelps won first in mile novice at Sarnia, Ont.

Otto May won first in half-mile open, first in two-mile open, and second in mile open at Bloomsburg, Pa.

W. T. Mixson won a five-mile handicap at Newberry, S. C.

Ralph Samberg, on a Stearns, won first in quarter-mile open at St. Clair.

Repine won four firsts at Macomb, Ill.

Four firsts, five seconds, and three thirds were won at Tucson, Ariz.—[ADV.]

SUPERBLY BUILT!

GLORIOUSLY FINISHED!

WINDSOR BICYCLES

The American Beauties ready November 1.

Good solid firms will do well to get
.....acquainted with our line early.....

SIEG & WALPOLE MFG. CO.

KENOSHA, WIS.

CHICAGO--RETAIL = = = = 285 WABASH AVE.

All mail should be sent direct to the factory.

ENGLISH TRADE NOTES.

Fighting Over a Name—Several Alterations in the Machines for 1896—A New Spoon Brake.

LONDON, Aug. 17.—The principal topic of conversation in trade circles during the past week has been the action brought by the St. George's Engineering Co. against S. J. Kent, who trades as the St. George's Cycle Co., at Upper Street, Islington. The action was to restrain the defendant from carrying on business under the name of the St. George's Cycle Co., and from selling cycles as the Royal Georges. More counsel was employed in the case than it was worth, for it proved a veritable molehill. A. R. Bousfield, Q. C., and Mr. Sebastian appeared for the plaintiffs, while Mr. Murphy, Q. C., A. Birrell, Q. C., G. N. Marcy, and Israel Davies represented the defendant. A number of witnesses were called, including several newspaper proprietors and editors. Sydney Lee gave some practical evidence to the effect that he should never for a moment think that a St. George's machine was the same as a New Rapid. Seeing the hundreds of cycles which pass through Mr. Lee's hands every year, this is very important evidence, and so the judge—Mr. Justice Romer—seemed to think. In giving judgment, his honor said that there could be no doubt that

The Plaintiffs' Case had Entirely Failed.

He was satisfied that the term "St. George" did not denote the plaintiffs' cycles, but that the "Rapid" or "New Rapid" did, and that, substantially speaking, only. The plaintiffs' trade-mark had nothing whatever to do with the word "St. George." It was in the shape of Mercury riding a cycle and bearing another cycle on his shoulders, and the only words forming part of the trade-mark were: "New Rapid—true tangent wheel." His lordship traversed the circumstance of the defendant's acquirement of the business, and went on to say that the names of the two firms were not so identical as to be capable, in his opinion, of being mistaken by any person of ordinary intelligence, exercising reasonable care. Therefore the action must be dismissed with costs, and also a motion by the plaintiffs to remove the defendant's trade-mark from the register.

The Patterns for Next Season

are now being discussed, and I understand that several alterations will be made. Perhaps the most important of these is that most of the 1896 machines will be fitted with dust-proof hubs made upon the same principle as the Humber crank-bracket. This is in itself a great advance, and one which I have for years been urging. Now it has come within the bounds of possibility. Another feature will be that a good many front-wheel forks will be made rounder in form than has hitherto been the case, thereby securing far greater lateral stability, and on tandem safeties—upon which, by the way, there will be a great run next year—the alteration will be a distinct improvement. Perhaps the most ludicrous thing that has happened in the trade is the fact that many of those makers who so unwisely shortened the heads of their machines this season, in order to place the top tube of the frame perfectly horizontal, are

About to Revert to the Long Heads

and upward sloping tubes of last year. This is exactly what I said would happen, and I hope my friends who ridiculed me so much respecting my remarks upon the shows last year, will feel themselves in a position to enjoy the joke as much as I do. All the points I have named seem to be for the best, but there is one other proposed alteration which is a distinctly retrogade movement. This is the proposal to construct the horizontal legs of the rear fork of oval or flattened tubing. This plan was tried years ago by the Coventry Machinists' Co. upon some of the Swifts, and was abandoned. Why should we not be content to bury our mistakes?

The trade still keeps up well, and many of the larger houses are yet working over time. This is remarkable, as the August bank holiday has hitherto been looked upon as the practical closing of the season, so far at least as the trade is concerned.

The Demand for Ladies' Safeties

is very great indeed, and so far there is no sign of it falling off. I believe that there will be nearly as many ladies' machines at the shows this year as men's. What an advance in about two seasons.

I hear that at a meeting of the directors of the Scottish Tire Co. it was decided to extend the business very much, and that there is every reason to be more than satisfied with the season's trade. Few of the comparatively small tire companies can say so much.

I am told that ere long the Quadrant Cycle Co., which has hitherto been a private concern, will be turned into a limited company. The Quadrants have a first-class reputation with the public, and no doubt there will be a demand for shares. Personally, however, I can not see why a business which has been so successful as the Quadrant Cycle Co.'s seems to have been, should be converted into a public concern. It has not usually proved for the best when this has been done in the past. Humber & Co. are perhaps

The Great Exception to This Rule.

By the way, writing of the giant firm reminds me that their shares have this week gone even higher, and I believe have touched $90. Not a bad rise from the $30 for which they could have been purchased some four months ago.

Justice Vaughan Williams has made an order for the compulsory winding up of the International Tire Co., Ltd. The petitioners were Messrs. Winfields, Ltd. The liabilities of the company amount to $515,000, while the assets are said to be only $85,000. It was also said that there had been a loss of $196,000 due to mismanagement. The circumstances of the formation of the company and the transfer to them of assets and business by the Seddon Tire Co. were gone into, and his lordship expressed his opinion that the case was one which needed careful inquiry. Strange that so many cycle businesses should need such unpleasant proceedings.

Gamage has brought out a new pattern of spoon brake, which consists of a rubber lining inside an ordinary pattern of spoon, constructed of aluminum. The rubber pad, however, is molded into a brush after the manner of the rubber tooth brushes sometimes sold. It is said that the brake does not wear the tire in the least, and is about the only thing really suitable for the Welch-Dunlop cover. I have been trying one the last few days, and so far it has been successful. When the pad wears out a new one can be fitted in a few moments, and at a very trifling cost.

WILL O' THE WISP.

TRADE HURT BY HOT WEATHER.

PHILADELPHIA, PA., Aug. 24.—Nothing out of the ordinary has occurred in trade circles during the past fortnight, and although the business of a majority of the dealers is beginning to pick up, the hot weather still continues to reign supreme and detract from the interest that the cooler fall weather is bound to increase. Many large consignments of wheels of various grades and prices have been arriving, and everything points to the largest fall trade known.

Garden & Brewster, agents for the Victor and Crescent lines, are doing a very extensive business with their easy payment plan. While both wheels are sold on installments the Crescent is receiving the largest patronage among this class of buyers, probably on account of its lower price. Victors of 1894 pattern are also eagerly sought after, and it is surprising that the demand has been so great. Athletic goods made by the Overman Wheel Co., and a good sundry line, are also coming in for good patronage.

The Standard Typewriter Exchange, of 604 Chestnut Street, has received from H. A. Lozier & Co. the right to act as agent for the Cleveland wheel in this city and vicinity. Both the Chestnut and Arch streets stores will probably be run by the firm. The Standard wheel will also be handled.

The Stearns has certainly reached a high state of popularity among Quaker City riders since it has been pushed by Weise & Bowen. "Yellow Fellows" are to be seen everywhere, on the track as well as on the road, and the number of winners who have ridden Stearns machines is very large. At Tioga track last Monday night, out of nine competitors in one race, seven of them were mounted on the yellow racers. This is indeed a good record, and it is no wonder that the wheel is coming in for a large patronage.

Reports from Europe from the Century Wheelmen's touring party are certainly encouraging to the manufacturers of the wheels the members are riding. The foreigners have been praising the Unions, Victors, Spaldings, and other makes ridden, while the riders themselves have had little or no trouble with their mounts. Many of the machines are equipped with Morgan & Wright tires, and if there have been any accidents at all it is not the fault of either tire or wheel. The party returns to this country early next month.

GOOD FOR MANUFACTURER AND BUYER.

Mr. Arthur A. Taylor, formerly president of the Taylor Cycle Co., Chicago, and who has for two seasons been interested in the Eclipse Bicycle Co., and acted as superintendent of agencies for that concern, has opened an office in the First National Bank Building, Chicago, and proposes to act as manufacturers' agent, selling bicycles and a few specialties in large quantities to the jobbing trade.

Mr. Taylor has been in the bicycle trade for eleven years and is in a position to handle large deals at a much less marketing expense than is customary in the cycle trade. He has been offered a number of lines to market which he is now investigating with the assistance of a mechanical engineer, who has had a large experience in cycle building. Mr. Taylor claims that, although he will exact no commissions from buyers, his services will be as valuable to them as to the manufacturers he represents, as he will not take any goods for sale at any price that will not stand the critical examination of the mechanical expert he has associated with him. All cycles must be of the best grade possible for the price asked. In case a new factory is represented the plant will be inspected to make sure the facilities are ample for turning out the goods on time.

Mr. Taylor is now investigating several lines that have been offered him, and will be glad to correspond with other manufacturers of cycles and novelties who have a quantity of goods to market. Buyers of cycles in lots of trom 100 to several thousand may also find it to their advantage to address Mr. Taylor.

He has a commission from an eastern concern to buy 2,000 medium-priced bicycles, also a buying order for from 500 to 1,000 juvenile bicycles, 24-inch wheels, and from a leading Chicago firm for 800 high-grade bicycles to be made under a special brand. Mr. Taylor has been quite successful in selling to some of the largest and shrewdest buyers in the country, and as he seems to hold their confidence, it would seem that he will be successful in his new "bicycle brokerage" enterprise.—[ADV.]

THE HUMBER

HOLDS THE BEST AVERAGE IN WINNINGS OF ANY CYCLE USED BY RACING MEN ON THE NATIONAL CIRCUIT.

AT MT. CLEMENS, MICH., AUGUST 22,

C. M. MURPHY

ON A 22-LB. HUMBER

BROKE THE COMPETITION STATE RECORD FOR ONE MILE IN

2:01 2-5.

HUMBER QUALITY MEANS SPEED.

NOT CHEAP BUT GOOD.

HUMBER & CO., AMERICA, LTD.

WESTBORO, MASS.

Mention The Bearings

PEERLESS COMPANY'S '96 PLANS.

"We expect to increase our capacity very largely, having in contemplation such improvements on our machinery as will cause them to be eye-openers to the agents and public alike," said General Manager Crowther, of the Peerless Mfg. Co., last week. "The tendency for the modern high-grade wheel is toward simplicity of construction, and this simplicity we believe we have attained. Our Peerless wheels will be throughout of tubular construction, including our new patent fork crown, and they will list at $100 and $125, respectively; the $125 machine being constructed of a new tubing, which is 50 per cent stronger, by United States government test, weight for weight, than the best cold-drawn weldless steel tubing of today, thus enabling us to build a 20-pound machine which will be actually stronger than our 25-pound roadster of this year. We will also have our new Triumph bicycles ready for the market inside of three weeks, which will be high-grade machines, built of the usual forgings, stamping, tubing, and materials which will characterize the average high-grade machine of '96, but they will list at only $85—being devoid of detachable sprockets, adjustable handle-bars, double fork crowns, and the other little expensive items which add nothing to the quality or easy-running of the machine, but merely to its expensiveness. The additions to the factory, now nearly completed, include a two-story addition, 50x150 feet, together with a new, separate office building, 40x50 feet, and these improvements, together with new and improved machinery, will give us a capacity of 500 bicycles a week, running double time."

New Way of Oiling Bearings.

The present intentions of the Hamilton Cycle Co., of Hamilton, Ohio, are to make 5,000 wheels next year. It will have four models, weighing from 17 to 25 pounds, all of them listing at $100. Inch and one-eighth tubing will be used. The features of the wheels to be made by the Hamilton company will be a reversible handle-bar and the method of oiling the bearings. Instead of oiling from the center of the hubs the oil is dropped in the bearings directly on the balls.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

THE MONON ROUTE TO THE G. A. R. ENCAMPMENT.

Are you going to Louisville to attend the twenty-ninth annual encampment of the G. A. R., September 11 to 14? The Monon route is the national official route, Chicago to Louisville, and the battlefield line from Louisville to the south.

Special accommodations will be provided for all those who attend.

In addition to the two regular trains daily (morning and evening), special trains will be run at such hours as will best accommodate the veterans, and special cars will be furnished posts of twenty-five or more members if so desired. Also special sleeping cars can be arranged for.

The fare from Chicago to Louisville will be $6 for the round trip, and from Louisville to Chattanooga $6.35 for the round trip.

Tickets will be limited a sufficient length of time to enable members of the G. A. R. to visit Chickamauga battlefield. The National Park at that place will be dedicated with imposing ceremonies after the encampment at Louisville.

For rates, special trains, special coaches, sleeping cars, and further information, address SIDNEY B. JONES, City Passenger Agent, 232 Clark Street, Chicago; L. E. SESSIONS, Traveling Passenger Agent, Minneapolis, Minn., or FRANK J. REED, General Passenger Agent, Chicago. 2

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season s better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

CRIMSON RIM HEADQUARTERS.

The Shapleigh Hardware Co. is actively engaged in completing its preparations for next year's business. The past season has been entirely satisfactory outside of the fact that wheels were hard to get for a number of weeks. This coming season this difficulty will be avoided, as contracts are already completed for 25,000 wheels, and in addition to this number each contract contains a clause specifying that further orders are to receive immediate attention. Of course the Syracuse will be the leader and the specified deliveries for that wheel call for 10,000. This will be the only high-grade wheel in the line, the next in order being the Shapleigh Special, which will list for $75 and will be as high grade as a number of wheels that are listed at $100. The Rugby will list at $65 and weigh about 23 pounds. Ten thousand of these have also been ordered, and in addition to this line there will also be added a full line of good children's wheels. Applications for next year's agencies are coming in rapidly and are being disposed of as quickly as possible. The trade in the south is in a very good condition and



the prospects are that next year will see this section of the country double its interest in cycling. Hitherto the demand from the south has been about two-thirds for a cheap line of wheels, but the prospects are that the division will be close to half and half.

The Shapleigh Hardware Co. will be represented on the road by seventy-five salesmen, all of whom will carry wheels with them. In addition to this formidable array of talent, there will be six special salesmen who will take care of the larger towns in the interests of the bicycle department. Next week the St. Louis exposition opens and great preparations have been made to show the Shapleigh line to the best advantage. The exhibit will include a number of new effects in both electrical and mechanical design. All in all it looks as though the south and west would have extra facilities to enlarge on its already pleasant acquaintance with the Crimson Rims.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

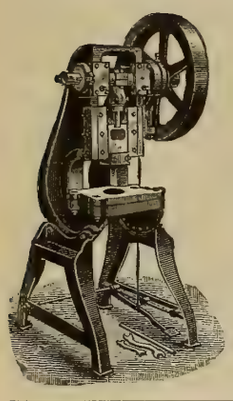
Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

WANTED.

A few BEARINGS of the issue of July 4, 1895, to complete some files. Any one having a paper of the above date which they are willing to dispose of, will please communicate with the business manager of this paper.



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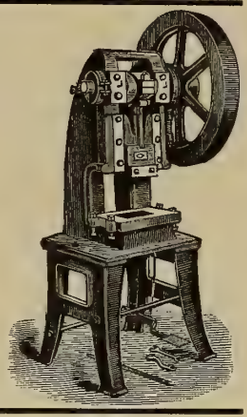
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The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

WILL SEND A TEAM ABROAD.

It is rumored in Syracuse that a local manufacturer will send a team of three men to Europe next spring for the purpose of having the men compete in all the foreign championships. They will be abroad nearly six months. Who the riders will be or the name of the manufacturer is still a secret. It is also said on good authority that another local maker of bicycles is already planning to build a factory in France. The full particulars of the venture will be chronicled shortly. Each of the presidents of the concerns has been approached to verify the statement, but each looked wise when the project was mentioned and refused to comment on it at all.

HUBER & METZGER DISSOLVE PARTNERSHIP.

DETROIT, MICH., Aug. 26.—The firm of Huber & Metzger has been dissolved by mutual consent, William E. Metzger retiring. The business heretofore carried on by the firm at 13 and 15 Grand River Avenue will be continued by Stanley B. Huber, who assumes all liabilities of the firm of Huber & Metzger.

TRADE HAPPENINGS.

DOLGEVILLE, N. Y.—Karl Fink and others are reported organizing a company to manufacture bicycles.

BIRMINGHAM, ALA.—The Iron City Cycle Co. is reported to have sold out its business to the Loosely Cycle Co.

NEW YORK, N. Y.—Charles J. Stebbins, 103 Reade Street, has been appointed New York agent for the Syracuse Cycle Co. He is now improving and remodeling his place of business.

GRAND RAPIDS, MICH.—Berkey & Gay, furniture manufacturers, announce their intention of manufacturing bicycles, and are preparing to put in machinery for this purpose.

NORWICH, CONN.—The Hopkins & Allen Mfg. Co., bicycle manufacturers, commenced the erection of additional factory buildings.

ROCHESTER, N. Y.—The Punnett Cycle Mfg. Co. has filed a certificate for the increase of its capital stock from $5,000 to $25,000.

GOSHEN, IND.—The Ariel Cycle Mfg. Co. has certified to an increase of its capital stock to $80,000, and will add new machinery and largely increase the capacity of its present plant.

ROCHESTER, N. Y.—The Rochester Cycle Mfg. Co. held its annual meeting, and elected W. W. Kenfield, A. Benjamin, F. M. Thrasher, W. G. Benjamin, and J. Heath directors.

BUFFALO, N. Y.—The Queen City Cycle Co. is having an addition erected to its present factory building.

COLUMBUS, IND.—The Williams Mfg. Co., recently organized with a capital stock of $25,000, will engage extensively in the manufacture of bicycle machinery. Contracts have been let for the entire equipment.

CHICAGO, ILL.—The Monarch Cycle Co. has recently placed a contract for additional 300-horse power boiler.

TRENTON, N. J.—Overton & Hawkins, bicycles, damaged by fire; covered by insurance.

MILWAUKEE, WIS.—The Meiselbach Mfg. Co. has commenced manufacturing bicycles, under the management of A. D. Meiselbach, formerly of the Columbus Cycle Co., of Columbus, Ohio. Walter Lindsay is interested in the enterprise, and announces that 20,000 wheels will be built during the coming season.

EAU CLAIRE, WIS.—Herman Schlegelmilch, hardware, is preparing to take up the manufacture of bicycles.

TRENTON, N. J.—Trenton Cycle Co., James E. Purcell, proprietor, reported to have recorded chattel mortgage for $1 000.

MILWAUKEE, WIS.—Chief Cycle Mfg. Co. has been incorporated.

LA CROSSE, WIS.—W. B. Medary, bicycles, appointed agent for the Syracuse Cycle Co.

BUFFALO, N. Y.—C. Hermerl is making preparations to erect a two-story brick bicycle factory at 195 Herman Street to cost $1,100.

TRENTON, N. J.—Overton & Hawkins, bicycles, store on Clinton Street damaged by fire.

MCKEESPORT, PA.—W. J. Mead, bicycles, store destroyed by fire.

BROOKLYN, N. Y.—Charles Schwalbach, formerly manager for Gormully & Jeffery, bicycle manufacturers, has gone into the bicycle business for himself, leasing the summer garden on Flatbush Avenue, adjoining the McLachlen Hotel.

HARRISBURG, PA.—Ewing & Foster, bicycles, new firm composed of J. G. Ewing and Douglass Foster, preparing to open a new store on Front Street.

HAGERSTOWN, MD.—M. L. Main, bicycle manufacturer, offering bicycle factory for sale or lease. Plans now in operation.

MIDDLETOWN, CONN.—President Duskin, of the local board of trade, is negotiating, looking to the establishment of a bicycle factory employing between 400 and 500 operatives. A successful outcome of the matter seems to rest upon the abatement of taxes for a term of years, which is said to be all the parties ask.

PITTSBURG, PA.—The Bicycle Stand Co., Eisner Building, is putting on the market an improved wheel rest, which is designed to allow a bicycle to stand without other supports.

ALLENTOWN, PA.—The Allentown Board of Trade has opened negotiations with a view of establishing a large bicycle factory.

BRIDGEPORT, CONN.—Steps are being taken looking to the organization of a company to manufacture a newly patented folding bicycle.

THOMPSONVILLE, CONN.—Work on the new bicycle factory building for the Lozier company is being pushed rapidly forward. A large force has commenced work manufacturing tools for use in making bicycles.

PATERSON, N. J.—The Snyder Mfg. Co., River and Water streets, contemplate removing factory to Newburg, N. Y. Judgment has been given by default in the circuit court in the suit of John S. Leng Sons Co., dealers in bicycle supplies New York, against Walter Snyder, of the Snyder company.

Recent Patents.

544,653—Bicycle belt-holder; William W. Batchelder, Boston, Mass., assignor of one-half to Ephraim E. Wood, same place; filed October 1, 1894; serial No. 524,575. (No model.)

544,688—Frictional surface for cycle wheels, etc.; Anthony Pulbrook, London, Eng.; filed June 19, 1894; serial No. 515,081 (No model.)

544,795—Bicycle saddle support; Benjamin S. Seaman, Canton, Ohio, assignor to the Gilliam Mfg. Co., same place; filed June 20, 1895; serial No. 553,428. (No model.)

544,935—Mud-guard for bicycles; James W. Shone, Rochester, N. Y., assignor to the Hall-Shone Co., same place; filed November 16, 1894; serial No. 529,043. (No model.)

TRADE-MARKS.—26,983—Bicycles; Supplee Hardware Co., Philadelphia, Pa; filed April 11, 1895; essential feature, the words "Supplee Special," used since November 1, 1894.

26,984—Bicycles; Supplee Hardware Co., Philadelphia, Pa.; filed April 11, 1895; essential feature, the words "Supplee Standard," used since November 1, 1894.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
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CHICAGO, SEPTEMBER 5, 1895.

ON THE NATIONAL CIRCUIT.

The Treatment Received by the Circuit Chasers in Canada was Very Shabby—Cooper Improves his Percentage.

If it was desired to avoid a disagreeable subject, the less said about the Canadian loop of the national circuit, the better. From the time the circuit party left Toronto till Canadian soil was left behind it was a case of one continual frost. In Toronto there was nothing to complain of, but at the next stop the treatment was more than chilly and so continued till Montreal was reached.

Imagine prizes far below the usual value of those offered at circuit meets; imagine race promoters dictating to a team manager how many men he should carry on the road, the number of tickets he should have for one team—and that team the indirect means of bringing the whole party on the Canadian excursion; imagine a meet manager demanding of the referee that he place time limits so low that it would be almost impossible for the men to reach them; imagine him saying that that was the way to

Save Diamonds and Reduce Expenses;

imagine withholding second prizes because, in a race with three starters, one of the contestants fell after the race had been started; imagine telling press men that if they wanted score cards they could buy them; imagine those same press men being obliged to stand up or sit on the ground while getting out their reports, after paying their way into the grounds; imagine these things, and a small part of the troubles of the circuit chasers will be realized. Had it not been for Official Referee Orr and Official Starter Donly there would have been a strike at every meet on the Canadian loop. These two gentlemen were distinct successes in their respective capacities.

The rumors that Titus, Cabanne, and Murphy had been suspended came like a clap of thunder to the others with whom they had been associated on the circuit.

It can Scarcely be Believed

that it is not all a horrible mistake. Cabanne left Mt. Clemens to go to his home in St. Louis to make a showing for himself, and he was followed by Murphy, who went with the avowed intention of beating the St. Louis favorite. There was too much hostility between the men for it to seem possible, not to say likely, that there should be any deal fixed up between them.

"Am I out of that confounded bulb yet?" asked one of the racing men anxiously during the past week. When told that he had just crawled over the top, and that his face would be seen another week, he remarked, "Well, I am glad of that. The house wrote me to get out quick, and I suppose they would cut me off unless I climbed quick."

The trainers who supply the heat are working with a vim to shove their man upward and out into the sight of the public, and racing men are speculating as to who the next will be to show his face.

Cooper has Advanced

still another step the present week and now has a little the best of Gardiner. Coulter has gone up a point or two and Bliss has come up from down below with a rush. The Springfield meet may shift the men around a great deal, or it may result in making more secure the positions some of the men have secured. Cooper has won steadily the past week, but his advance in percentage has been made almost entirely at the expense of men below him, men for the most part in the bulb, and he has brought none of the men on top down to meet him. None of those near the top have been on the circuit the past week. The job that Cooper undertook, that of climbing to overtake those on top, is the hardest kind of work, for it is all climb, and all by oneself at that. However, he is so close to men in the second, third, and fourth positions that a very few days, those at Rochester and Buffalo for instance, may change the thermometer and show the Monarch rider, at Springfield, in second place, where successful fighting with Bald

Will Land Him on Top.

The Transcontinental Tourist, Clint Coulter, has advanced too dangerously close to Maddox and now each rider is watching the other to see that no advantage is gained in the race for the more advanced positions.

In the race for points, the winning by Cooper of eighteen firsts, in eighteen days, has placed that rider two firsts better off than Bald, although seven points behind the latter in the matter of points scored. Three points for first, two for second, and one for third is the way the table is reckoned, and the greater number of seconds and thirds captured by Bald give him the lead by seven points.

Brown's Work for the Week

places him among the leaders in the contest for points, and on his form at present he will advance still more. The low value of the prizes during the Canadian circuit has held several of the men from higher positions in tables of winnings.

Chances for a goodly attendance of racing men at the national circuit meets in California improve daily, several new names having been added to the list this week. The California circuit has been extended to occupy all the month of November, with racing at the least three days a week, and those three days in some cases at one place. Coulter, Bliss, Cooper, Gardiner, Maddox, Wells, and all the members of the Syracuse team, and many more will probably go on the western trip. Bald and Sims may also go. The agents on the coast have earned the support of the manufacturers for this circuit by the manner in which they have worked it up.

Table of Points and Prizes.

The following is the table of points and prizes won:

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	86	$2,980	Ziegler	35	$1,170
Cooper	79	2,428	Maddox	35	1,145
Cabanne	59	2,345	Bliss	32	896
Murphy	53	1,753	Kiser	29	1,125
Titus	48	1,874	Coulter	29	825
L. C. Johnson	46	1,640	Jenny	28	975
Gardiner	44	1,745	Brown	28	795

The progress of the men for the next week will be more interesting than that of the past week unless Murphy, Cabanne, and Titus are unable to compete, as the circuit party was expected to be almost complete again. —F. ED SPOONER.

MANY FALLS AT WOODSTOCK.

WOODSTOCK, ONT., Aug. 29.—Over 5,000 attended the races of the national circuit meet in this city today. The Woodstock Amateur Athletic Association promoted the events, which were held on the quarter-mile track. This was wide enough and fast enough, but dangerous on the second turn, which was insufficiently banked. While holding the tandem fifty yards ahead of the field in the mile open, Rigby slipped and fell, bringing Kennedy down with him. In a heat of the two-mile open Barnett slipped. De Cardy took a flying fall over him, and, as is usual in such a case, got the worst of it. Barnett went home tonight. Carman fell over the two. These are the first serious falls of the week and as the surface was gravel the men are badly scraped. Referee George H. Orr and Starter Hal B. Donly ran the races with the usual promptness.

Coulter Won His First Race

since late in July, taking the mile open. To do so he was forced to make up fifty yards slack on McLeod, the Canadian champion, who was leading and being helped by the tandem. The tandem dropped back to help McLeod when the others fell. There were numerous very exciting features to the Canadians, as Canuck riders won several races. Cooper added another to his string of victories of the week, giving him six in all in four days of racing. His anxiety in the mile open cost him a win. Kennedy refused to give way for Cooper in the line and the latter took six spokes out of the former's rear wheel without causing a fall. Cooper ran over the pole and Kennedy fell later on in the race. Bliss made a good run in the half-mile handicap to the front position at the head of the homestretch, but was beaten out by McLeod, the Canadian champion, who sprinted from the bunch and surprised the midget.

Rigby had the Tandem in the Mile Open;

Kennedy was second. Both maintained their positions and the field, becoming rattled, dropped away. On the second lap of the quarter-mile track Rigby and Kennedy were laid low by the insufficiency of the banking. McLeod was then a long ways in the lead and started to make this good,

the tandem aiding him. Coulter rode hard and made up all of the slack, finishing easily in first place with McLeod second and no other finishers. The time was 2:24.

Loughead, the Canadian champion, was beaten in the final of the quarter-mile open, Class A. McKellar and Williams caught the first and second places and Loughead was third, the three only inches apart at the best. The time was :32⅘.

The Final of the Mile Handicap, Class B, had the following as starters: Bliss and Brown, 40 yards; Barnett and McCarthy, 60 yards; Scott, 70 yards; Young, 90 yards; Gibbons, Gratz, and McColl, 150 yards. The latter three had a long lead and at the half had been closed in by Young. At the bell the field closed and Bliss started up around the bunch. Brown went with him. McCarthy drew out of the bunch and came into the stretch with two lengths to spare which he held to the tape, with Gratz running second. Barnett beat Bliss out at the tape and took the only third prize of the day. The time was 2:07⅕.

The final of the two-mile open had Wells, Cooper, Bernhardt, Maddox, Steele, and Ben Cleveland in order named from the pole. Cooper and Steele rushed by the tandem and when Cooper came back Cleveland refused to give up the position. Two laps were fought and Cooper won the place. Cleveland, Steele, Bernhardt, Wells, and Maddox followed in order. The first mile was ridden in 2:25. Cleveland dropped out at the mile. Wells jumped around the outside of the tandem at the bell. Cooper caught him, and Maddox started around the outside of the bunch catching Cooper. The two drew away from Wells and fought it out gamely. Cooper had the pole rounding the stretch and Maddox kept at his side to the tape, but could not improve his position. Bernhardt fought to the side of Maddox and crossed the tape but a foot back. Steele ran in close. The time was 4:40⅖, Brown and Young, of Toronto, paced the race.

Summaries.

Half-mile handicap, Class B.—McLeod, 50 yards, first; Bliss, 25 yards, second; Brown, 25 yards, third; Steele, 60 yards, fourth. Time, 1:03.

One-mile novice.—C. E. Kenrick, first; W. J. Muir, second. Time, 2:47.

Quarter-mile dash, Class A.—McKellar, first; Williams, second; Loughead, third. Time, :32⅘.

One-mile open, Class B.—Coulter, first; McLeod, second. Time, 2:24. No others finished.

One-mile handicap, Class A.—George Fogg, 90 yards, first; C. Kenrick, 150 yards, second; A. S. Leys, 110 yards, third. Time, 2:13⅖.

One-mile handicap, Class B.—McCarthy, 60 yards, first: Gratz, 150 yards, second; Barnett, 60 yards, third. Time, 2:07⅕.

One-mile open, Class A.—McKellar, first; Williams, second. Time, 2:13.

One-mile tandem, Class B.—McCarthy and McIntosh, first; Van Herik and Lund, second; Gratz and McColl, third. Time, 2:32.

Two-mile open, Class B.—Cooper, first; Maddox, second; Bernhardt, third; Steele, fourth. Time, 4:40⅖.

COOPER LOSES THE MILE OPEN.

PETERBOROUGH, CAN., Aug. 30.—The circuit chasers did not reach this city until after the noon hour today and it took considerable hustling to get dinner and reach the track before the races started. Rain last night laid the track, but left a number of bad spots. The management was poor and the prizes below even the Canadian circuit average. The races were the only redeeming feature, the finishes being close and exciting.

The mile open had eight starters—Rigby, Cooper, Brown, Coulter, Kennedy, Steele, McLeod, and Maddox. Brown and Young, of Toronto, paced. Brown won the rush for the tandem, followed closely by Coulter, Rigby, Cooper, Kennedy, McLeod, and Maddox. In the first half-mile gaps were opened and at the half Brown, Coulter, Rigby, and Cooper were the four left to fight it out. Kennedy, dropping back, carried these behind with him and Steele, following suit, left too long a gap for Maddox to close up. When the tandem jumped out of the line Coulter jumped for the front and Rigby also started. Brown closed in on Coulter's rear wheel and stayed there until twenty yards from home when he

Came in With Jump After Jump

and won by a foot from Coulter, Rigby running close in third place with Cooper lapping his wheel. The time was 2:07.

The half-mile handicap was a beautiful (?) exhibition of handicap work on the part of some one, for three Canadians from long leads simply cantered away with the race in 1:01, G. M. Walker, of Peterborough, 100 yards, winning by 20 yards, with Young, of Toronto, 60 yards, an easy second.

The tandem race was for many reasons the most interesting race of the day. Three teams were up, Van Herik and Lund, Bainbridge and Anderson, and Brown and Gibbons. In the first rush, the time limit being 2:15, Anderson-Bainbridge began to draw away from Van Herik-Lund, behind whom was the Toronto pair. As the bell rang the Canadians started to jump and in

A Very Exciting Half-mile Ride

in 1:04 overtook and beat out the Chicago men by half a length at the tape. The Class A racing men refused to come out for the mile open, as a 2:20 time limit had been placed on. The B tandem team was finally placed in to pace and brought Loughead in to a solitary finish in the Canadian Class A competition record time of 2:09⅘.

The mile handicap had Brown at the thirty-yard mark and a large field. McLeod had the advantage in the bunch when the sprint started after a long loaf, and he won, with Bernhardt and Kennedy close up, in second and third positions, wiih Brown also close, and in fourth place. The time was 2:27⅖.

Loughead, McKellar, and Gardner, the latter a young Toronto rider, finished one, two, three, in both the quarter mile open and the mile handicap. In the latter McKellar gave up his mark of twenty-five yards, and came back to start scratch with Loughead.

The two-mile open had eight starters. Cooper caught the tandem and held it throughout. At the finish he was hard pressed by Scott, who came stronger in this event than he has in any previous event this season. Bliss lapped Scott's rear wheel, and the field was strung out, many having dropped during the contest.

Summaries.

One-mile novice.—L. King, first; E. Lord, second; T. Lush, third. Time, 2:25.

One-mile open, Class B.—Brown, first; Coulter, second; Rigby, third; Cooper, fourth. Time, 2:07.

Half-mile handicap, Class B.—M. G. Walker, 100 yards, first; A. E. Young, 60 yards, second; Marshall Wells, 40 yards, third; Bliss, 25 yards, fourth. Time, 1:01.

Quarter-mile open, Class A.—Loughead, first; McKellar, second; Gardner, third. Time, :31⅖.

One-mile handicap, Class A.—Loughead, scratch, first; McKellar, scratch, second; Gardner, 50 yards, third. Time, 2:17⅖.

One-mile open, Class A.—Loughead, first; Gardner, second. Time, 2:09⅘.

One-mile tandem, Class B.—Brown and Gibbons, first; Anderson and Bainbridge, second; Van Herik and Lund, third. Time, 2:10.

One-mile handicap, Class B.—McLeod, 50 yards, first; Bernhardt, 80 yards, second; Kennedy, 50 yards, third. Time, 2:27⅖.

Two mile open, Class B.—Cooper, first; Scott, second; Bliss, third. Time, 4:31. Canadian competition record.

END OF THE CANADIAN CIRCUIT.

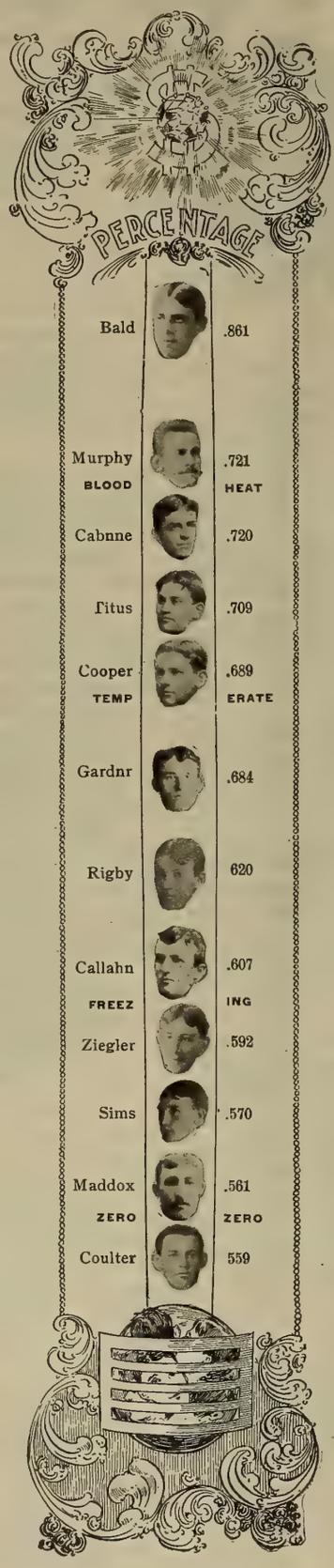
MONTREAL, CAN., Aug. 31.—The seventh and last day of the Canadian loop of the national circuit was at Montreal, at which city the party arrived after its second night on the cars during the week. The grounds of the Montreal Amateur Athletic Association are reached after a most romantic drive through some of the ancient streets of Montreal, and through some of the modern streets. The Montreal Bicycle Club promoted the meet. Members of the club met the party in the morning on arrival, and proved that their club is not on a par with some of the other clubs in the Dominion. The grounds are pretty in the extreme, the third-mile cinder path encircling an ideal lacross field of the greenest of green grass.

The wind blew rather strong early in the afternoon, and in the faces of the riders. The track was narrow, and

The Sharp Turns were Dangerous.

The tape was almost at the turn. Tom Cooper, for the third time during the week—the last three days in fact—drew the number thirteen. The party left Montreal in the evening for Rochester, only ten in all going to Waltham, and several of these continuing on to New Bedford. The Morgan & Wright and Monarch teams went to Rochester, the Cleveland on a pot hunt, and the America to Iowa for Labor Day. Two wins for Cooper today place him just two to the good over Bald for the season on the national circuit.

The final of the half-mile handicap was a brilliant win for one of two men, and the judges gave the race to Brown, although it seems very probable that a mistake was made, for Bliss seemed, from the press stand, which was directly on the tape, to cross the line at least a foot to the good over



Brown, who was coming strong all the way down the stretch and who

Passed Half-a-Dozen Men in the Last Fifty Yards.

Bliss rode from thirty-five yards, and Brown from the virtual scratch mark, fifteen yards. Several men had long marks—Martineau, eighty-five yards; McColl, seventy yards, and Gratz, seventy yards. Brown closed with Bliss and came to the front at the rear of the midget. On the dangerous corner rounding into the homestretch Bliss swung wide and Brown buried himself at the rear of the three long-mark men. Brown came through and at the tape had closed with Bliss and was coming so strong that the mistake of the officials may be pardoned. They said that Brown won by a tire's width. McColl was third and close up. The time was 1:02.

The mile open had seven starters with "Mary" Anderson as pacemaker. Kennedy held the position back of the pacemaker with Cooper, Bernhardt, Wells, Scott, and Gibbons in the order named.

Anderson Set a Great Pace,

as is evidenced by the time of 2:15⅗. He held the lead to the last lap. Scott came up at the turn on the outside and was on Kennedy's rear wheel. Cooper passed the two and Bernhardt ousted Kennedy from his position. Down the stretch Cooper jumped away from Bernhardt, who swung wide on the turn, allowing Kennedy to pass him. Kennedy took second about a foot ahead of Bernhardt and Wells passed Scott in the straight, taking fourth.

The mile handicap was ridden in a rain storm and had eleven starters, with Bliss, at fifty yards, virtual scratch man. Anderson, at seventy yards, made the race of his life, unpaced throughout. He made a game fight all down the stretch, but twenty yards from home was passed by Gratz, of Toronto, and at the tape by McLeod, of Sarnia, who jumped and gained the second position. The time was 2:18.

Summaries.

One-mile novice, final heat.—Kerr, first; Mitchell, second; Pellatier, third. Time, 2:31.

Half-mile handicap, Class B, final heat.—Brown, 15 yards, first; Bliss, 25 yards, second; McColl, 70 yards, third. Time, 1:02.

Two-mile provincial championship.—Henri Coussirat, first; Jas. Drury, second; E. S. Paradis, third. Time, 5:07⅕.

One-mile open, Class B.—Cooper, first; Kennedy, second; Bernhardt, third. Time, 2:15⅗. Weils, Scott, and Gibbons also ran.

Quarter-mile open, Class A.—Loughead, first; Jas. Drury, second; McKellar, third; H. F. Carman, fourth. Time, :34⅘.

One-mile handicap, Class B.—Gratz, 100 yards, first; McLeod, 45 yards, second; E. E. Anderson, 70 yards, third. Time, 2:18.

One-mile handicap, Class A —Loughead, scratch, first; McKellar, scratch, second; N. S. Mitchell, 130 yards, third. Time, 2:22⅕.

Two-mile open, Class B.—Cooper, first; McLeod, second; Kennedy, third. Time, 4:59⅗.

One-mile tandem, Class B.—McLeod and Gibbons, first; McColl and Gratz, second. Time, 2:21⅘.

One-mile open, Class A.—McKellar, first; H. F. Carman, second. Time, 2:24.

WALTHAM MEET A FIZZLE.

WALTHAM, MASS., Sept. 2.—The promoters of this fall's meet advertised extensively that all the fast men of the United States would race, and drew out a crowd of 6,000 people. The circuit chasers divided after Montreal, only one team coming here, and it was refused entrance. As a result Bald and his two team mates with Frank Jenny represented the fast brigade, and three or four third-raters helped them to drag through a very indifferent programme. The racing in Class A was equally as featureless, and the entries not over a score, all counted. The track of course was in perfect condition, and the day absolutely delightful.

Bald is riding a little better than when he left the circuit two weeks ago, but his victories in the mile open and the half-mile open were empty honors, Jenny taking second to him in each, and Sims third. Both events were paced single by Haggerty and L. P. Callahan, who lined up on the mark and started from the same signal as the contestants in the race, dropping out after each had taken his share of the work. The mile open was simply a procession, Bald catching the pacemaker, with Jenny, Sims, McDuffie, and Wettergreen trailing in the order named. In this order was the race run and in the same order finished. McDuffie created but a slight flurry by jumping out on the backstretch, but he was short-lived. The half-mile was finished in the same order, and ridden in the same manner, except that when McDuffie essayed his little jump he took so much out of himself that he let little Wettergreen beat him out.

Sims' First Win.

The mile handicap brought out eight starters, the greatest number on the track at any time this afternoon. Sims was set back to scratch, and all the other entries came back thirty yards. Lemke was on limit, but was caught on the jump by Williams. Up to the last turn these two had what looked like easy game, but after pulling the back-mark men up to the bunch in the second lap Jenny plugged ahead, and had Sims and McDuffie up with the leaders at the turn. Almost as soon as they caught them Haggerty sneaked out, with Sims trailing, and came in with a driving finish, Sims jumping him ten yards from the line and showing daylight behind him. McDuffie did not profit so well, but secured third with ease over Wettergreen. Jenny was dead in the sprint, and finished back in fifth position. Williams and Lemke were next to last, Callahan saving them that indignity. The time was 2:15⅗, the best handicap mile, and in fact the first win of first place that Sims has had for many a day.

The half-mile handicap was a gift to Bianchi and Riordan. The feature of the afternoon was the attempt of a quad team—L. P. Callahan, Barnett, McDuffie, and Haggarty—after the mile record unpaced. They were successful, riding their mile in 1:48⅘. The fractional time was: One-quarter, :27; one-third, :35⅗; one-half, :52⅗; two-thirds, 1:11⅘; three-quarters, 1:21. The advertised feature was the attempt of Eddie Bald to lower the paced mile record. Wettergreen, McDonald, Sims, and Barnett mounted the Berlo quad to pace him, but came to grief in starting. A second time they climbed aboard, and circled the track two or three times. That was enough for them, and they dismounted with the opinion that a quad isn't as easy to ride as it appears. Tandems were then supplied, and Bald followed them in 1:57⅘, Wettergreen and Barnett taking him the first half, and McDonald and Sims the second.

Summaries.

One-third-mile open, Class A; final heat.—Reynolds, first; Clark, second; Foster, third; Plaintiff, fourth. Time, :49⅖.

One-mile open, Class B.—Bald, first; Jenny, second; Sims, third; McDuffie, fourth. Time, 2:12⅗.

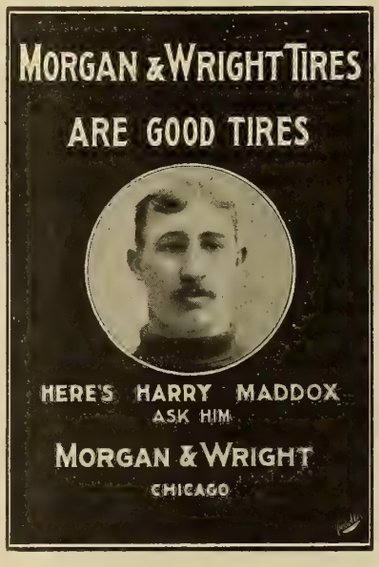
One-mile lap race, Class A; final heat.—Clark 7 points, first; Reynolds, 6 points, second; Farrell, 3 points, third; Wing, 2 points, fourth. Time, 2:38⅘.

Half-mile open, Class B.—Bald, first; Jenny, second; Sims, third; McDonald, fourth. Time, 1:04⅘.

Half-mile handicap, Class A; final heat.—Bianchi, 20 yards, first; Riordan, 60 yards, second; Dodge, 55 yards, third. Time, 1:10⅖.

One-mile handicap, Class B.—Sims, scratch, first; Haggerty, 60 yards, second; McDuffie, 5 yards, third; Wettergreen, fourth. Also finished in order named Jenny, Williams, Lemke, L. P. Callahan. Time, 2:15⅗.

One-mile tandem, Class A.—Clark and Reynolds, first; Brooks and Egbert, second; Smith and Packard, third; Green and Pettigrew, fourth. Time, 2:11.



THREE STARS SUSPENDED.

ST. LOUIS, MO., Sept. 3.—In the echoes of the diamond tournament of the Associated Cycling Clubs were rumors of the "fixing" of certain races, and statements made that L. D. Cabanne, Fred J. Titus, and C. M. Murphy were the ones who were in the deal. The deal was, that as St. Louis was Cabanne's home he was to be allowed to have the mile open, and that in consideration of Murphy's not trying to win it Cabanne and Titus would stay out of the mile handicap, while Titus was to be allowed to have the two-mile handicap.

Murphy won the mile handicap all right enough, and also the mile open, in spite of the alleged "deal," and that was what started the story on its rounds, for Cabanne and Titus were both sore at being thrown down.

The story finally got into the daily papers, and Cabanne and Titus, who were racing at Kansas City, were interviewed. Titus, in this interview, freely expressed his displeasure at Murphy for not living up to his agreement, and admitted the prearrangement, not seeming to realize what it meant. D. W. Robert, the local member of the Racing Board, wired the story to Gideon, and as a consequence

Cabanne, Titus, and Murphy Are Suspended.

pending investigation. This put a new phase on the matter, and all those who had been freely talking before shut up like clams, or else denied the story in toto.

E. A. Knapp stated that he had been told of the arrangement prior to the races by a person interested in the circuit chasers, but declined to state who it was. Cabanne's father denies that there was any "fixing," but at the same time states that "Dute" was to be "allowed" to win the mile open as an act of courtesy; it being customary on the part of the circuit chasers to allow each man to win the important event in his home town.

The story seems plausible on the face of it, and the authority for some of the statements is indisputable, but when it comes to furnishing these statements to the Racing Board as evidence it is another matter and no one is willing to be placed in such a light, so that it is possible the matter may blow over. Another thing is that Murphy's side of the story has not been heard, and that may throw a different light on the investigation, although he has been represented as the one who proposed to do the "fixing."

THEY DENY THE STORY.

ST. LOUIS, MO., Sept. 4.—A. G. Spalding has asked for the withdrawal of the suspension of Cabanne and Titus pending an investigation, as both men declare that there is not a bit of truth in the statement, and that the suspensions were actuated by personal feeling. They claim that until further proof is brought that one statement is as worthy of credence as the other. Murphy emphatically denies that any agreement whatsoever was entered into.

NEW YORK, Sept. 4.—Cabanne and Titus were in New York yesterday, and left immediately for Philadelphia to interview Chairman Gideon. They took with them a letter from A. G. Spalding requesting the removal of the suspension pending a trial, so as to be able to ride at Springfield.

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GEO. K. BARRETT, EDITOR.

THE CANADIAN CIRCUIT.

The much heralded Canadian circuit is past, but its record makes anything but a pleasant page of reading in the history of cycling. From the racing men, from the team managers, from the trainers, and from the newspaper men that made up the American party that covered the circuit, comes a long howl of indignation at the way they were treated. The Canadians were more than anxious to get the American flyers across the border and spared no pains to secure them. But once the circuit party set foot on Canadia soil, just so soon did the Canadians throw hospitality, and according to many, even common courtesy, to the winds. Secure in having the men as attractions their only thoughts were for the almighty dollar which, in Canada, seems far more worthy the name bestowed on it than in this country.

The men on the circuit are there for strictly business purposes but they nevertheless appreciate hospitality and courtesies and resent shabby treatment. In Toronto and in Montreal the men found nothing to complain of, and from the officials of the C. W. A. they had the best of treatment, but from the managers of the meets between the cities mentioned their experiences were far, far from pleasant. There are few inducements for racing men to visit Canada, even if everything there was up to the standard of this country, but when the prizes are poor, when impossible time limits are imposed, and when the home riders are given all the best of the handicapping, not to mention a score of disagreeable features, we may rest assurred that our sister country will not soon again be inflicted with an American invasion. In one case sectional feeling ran so high that when an American flyer crossed the tape in the lead he was hissed. Surely the Canadian riders who have been riding in this country have not been accorded treatment that would excuse such an exhibition of boorishness on the part of an audience.

Another year, we can confidently predict, will not see any provision in our National Circuit for a Canadian excursion.

GOOD ROADS ARE COMING.

Slowly but surely the work of the road reformers among whom the members of the League of American Wheelmen rank foremost,are gaining ground and convincing the farmers of the country, who, in the past, have been the ones hardest to convince, that good roads mean prosperity. An interesting and instructive step in the fight for good roads is the call for a "Good Roads Parliament" to be held in Atlanta during the Cotton States and International Exposition. Secretary Morton has issued the following call:

The Secretary of Agriculture is charged by act of Congress to collect and disseminate information concerning the public roads. To this end all legally authorized organizations of officials and of private individuals who have given special attention to this subject are hereby notified that they are cordially invited by the governor and general assembly of the State of Georgia, the mayor and council of the City of Atlanta, the authorities of the Cotton States and International Exposition, and the various local, commercial, military, and social organizations, together with the national road conference and the National League for Good Roads, to the assembling of a road parliament, to be held in the hall of the House of Representatives at Atlanta the 17th, 18th, and 19th of October, 1895.

At this convention of the friends of good roads the officials of the L. A. W. will have one of the best opportunities that has presented itself for years to make their influence felt. Some of the most influential men who have taken up the subject will be on hand, prepared to hear and profit by all the sound arguments that may be made in behalf of the good cause. In a recent interview on the subject Secretary Morton had this to say:

The meeting will at least accomplish what is always accomplished by the attrition of mind with mind. People will become aroused to the importance of the subject by the discussions and good will come of it. If we could ever get a uniform system of good roads in this country it would reduce the cost of transportation to the farmers over one-half. It has been estimated that the average cost to an Illinois farmer of hauling his products to the point of shipment is $2 per ton, and farmers everywhere will find that the greatest cost of transportation of their products is for the distance between the farm and the depot.

A MUSTY CHESTNUT.

The daily newspapers are still harping away at that threadbare subject —loafing in bicycle races. As usual, most of them are away behind the times, and take up the discussion long after the cycling papers and the more progressive of the dailies have talked over the pros and cons and laid the subject away on the dusty shelves of oblivion. In one case in particular a Chicago paper takes up the subject of loafing and advises the League that what the public wants is fast time, and that it doesn't care a rap whether the men belong to Class A, B, or Z.

This subject is musty and wormeaten. Loafing in bicycle races is almost a thing of the past since the introduction of multicycles for pacemaking purposes. Nowadays nearly every mile race in B is ridden under 2:10, while even the novices win their races in times ranging from 2:05 to 2:15. What more could an anxious public ask for? Does it think that because the mile straightaway record is below 1:35 that races should be ridden close to those figures? If it does, it won't be satisfied; not even if steam engines are used for pacemakers. It's time the subject was dropped for good, and the sooner a few mossback papers realize this fact the better it will be for their reputations.

I wish I hadn't.—C. M. Murphy.

Titus and Cabanne should imitate the humble clam.

Perhaps we shall have to annex Canada to show her how to run race meets.

The C. O. P. is dead; long live the C. O. P. The new ruler of the pot hunt is a circuit-chasing brigand. Vive la Cabanne, Titus, and Murphy.

What does A. G. Spalding think of cycle racing now? He had an all star team of three men. One of them was made a professional and two are suspended.

Now that the style has been set, bloomer weddings seem quite the proper thing. That Gretna Green of the present decade, Milwaukee, was the scene of one of these affairs again last week.

Gideon has shut down on the "merchandise order" for prizes. How does he expect the racing man to make enough money to pay his board bill? Why, it's just like stopping a man's salary.

At last that much talked of national league of colored wheelmen has been formed. It is reported on good authority that the champion rider of the new league has the courage to ride till he is black in the face.

We have heard many a retail bicycle dealer grumble because in this, the best bicycle season in the history of the trade, he could not get as many wheels as he could have sold. One of the clan, however, found cause for rejoicing in the state of things. He in common with thousands of other dealers had accumulated a big stock of second-hand wheels which, at the close of last season threatened to net him a big loss. At present he has none of them. "Everything that had wheels sold," he said. It's an ill wind, etc.

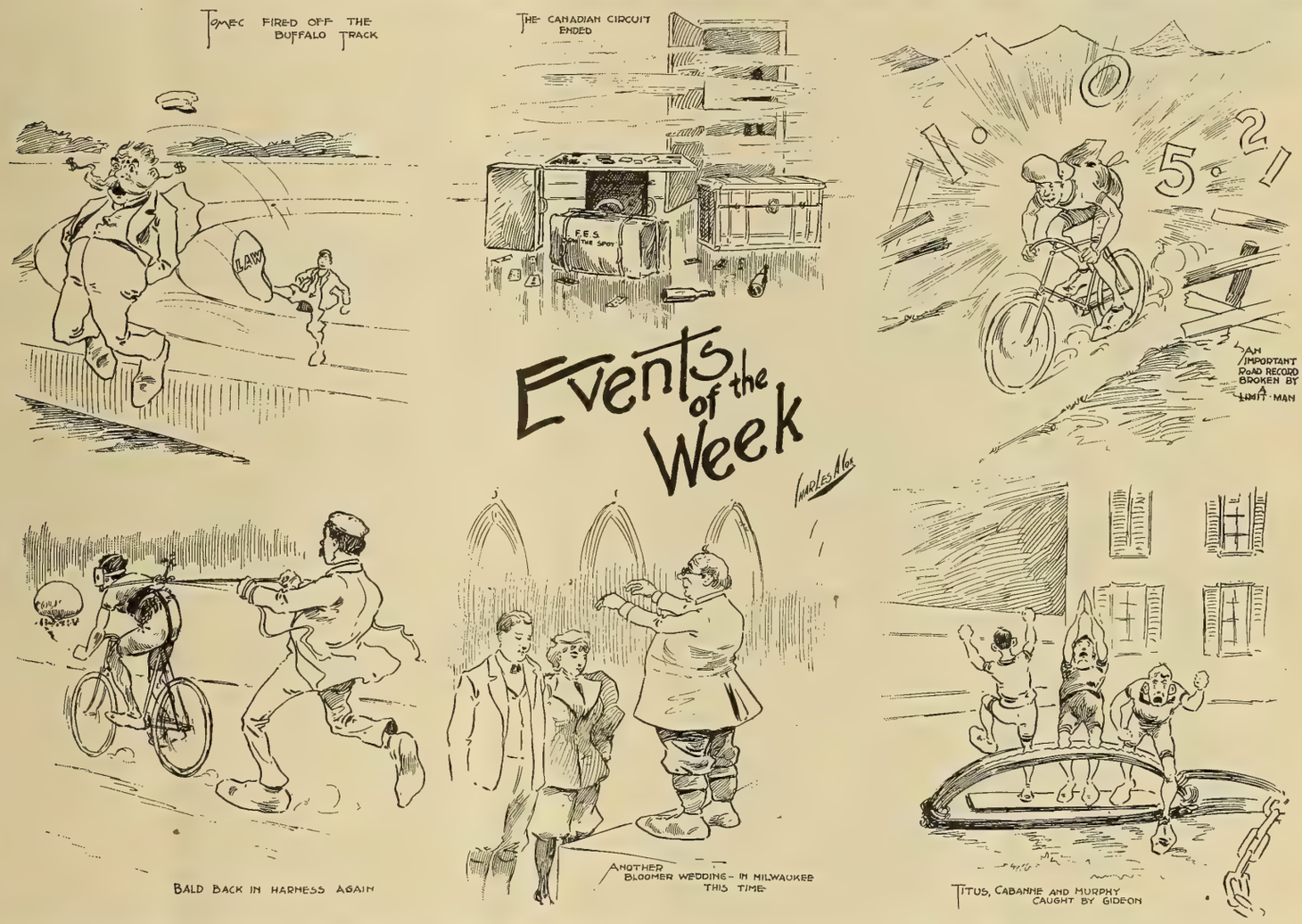


The Nashville, Chattanooga, & St. Louis R. R. has refused to carry bicycles on its trains as baggage. Cyclists who are planning to visit Chattanooga to witness the dedication of the Chattanooga-Chicamauga Military Park, or Atlanta to visit the Cotton States and International Exposition, will do well to avoid this railroad.

Road racing in Chicago has assumed proportions of wonderful magnitude the past year. Saturday afternoon, during the season of Saturday half-holidays, is the accepted time for the running of five and ten-mile club events. It is not at all uncommon for a round dozen of these events to be run off in an afternoon. There are three or four accepted courses, which by silent consent of the authorities are monopolized each week end. One club after another takes possession of a course. It is not uncommon to see several thousand people present at each of the different finishes, which are located in as many different sections of the city.

With its issue of this week *Cycling Life* changes from a cycling paper of the ordinary class, combining the news of the sport and trade, to a strictly trade journal that will deal with trade news alone. Its progress will be watched with interest by the publishers of cycling journals and the cycle trade alike. Whether or no a journal of that class can be made a success is a problem that Editor Wardrop has undertaken to solve. In other trades, trade journals are prosperous, but in cycling the relationship between the sport and trade is so close that the change is at best an experiment. THE BEARINGS extends its best wishes and hopes the experiment may be a successful one.

One of our staff was recently treated to one of the most agreeable surprises of his life. He was touring in an unknown part of the country with a companion and had, time and time again, been directed over miserable roads. A stop was made for a drink of well water at a farmhouse, and, more as a matter of habit than because they expected to get any sound information, the farmer was asked about the roads to the next town. He described the three available roads intelligently and recommended the longest one as being the best and added that he had "just been over it on his wheel." Neither of the tourists were subject to heart disease, or there would have been work for the coroner. The idea of a farmer, a farmer on the shady side of forty giving an intelligent account of roads, and, above all, having and riding a wheel of his own. He said it all came about through his son.



ABOUT THE CHICAGO CYCLE SHOW.

It will not be held in the Coliseum—Another Building has been Secured—It is Well Located and has 54,000 Feet of Floor Space.

The collapse of the Chicago Coliseum has played havoc with the plans of the National Cycle Exhibition Co. The uncertainty in regard to whether the building would be reconstructed in time for the show, owing to the difficulty of securing iron, has led the company to lease another building, the best one available for the purpose in the city. It is Tattersall's, at the corner of Sixteenth and Dearborn streets. The change will not interfere with the plans for the show nearly so much as was at first thought. The interior dimensions of the building are 150x365 feet. At present this space is not all available, owing to the fact that it is partitioned into several different rooms, but the entire internal arrangement of the building will be so changed that all this space will be in one big room, which will be considerably larger than Madison Square Garden, where the New York show will be held.

In shape the building is very similar to the Coliseum, and the arrangement of spaces will be much the same. There will not be quite so many as there were to have been in the Coliseum, but enough probably to accommodate all who desire to exhibit. The plans for the spaces have not been completed as yet, but there will be in the neighborhood of 275 of them. Plans of the building will be ready and sent out late this week or early next week.

The race meet of October 8 to 12, which was to have been given in the Coliseum, has been abandoned.

AN IOWA MEET.

OSKALOOSA, IOWA, Aug. 29.—Rain spoiled the track today, and in consequence the races were run in slow time. Richard Slattery won the mile novice, George Meierstein the quarter mile open, T. H. Cummings the mile handicap, and Ed Vernon the half-mile 1:15 class.

Second Day.

OSKALOOSA, IOWA, Aug.30.—The meet closed today, and the tournament managers are congratulating themselves because two state records were lowered. At the races today Cummings and Rowland won the tandem race. while Cummings, on a single, captured the half and five-mile handicaps, Ralph McCurdy won the one-mile club championship, while Meierstein won the half-mile open.

FASTEST ON RECORD.

A Dark Horse Wins First Place and Time in the Labor Day Road Race at Denver—A Series of Surprises.

DENVER, COLO., Sept. 2.—The first Labor Day road race of the Associated Railroad Wheel Club was run over the old twenty-five-mile course on the Brighton road on as pretty a day as could be wished for. The wind was a very favorable quartering one, but not strong, though it was largely responsible for the record time in which the race was won. The course was fully five minutes slower than at the time of the road race during the League meet when Arthur Gardiner won first time, though the absence of a head wind more than made amends for the condition of the road.



O. B. HACKENBERGE.

W. W. Hamilton, the only scratch man was supposed to have a cinch on the time prize, barring accident, but only succeeded in getting second fastest time. His ride, however, from scratch was most creditable when it is considered that he had to pass the number of riders he did, to say nothing of cutting through clouds of dust, dodge fallen riders, and shake off the numerous men looking for a pacemaker; while the time winner was clearly out of his class, and after the first six miles was never hampered by any one, having shaken them all in that distance, and riding the remaining fifteen miles all alone.

The Winner a Very Dark Horse.

The winner of first place, first time, and world's competitive record was a dark horse of the blackest hue. His name is O. B. Hackenberge. He is twenty-one years of age, stands five feet eleven inches in height, and weighs 170 pounds in street costume. He is strictly temperate and never indulges in liquors or tobacco. He has been riding a bicycle for two years, though never owned a wheel of his own and had to rely on the generosity of his friends for a ride until three weeks ago when he rented a 26-pound wheel and went into training. (He rode the same wheel in the race.) His position on a wheel is that of the veriest novice, bent arms, head in the air, and swayed back on a wheel with straight handle-bars. He is a peculiar looking object to pick out as a world's record holder, but such he is.

Other surprises were the winning of third and fourth time by Childers and Ed Smith over such men as Renshaw, Oliver, Parks, and Wahl.

The Way They Finished.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	O. B. Hackenberge	8:30	1:04:47	26	G. A. Childers	3:30	1:05:55
2	Carroll Goody	8:00	1:08:26	27	A. F. Johnson	9:00	1:11:26
3	H. E. Whitcomb	7:00	1:07:58	28	Edward Thomas	9:30	1:11:57
4	Robert Woods	9:00	1:09:34	29	E. F. Kirchner	9:00	1:11:40
5	B. A. Niles	8:00	1:08:44	30	J. L. Frazer	7:00	1:09:41
6	E. T. Hanks	9:30	1:10:15	31	M. M. Goodenough	12:00	1:14:44
7	W. S. McDaniell	6:30	1:07:33	32	J. C. Edwards	6:00	1:09:04
8	E. J. Merriam	8:00	1:09:08	33	G. M. Welch	6:00	1:09:07
9	George Outhwaite	9:30	1:10:41	34	C. W. Rosel	8:00	1:11:10
10	E. J. Connor	9:00	1:10:19	35	H. M. Clark	6:30	1:09:44
11	W. C. Procter	8:30	1:09:51	36	C. F. Hollingshead	8:00	1:11:15
12	H. M. Beatty	6:30	1:07:57	37	C. F. White	3:30	1:06:47
13	G. A. Kennedy	7:00	1:08:33	38	E. L. Short	7:20	1:10:48
14	R. M. Sisty	6:30	1:08:06	39	H. W. Talbott	7:30	1:10:50
15	A. D. Keller	8:00	1:09:37	40	F. C. Wolf	4:30	1:07:55
16	F. A. Sprague	8:00	1:09:54	41	E. F. Smith	2:30	1:05:57
17	A. Steckel	10:00	1:11:57	42	F. H. Cronkrite	4:30	1:08:01
18	Richard Minges	12:00	1:14:00	43	J. M. Daniel	3:30	1:07:03
19	Carl Gandy	7:30	1:09:38	44	P. B. Sprague	3:30	1:07:04
20	E. A. Gerber	4:30	1:06:39	45	C. L. Crabb	6:30	1:10:06
21	O. W. Dennis	6:00	1:08:11	46	William Schnell	3:30	1:07:07
22	F. D. Fenton	5:00	1:07:14	47	W. K. Bush	9:00	1:12:42
23	Gust Anderson	6:00	1:08:15	48	L. Eisminger	8:00	1:11:44
24	C. S. Price	4:30	1:06:47	49	B. G. Gartin	7:00	1:10:49
25	E. R. Pynchon	4:30	1:06:51	50	H. W. Grebe	7:30	1:11:20

Hamilton finished in sixty-sixth place in 1:05:12. Hoffer, the last man to be caught at the finish, was the first man sent away at the start.

The twenty-two fastest men each rode the twenty-five miles in less than 1:08:00, making it undoubtedly the fastest road race ever run in the country. Every man in the race, excepting the ninety-eighth one to finish, broke the existing record. Every previous race was run in the face of a head wind, while, as previously mentioned, this one was run under the most favorable circumstances in that direction, though the surface was slow.

Timing and other arrangements were fine. The Associated Railroad Wheel Club deserves great credit for the manner in which everything was conducted.

AN AMATEUR AND PROFESSIONAL ROAD RACE.

PHILADELPHIA, PA., Aug. 29.—One of the biggest road races ever held in this section was the ten-mile event run off yesterday over a triangular course from Jenkinstown to Fox Chase under the management of Joseph Holbrook, the hustling agent for the Falcon. There were over 100 starters, both amateur and professional, and although all started off together there were in reality two races, the two classes of riders competing for separate prizes. The entire course was lined from end to end with people and at some points the men had some little difficulty in getting through. Starbuck started from scratch in the professional race, but he was unable to overcome the field, W. A. Pulon, who made his first appearance as a professional, winning with a handicap of 1:45. Starbuck, however, covered the ten miles in 24:05 and by so doing captured the time prize.

Charley Church was the scratch man for the amateurs, but he was handicapped so badly that he was even unable to win one of the twenty-five prizes awarded. His actual time was 24:31. Douglass and Krick were nearest to Church at the start and followed him all over the course, the former crossing the tape hardly a length behind. The amusing feature of the race was caused by the presentation of a "yellow" dog and a goat to the last two men across the tape. Frank Weideman was the unfortunate amateur and was given the dog while Alva Stewart got the goat for being the last professional. The finishers:

Professional.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	W. A. Rulon	1:45	24:57	6	J. F. Starbuck	scr.	24:05
2	J. L. Clark	2:15	25:22	7	R. P. McCurdy	:30	26:57
3	W. A. Kluge	2:15	25:22⅘	8	Dewitt Griffiths	2:30	26:43
4	Newton Grubb	2:45	26:03	9	Alva Stewart	1:15	26:02
5	S. L Cassidy	3:00	26:25				

Amateur.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	L. A. Combs	3:45	25:40	16	Joshua Lindley	1:30	25:10
2	J. F. Stauffer	4:00	26:00	17	S. B. Roberts	2:30	26:11
3	W. R. Goodly	3:15	25:42	18	S. P. Myers	4:00	27:42
4	Alex Allen	3:30	26:01	19	W. W. Pierce	3:00	25:45
5	H. W. Hackett	3:00	25:40	20	Frank Reese	3:30	27:24
6	W. B. West	3:15	25:58	21	W. J. Robertson	4:30	28:30
7	J. A. Mimick	3:45	26:45	22	E. P. Simpson	3:45	28:55
8	J. G. Reist	3:00	26:00⅛	23	Leon deFermount	4:30	28:43
9	R. D. Geiger	4:00	27:06	24	L. C. Johnson	1:00	25:17
10	Bert Nutte	3:00	26:14	25	J. R. Keyser	3:00	27:22
11	R. J. Callowhill	4:00	27:20	26	Ed Mason, Jr.	4:00	28:23
12	Charles Baker	3:15	26:41	27	W. F. Mayne	2:00	26:28
13	F. A. Nicholson	3:15	26:41⅛	28	J. S. Lyons	3:00	27:39
14	Benjamin Peck	1:30	24:57	29	Charles Church	scr.	24:31
15	A. K. Bernhouse	1:30	25:04	30	W. G. Douglass	:30	25:01⅛

TWO SMALL MEETS.

NEW YORK, Sept. 3.—The Labor Day games of the New Jersey Athletic Club were attended by over 6,000 spectators. Two wheel races were on the programme resulting as follows:

Two-mile handicap, Class A.—Henry W. Heeler, 210 yards, first; H. C. Vanhorten, 170 yards, second; John P. Hutchen, 170 yards, third. Time, 5:06⅗.

One-mile handicap, Class A.—P. E. Dickey, 30 yards, first; John P. Hutchen, 90 yards, second; H. C. Vanhorten, 90 yards, third. Time, 2:31.

The Silk City Cycle Club held their race meet at the Clifton race track on Labor Day. Over 2,000 enjoyed the sport. The principal event was the match race for five miles between Thomas Hughes and W. S. Slavin, paced by triplet and tandem. It was somewhat of a fizzle, as Slavin got the triplet and ran Hughes off his legs in 12:58. G. F. Royce rode a flying quarter unpaced in :26½, beating the track record of Paul Groesch. The summaries:

One-mile novice.—H. A. Sanders, first; M. Shannon, second; Sam Standeven, third. Time, 2:55½.

Quarter-mile open.—G. F. Royce, first; Thomas Hughes, second; J. Beckett, third. Time, :29¾.

Three-mile handicap.—G. Taylor, 270 yards, first; W. S. Slavin, scratch, second; T. Mallon, 230 yards, third; J. M. Hague, fourth. Time, 7:26.

One-mile match championship of West Milford township.—H. G. Thorne, first; J. L. Cooper, second. Time, 2:25¼.

One-mile scratch.—Thomas Hughes, first; C. P. Griffith, second; P. R. Cobbin, third. Time, 2:23.

One and one-half mile handicap.—H. F. Giles, 140 yards, first; J. W. Judge, 100 yards, second; I. E. Horrax, 150 yards, third. Time, 3:33⅘.

One and one-half mile tandem.—W. and P. Hardifer, first; J. W. Judge and W. Beams, second; A. J. Ford and H. J. New, third. Time, 3:27.

Three-mile team lap race.—Tourist Cycling Club, 10 points, first; Elcelsior Bicycling Club, 2 points, second.

MEXICANS TAKING UP CYCLING.

CITY OF MEXICO, Aug. 26.—The City of Mexico is at last beginning to get the bicycle craze, owing in a great measure to the riding academy, which was opened last month on the Paseo de la Reforma, and where, in the first month, 325 lessons were given by a competent American teacher. This is the first cyclery and the only one in the Republic of Mexico. The demand for bicycles for hire is increasing to such an extent that wheels are wanting, especially for ladies; second-hand renting wheels have been ordered from the States to fill that want. The foreign lady element has set the example of riding in bloomers and short skirts, and is being followed by a few Mexican ladies, who, having taken lessons at the cyclery, can be seen early mornings on the promenade imitating their sisters from the north.

The Cycling Club has just finished its new one-third-mile lap track for the international races to be held in December, when some fine racing is anticipated, both by American and local teams. Among the fast riders here can be mentioned Gregorio Lecca, the winner of the last Puebla races, now riding a Falcon; Felipe Flores on a Sterling. Luis Brauer on a Stearns, and several others who are all in training on the new track. A private meet will be held on September 8 among the local teams.

A big season is anticipated for this winter, as the rainy season, which is rather against bicycle riding, will be over in two or three weeks, and then the excursionists can count upon dry roads free from mud, and will indulge in long and agreeable rides through the beautifully shaded and perfumed lanes with which this sunny city is surrounded.



AS SEEN IN IOWA.

PACEMAKER GOOSE: "Hello, Bill! how are the roads out here this season?"

LEAGUE MEMBER: "If these farmers knew half as much about good roads as you do they would be a heap better. But we all ride Waverleys out here. That's the next thing to flying, you know."

PACEMAKER GOOSE: "The Waverleys must be all right; we've followed those half-nickeled front forks for forty miles."

DENVER AFTER SPRINGFIELD.

DENVER, COLO., Aug. 30.—The Denver Wheel Club is making great preparations for its national circuit meet October 17, 18, 19, and everything possible will be done to make it the greatest cycling event of the year. The prize committee has been authorized to prepare a prize list valued (actual value) at not less than $5,000, which will consist chiefly, if not entirely, of diamonds.

The track is now in magnificent shape and the D. W. C. men claim that they will prove during this meet that it is the fastest track in the country, and the times made on it this year would seem to warrant the assertion. At the state meet last Saturday five records were broken, and there is not a week that from two to four state or national records are not put lower down the notch. A most remarkable fact is that there has not been a Class A competition mile ridden on it this year over 2:20, and most of them have been made under 2:13. The unpaced mile of Hamilton and Hughes against a strong wind in 2:08⅕ and 2:10 respectively shows its remarkable speed.

Those who were in attendance at the national meet last year know something of the track and since then it is fully four seconds faster to the mile and will be even more so by the time of the meet. Nearly all of the leading teams have already signified their intention of being here, and the one-mile national championship, which will be run on the 19th, will undoubtedly bring every racing man in the country.

Denver's Ambition.

The ambition of the Denver Wheel Club is to outrival Springfield as the wheeling center, and everything possible will be done to make this the greatest meet in the history of racing. That the Denver boys will come pretty nearly doing as they intend was shown at the national meet last year, and at Asbury this year; a greater organization of hustlers it would be impossible to find. They have shown that they have the ability to carry out all their plans, and this year they propose to take the place of Springfield if possible.

The circuit will go from here to California, where many of the teams will winter and try for records, and the Denver track will catch all of these as well as those who will again go eastward. Special prizes of diamonds will be given for all world's records that are broken, and the appropriation for this will amount to no small sum, as it is confidently expected that but few of the old marks will be left standing when the stars leave the Denver track.

Since last year many improvements have been made in the Denver Wheel Club grounds where the track is located, both in the track and dressing rooms. The latter have been remodeled entirely, electric lights put in, and they are commodious and thoroughly ventilated. The track has been resurfaced, and is as smooth and hard as glass, and the small amount of gravel in its composition makes it lightning fast.

The D. W. C.'s Night Races.

The Denver Wheel Club has been very successful with its weekly night races, both in the attractions furnished and the attendance. The great track looks beautiful under the bright rays of the many arc lights strung around it, making it almost bright as day. The time made is splendid considering that the races are run in the night. Last Friday night, Dalzell, the wonderful little rider who made his novice race last week in 2:05⅖, again demonstrated his wonderful speed by winning the mile open in 2:10 from Collins, the state one-half and one-mile champion. E. J. Smith won the third-mile open, Class A, in :43⅖, making his tenth first since July 4, when he commenced racing. He has won every race he has entered and is considered invincible in Class A.

League politics are beginning to stir up the enthusiasts and many names are mentioned in connection with the different offices. The *Cycling West* is out in an editorial booming G. L. McCarthy for chief consul, and as yet there are no opposing candidates. Harry Booth will undoubtedly be re-elected secretary-treasurer.

BALD'S FAST QUARTER.

BUFFALO, N. Y., Aug. 31.—Less than 1,000 people witnessed the bicycle races held at the Driving Park under the auspices of the Buffalo Cycle Racing Association this afternoon. The weather was cold and cheerless, and all afternoon long somber looking clouds overspread the skies. From the standpoint of a sportsman the races were a complete success, and the few spectators who were present enjoyed first-class sport. Eddie Bald made an unpaced quarter-mile in twenty-five seconds, and considering that the wind was blowing hard against him the time made was excellent. There was one or two mishaps, but the only one of note occurred fifty yards from the tape in the last lap of the five-mile handicap. In the dash home C. E. Lang, of the P. C. C., swerved into the fence and took a bad header; Louis Gardei, of Tonawanda, was close behind, and ran into the fallen wheel. Both men were badly bruised.

Eddie Bald Rode an Exhibition Mile.

He was paced by H. F. Heuhne to the first quarter, Ben Cleveland to the second, and W. E. De Temple and A. B. Goehler on a tandem paced him the last half. Bald passed the tandem on the last quarter and reached the winning tape ten lengths ahead of it. Time, 2:04.

Charles H. Callahan next attempted to break the world's record standing start, for half a mile. He was paced by H. F. Heuhne and A. B. Goehler. The tandem did not catch their man until about fifty yards from the finish. Time, 1:03. As a matter of fact this was an unpaced effort and a creditable one.

Summaries.

One mile novice,—George B. Bowen, first; J. Sinclair, second; H. S. Peckham, third. Time, 2:35.

Half-mile open, Class A.—C. H. Werick, first; H. P. Mosher, second; H. G. Winters, third. Time, 1:09⅕.

One-mile 2:40 class, Class A.—Otto Maya, first; C. V. Horan, second; W. M. Peckham, third. Time, 2:37.

One-mile open, Class A.—Otto Maya, first; H. P. Mosher, second; F. W. Julier, third. Time, 2:23.

One-mile handicap, Class A.—G. B. Bowen, first; J. F. Higgins, second; C. F. Williams, third. Time, 2:12⅘.

Lee Richardson rode a half-mile backward in 1:55⅗.

Two-mile handicap.—Fred Sinclair, 190 yards, first; E. E. Denniston, 145 yards, second; W. R. Blake, 150 yards, third. Time, 4:49⅘.

Five-mile handicap—Otto Maya, first; J. F. Higgins, second; C. F. Horton, third. Time, 13:02.

THE C. O. P. WAS THERE.

SYCAMORE, ILL., Aug. 28.—Lange, Cox, Van Nest, Bicker, and Kenyon, Chicago members of the C. O. P., were very much in evidence at the races here today, scooping in all of the best prizes. A novel feature of the meet were the trials against time by the Chicagoans. Lange won the race with 2:06½ to his credit. W. E. Kenyon was second with 2:07½, and Alva McLain, of Aurora, third, with 2:08½. The races were evenly divided, Cox winning the half-mile open, Lange the lap race, and McLain the mile open.



L. E. LANGE.

Summaries.

One-mile novice.—Robert G. Clark, first; Perry Lykens, second; William E. Ellis, third. Time, 2:50.

Half-mile open. — Samuel C. Cox, first; George W. Mitchell, second; John Clark, third. Time, 1:13¾.

One-mile handicap.—William Freeman, first; Perry Pearson, second; W. E. Kenyon, third. Time, 2:13½.

One-mile Dekalb County championship. — Bert Swinson, first; Robert J. Clark, second; Perry Pearson, third. Time, 2:59¼.

Two-mile lap race.—Len E. Lange, first; G. E. Bicker, second; A. C. Van Nest, third. Time, 5:15¾.

One-mile scratch.—C. H. Stewart, first; C. A. Goodrich, second; Frank Langlois, third. Time, 3:00¼.

One-mile open.—Alva McLain, first; Samuel C. Cox, second; Len E. Lange, third. Time, 2:44¼.

One-mile against time.—Len E. Lange, first; W. E. Kenyon, second; Alva McLain, third. Time, 2:06½, 2:07½, 2:08½ respectively.

Five-mile handicap.—Alexander Stewart, first; Olaf Oleson, second; John Clark, third. Time, 12:15.

NIGHT MEET AT PLAINFIELD.

PLAINFIELD, N. J., Sept. 3.—A novelty for the metropolitan district was the night races at the Crescent Wheelmen's track, promoted by O. S. Bunnell, and under League sanction. The track was brilliantly illuminated by gasoline lamps suspended from posts about twenty-five feet above the ground, and assisted by the rays of a full moon the spectacle was one deserving of a better attendance. The events consisted mostly of trial heats, the finals being laid over until the following evening. The one-mile professional was a hot finish between Starbuck and Eaton, the former running wide. Eaton entered a protest, which was not allowed. The mile scratch Class A—after a couple of weeding-out heats, in which William McCutcheon the speedy Plainfield rider, distinguished himself—was thrown out in the final owing to the time limit being exceeded.

The mile handicap for professionals was a rattling go in which the limit men had the best of the argument, Robert Landis from 100 yards running first in 2:11⅗. The one-mile scratch, Class A, was a runaway for R. P. Dickey, who lost Charley Ertz and the rest of the talent. W. S. Brown was a good second. The five-mile handicap for the professionals as usual was a favorite. Starbuck from scratch caught the bunch at three miles and paced the last two laps, winning by two yards from Eaton in 12:37⅕, H. E. Bartholomew, from 300 yards, coming in third.

Summaries.

One-mile professional, final heat.—Starbuck, first; Eaton, second; Silvie, third; Landis, fourth. Time, 2:15⅗.

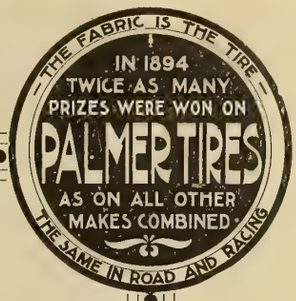
One-mile handicap, professional.—Landis, 100 yards, first; McCurdy, 90 yards, second; H. Smith, 110 yards, third; Baldwin, 50 yards, fourth; Rulon, 110 yards, fifth. Time, 2:11⅗;

One-mile open, Class A.—R. Dickey, first; William Brown, second; A. Green, third. Time, 2:34⅗.

Five-mile handicap, professional.—Starbuck, scratch, first; Eaton, 150 yards, second. Bartholomew, 300 yards, third; Rulon, 360 yards, fourth; Kuhlke, 340 yards, fifth; Carpenter, 260 yards, sixth. Time, 12:37⅕.

Robert Lindemuller, of Cleveland, won the half-mile, flying start, at the races of the Lobdell C. C., at Marietta, Ohio, August 28, and ran second in the half-mile open, mile handicap, and mile open. Darrow won the novice, Stoehr the mile handicap and mile open, Woods the quarter-mile open, and Ogle the county championship.





TWICE AS GOOD AS OTHER TIRES

Ask Harry Maddox.

We did, and this is what he says:

TORONTO, CANADA, Aug. 24, 1895.
THE PALMER TIRE CO., Chicago, Ill.
GENTLEMEN: I have ridden no other tire than the Palmer in my races on the National Circuit or elsewhere this season. The publication of my pictures in the advertisements of any other tire firm is entirely unauthorized by me. I shall continue to ride Palmer tires as long as they give me as good satisfaction as at present.
Yours very truly, H. H. MADDOX.

Have you noticed that the **first four** in the National Circuit percentage table ride **single-tube tires --three of them Palmers?**

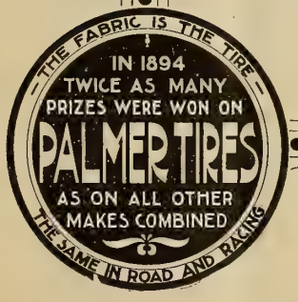
Total number of prizes given on National Circuit, including Marinette	**827**
Won on Palmer tires	**526**
Won on all other makes	**301**

Facts should be **Factors** in advertising.

FRED LOUGHEAD, up to and including Battle Creek, **RODE PALMER TIRES,** on which he won 30 firsts and 6 seconds, including the **CANADIAN CLASS A CHAMPIONSHIPS.**

Palmer Pneumatic Tire Co., **Cor. Lake and La Salle Sts, Chicago.**

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.





TWICE AS GOOD AS OTHER TIRES

IN THE WINDY CITY.

Searle and Wolfe Start After the Chicago-New York Record—Numerous Road Races—Other Events.

An interesting race is in progress between two Chicago men who both started for the Chicago-New York record the same day. R. P. Searle, who at one time held the record which has since twice been beaten, has been quietly preparing to regain it. He has spent weeks familiarizing himself with the road between the two points, and as announced in last week's BEARINGS, decided to try a new course for part of the distance. He announced that he would leave at 4:30 o'clock Monday morning following a schedule that was designed to land him in New York in four days, seventeen hours. He was in the best of trim for the long journey, and started promptly on time. George W. Wolfe, hearing that his record was to be attacked decided to also make a try for it and left half-an-hour ahead of Searle. When the latter reached Hammond, Ind., he heard for the first time that Wolfe, too, was out for the record, and was only ten minutes ahead of him. He set out to catch his rival, but up to the hour of going to press nothing further had been heard of Wolfe.

Searle Ahead of Record.

At Cleveland Searle was about two hours behind his schedule but several hours ahead of the record at that point. Wednesday evening he reached Erie, 455 miles, in a rainstorm almost nine hours behind his schedule but almost an equal number of hours ahead of Wolfe's record to that point.

Barnum's circus is in town, and the managers of the huge show are catering to the wheelmen. At every performance the Napoleon team, consisting of Dasey, Osmun, Wilson, and Padgett ride an exhibition race, and are heartily received. Saturday night will be wheelmen's night, and the management will have a checking room where bicycles can be stored. If enough wheelmen turn out a whole section will be reserved for them.

At Palmer Square.

J. J, Bezenek, riding in the sixth annual road race of the Plzen Cycling Club last Saturday, lowered the ten-mile Garfield-Humboldt-Park-Palmer-Square course record to 23:31½. He started from scratch and was paced by tandem teams from the Thistle Cycling Club, and considering the strong wind, which interfered with riding, the time was good. Joseph Maha, with a handicap of five minutes, finished the race first in 28:14, watched by a crowd of 2,000 spectators. Alvis Veseby was the second man to cross the tape, with a handicap of 1:30. Owing to the fact that this course has not been accurately surveyed, it is said Bezenek's record will not stand.

In the Columbia Wheelmen's fourth series of heats, run for the Plautz cup over the five-mile Palmer Square course, Marinus Nelson won first time in 13:17, starting as a scratch man. Capt. N. Christiansen, with a handicap of 1:45, finished first, and qualified with Nelson, R. Martin, and W. J. Schewe for the final heat. No pacemaking was allowed, and because of the wind the time was rather slow.

A G. & J. Road Race.

The Gormully & Jeffery employes ran the largest race of the afternoon over the Lake View course, the roads of which were in fine condition. About 1,500 people gathered to see first place won by W. Geiss, and time won by Ed Lindquist from scratch in 12:50⅗. Geiss' time was 13:00, with a handicap of 1:20.

The employes of the Kenwood Bicycle Mfg. Co. held their first annual road race Saturday over a ten-mile course from West 41st Street to Oak Park and return, by way of Washington Boulevard. The races commenced at 4 o'clock, and there were seventy-five entries. Time prize was won by Joe Loeb from scratch in 26:28, the prize being a gold medal. The first prize, a Kenwood bicycle, was won by O. Radmoir in 29:42, with a handicap of 4:30.

A long list of prizes was offered in the second annual road race of the Franklin MacVeagh & Co. employes, run over the South Side course. The riding began at 3 o'clock. B. C. Hill, starting from scratch, took the time prize in 13:35, crossing the tape next after W. H. Clark, who took first place, with a three-minute handicap, in 15:45.

On the Lake View Course.

The cycling club of the Ravenswood Y. M. C. A. ran a race over the Lake View course, commencing at 5:30, it being the third of a series. The first man to finish was H. W. Mixsell; time, 14:04, with handicap of 2:15. The best time was made by R. Dahlgren, a scratch man, in 12:40.

The Lake View course was the scene also of the first annual road race of the Iroquois Cycling Club, won by J. Moerschbalcher in 14:50, starting from scratch.

The first race run over that course in the afternoon, however, was a five-mile handicap by the employes of Sherman Bros. & Co. There were but few starters and only five of them finished; T. Ryan and G. E. McKinney, both starting from scratch, making the run in fourteen minutes.

The Cicero Wheelmen rode their annual five-mile race over the Oak Park course in the afternoon. Time prize was won by J. A. Spring from scratch in 13:30. The first man in was E. E. Seuferth; time, 14:48. J. A. Spring and L. Carlton, paced by a tandem team, made an effort to lower the Oak Park Club's paced mile record, flying start. Spring's time was 2:09; Carlton's, 2:12½.

Other Road Races.

The Oak Park course was used by Henry W. King & Co.'s employes in their three-mile race, won by G. Thomas in 10:30, with a two-minute handicap.

A five-mile road race around the Garfield Park loop, held by the employes of the F. P. Smith Shoe Co., was won by A. Define in 13:40. P. Grant, starting from scratch, was three seconds longer making the run.

The cycling members of the Evanston Boat Club held the third of a series of handicap races in the afternoon. The course was 6¾ miles long and there were but five starters, of whom W. W. Bartlett won first place and time record in 20:00. Roy Shuman finished thirty-five seconds later.

The final heat of the Æolus Cycling Club run for the national cup resulted in making H. Utpatel owner of the trophy. Starting with a handicap of 2:45, he finished twelve seconds ahead of the scratch men, H. Swenson and T. Solum, whose times were respectively 24:52 and 24:55. An accident at the start spoiled Hoeft's chances of winning the trophy. Although Utpatel has been riding for some time, he is a novice at racing.

The Postoffice C. C. Race.

The Postoffice Cycling Club ran its first annual road race over the Garfield Boulevard ten-mile course on the afternoon of Labor Day. Joseph Bumba, who finished first, was disqualified because he did not ride the full course, and M. H. O'Brien, who finished second, in 27:31, with a five-minute handicap, took first prize. Time prize was secured by C. G. Johnson, from scratch, in 26:52; and second time prize by H. W. Shaw in 27:30.

The first annual five-mile road race of the Chicago Public Library Cycling Club was run over the Garfield Park course Monday morning, commencing at 8 o'clock. It was won from scratch by Frank Pettit in 14:12, with E. W. McGrew second in 14:24, also from scratch. Owing to the inexperience of the timekeepers, the times of most of the riders were not caught, but otherwise the race was run off smoothly.

Racing at Ravenswood.

The Irving Park Cycling Club held its third annual tournament on Dymond's track in Ravenswood, Monday. The running of the one-mile handicap demonstrated that the odds were too heavy for the scratch men, who stood no chance of winning, and several of whom declined to ride after the decision of the referee that the handicaps could not be changed on the day of the race. The handicaps to which objections were made were as high as 500 yards in the three-mile event. The mile novice event was won by S. J. McCormack; time, 2:37. The quarter-mile open was taken by R. R. Ropp in :34⅗; the mile, 3:10 class, by A. J. Fisher in 2:44⅕; half-mile handicap by Hollis in 1:06⅕; mile club championship by Bruno; mile handicap by A. J. Fischer in 2:26; half-mile (married men) handicap, Driesbach, in 1:12⅖; the three-mile handicap, R. R. Ropp in 7:57⅕; quarter-mile, unpaced, R. R. Ropp in 1:09⅗. A half-mile was ridden by Fred De Cardy in 1:06⅗.

Y. M. C. A. Field Day.

In the bicycle races forming part of the programme of the second annual field day of the Y. M. C. A. Athletic Union, held at the Chicago Athletic Association track on Labor Day, the mile novice event was run in three heats. The first was won by E. E. Tricke and the third by C. E. Barnard. The mile handicap was run in two heats, there being large numbers of starters in each. There was a spill in the second heat, involving half-a-dozen riders, but none was injured. The two-mile handicap was closely contested, there being fourteen starters, of whom P. J. Dasey, J. A. Weiblinger, and Spoerer finished nearly together. H. R. Upp reduced the Chicago Association Record for the one-mile unpaced by eleven seconds, riding the distance in 2:22. C. Bates, with a handicap of 400 yards, won the five-mile handicap event.

STEVENS RODE AN EXHIBITION HALF.

NEWTON, IOWA, Aug. 29.—O. L. Stevens, who made the new quarter-mile record at Independence, rode an exhibition half at the races here today in 1:04¾. Stevens rode in the five-mile handicap from the 200-yard mark, but only ran second. This was the only Class B race on the programme. W. Hibbs, of Sioux City, made a most excellent showing in Class A. The summaries:

One-mile novice.—Bert Perkins, first; H. Coggshell, second; E. Pearson, third. Time, 2:34.

Quarter-mile open.—W. Hibbs, first; Arthur Coyle, second; E. L. Parmelee, third. Time, :34.

Two-mile handicap.—Arthur Coyle, 30 yards, first; W. Hibbs, scratch, second; E. H. Streeter, 60 yards, third. Time, 5:07½.

One-mile county championship.—W. J. Snook, first; J. B. Craven, second; Charles Malmberg, third.

One-mile open.—W. Hibbs, first; A. Coyle, second; E. H. Streeter, third. Time, 3:04¾.

Five-mile handicap, Class B.—E. E. Mockett, 175 yards, first; O. L. Stevens, 200 yards, second; A. B. Edmonds, 250 yards, third. Time, 14:07.

Second Day.

NEWTON, IOWA, Aug. 30.—A. E. Lumsden, at one time western champion but now a prominent member of the C. O. P., won two heats of the mile open, but on the third run-over fell and was slightly injured. The two-mile lap race, Class A,, was won by Hibbs in 5:49¾. Gus Larsen, 180 yards, won the two-mile handicap, Class B, with E. E. Mockett, 70 yards, second, and O. L. Stevens, 80 yards, third. Arthur Coyle captured the five-mile handicap, Class A, from the seventy-five-yard mark in 13:22.

Bonfield, of Indianapolis, won the four-mile road race at Marshall, Ill., August 28, and was third in the half-mile, mile, and two-mile races, which were won by Tibbs, of Marshall.

ADVERTISEMENT.

CHAMPION E. C. BALD.

The real racing man, like the real poet, is born, not made. He is endowed both physically and mentally with certain characteristics which, when blended in unison by Dame Nature and a careful system of training, make him a formidable antagonist on the path, and acquire for him a world-wide reputation. A man may, however, be handsomely endowed with these physical and mental attributes, and yet have all his conscientious efforts count for nothing if the wheel he rides is improperly constructed. Let him once lose confidence in his machine, something he never does without some grounds for so doing, and his chances for success are lessened, no matter how good his physical condition may be. What a contrast is presented by the man who realizes that his machine and its equipments are the best that brains and mechanical ingenuity can produce, when the reputation of the house that made it is of the best, and he knows that its construction has been superintended with the exceptional care which the best maker gives to all his products.

This latter condition is the one that has been presented to the public this season by E. C. Bald, the greatest of amateur competition riders. Within the past three years he has accomplished more results in better time than any living cyclist, and the year's history of competitive riding with Bald left out is like "Hamlet" with Hamlet missing. He has not confined his efforts alone to the smoothest racing paths, but has shown himself capable of astonishing performances on all sorts and conditions of tracks, and as a consequence holds world's records for the mile on the one-mile, half-mile, and third-mile tracks. Neither has he confined himself to the use of a track machine exclusively; in fact, two of his world's records this season were made on ordinary road machines, which is corroborative evidence of his capabilities for all-round work.

In addition to a good wheel the racing man naturally requires the best tires. Both man and bicycle may be capable of meritorious effort, but if the tire is faulty the work of both is handicapped. A light, resilient tire is one of the essential elements of fast winning, track and road work; and again in this feature has "the man of the year" shown his excellent judgment in choice. Take the combination of man, wheel, and tire together, such as has been above described, and the ideal racing phenomenon of today is the result. The tabulated record of 1895 racing results proves these truths to be self-evident. There is no use "going back of the returns." Volumes of explanation will not affect the result. The man, the wheel, the tires, and the figures are living evidence that the best of all things material, whether human, metallic, or vegetable, must be used to achieve the best results.

A Blessing to Women.

If there ever was a godsend to women it is bicycling. Until the safety came into use the outdoor sports for women were confined almost exclusively to tennis, croquet, riding, driving, golfing, shooting, boating, and other amusements of the same class, of which the great mass of working girls and those employed during the day could not take advantage, and it seemed as though, except for those who were not under the necessity of earning their daily bread, that there was no exercise or amusement by which they could pass the evening hours and gain enjoyment and respite after the day's work. Certainly it would hardly seem probable that a working girl could afford indulging in the amusements previously mentioned, or if such were the case the time would be so limited that no enjoyment could be derived therefrom. The safety bicycle fills a much-needed want for women in any station of life, and has fairly revolutionized the mode of feminine apparel. It knows no class distinction, is within the reach of all, and rich and poor alike have the opportunity of enjoying this popular and healthful exercise.

Careful survey of the market would seem to show that the repair outfit made by the Hartford Rubber Works Company is about the only one that contains proper materials for the repair of single-tube tires. The blunt edge patch of large area is a necessity.

A SELF-EVIDENT FACT.

The height of the summer season is now on at Newport, and the bicycle, which this year forms such an important adjunct to the enjoyment of fashionable outdoor life, is everywhere in evidence at this famous watering place. It is a noticeable fact that over one-half of the wheels seen in and about Newport and on the Ocean Drive are Columbias. This is significant in itself, and demonstrates that the best people ride the best bicycle. In America the road is open to the humblest to rise to the heights of social prominence, and nothing indicates the desire for personal advancement in a greater degree than the tendency to have the best of everything the market affords. In purchasing a bicycle this rule appears as forcibly as in everything else.

Will Have Eight Models.

The White Sewing Machine Co., of Cleveland, Ohio, are planning to build 5,000 wheels. Eight models, all listing at $100, will be made. The machines will weigh from 21 to 24 pounds, and will be made of 1⅛ and 1¼ inch tubing. The company is building an addition to its factory 100x45 feet and six stories high. Four hundred men will be employed.

The Popularity of Single-Tubes



PRESENT demand for Single-Tube Tires from everybody who knows a good thing is not due to advertising or skillful persuasion of makers and agents. It comes solely from the wonderful success of **our** Single-Tube Tires on road and track. Other tire makers have tried more or less successfully to produce Single-Tube Tires. But not the kind of Single-Tubes that **we** make. One doesn't learn how to make Single-Tube Tires in a day. **We** have been making Single-Tubes from the introduction of pneumatic tires. Hartford Single-Tubes are the kind used on Columbia and Hartford bicycles.

"Made by The Hartford Rubber Works Co." is a good guarantee. See that your tires are so marked. You can have Hartford Single-Tubes on any bicycle if you insist.

The Hartford Rubber Works Co.

HARTFORD, CONN.

Chicago Office, 335 Wabash Ave.

SANGER WINS FROM JOHNSON.

ROCHESTER, N. Y., Sept. 4.—The national circuit meet of the Rochester Athletic Club was attended by a very slim crowd, in spite of the fact that the meet had been liberally advertised and boomed. The large grand stands were bare and empty, and enthusiasm was lacking. Professionals, Class B, and Class A had tents in the center; there were thirty-five of them, making a regular military camp in appearance. The management was illy prepared for a frost as the day was warm and pleasant. The track was dusty and not fast.

The final of the quarter-mile open, Class B, was a pretty contest and another win for Cooper, who rode well. Brown, the quarter-mile champion, had the lead all down the stretch and on the pole, and Cooper rode wide. Cooper came the stronger of the two and in the last fifty yards

Pulled Ahead of Coulter

and then by one superhuman effort shoved ahead of Brown, who ran second, barely six inches to the bad, with Coulter an equally close third, and Randall close up in the fourth. Jenny defeated Rigby for the next two last positions. The mile professional open was a pretty paced contest. Baker had the tandem, Wheeler, O'Connor, Weinig, Sanger, Crooks, and Johnson following the order named. In the stretch Johnson was buried with hardly a chance to get anything out of the finish, Sanger had the pole and a clear field and improved his chances greatly, coming strong all down the stretch and grasping the victory in the last thirty yards. Wheeler had a good position, but was shoved back by O'Connor and Johnson who came a strong foot apart.

The mile open Class B had a field of thirteen starters, yet there was not a fall in the race.

The First Start was a False One

and Terrill, Callahan, and Allen rode the race to the finish, having to start in the second run without rest. There was a rush in round the tandem in the first quarter and when the field had settled down, Allen had the place with the field strung out in single file. In sifting the procession in the stretch there was warm fighting and Cooper as usual sifted to the top with Bliss, who came strong in the last fifty yards and took his usual second to his team mate. Cooper, by his wins in the two open races, regains his lead of two wins over Bald and now has twenty-four to his credit. Rigby fought hard for recognition in this final and succeeded in gaining the third position, but a foot ahead of Jenny, who was in turn a foot ahead of Coulter. The rest of the field, the greatest field of starters since Columbus, strung in. The time was 2:10⅘.

The interest of the day was centered in the two-mile professional handicap, a great race, in which a number of exciting features were embodied.

Johnson and Sanger were on Scratch,

and the field was nicely strung out in front of them. Johnson pulled Sanger to Baker, and the back mark men bunched seven strong, Weinig, Sanger, Wheeler, Crooks, Johnson, and Baker. The centre bunch, Steenson, Seavey, Strong, and Young, with Charlie Appel, of Rochester, with a strong lead, and apparently unseen by the back markers, were closed with at the center at the mile and one quarter. Then one after another went out after Appel, and Wheeler swung wide in the stretch and came down the outside, closing to within two lengths of leading place. For the third position Sanger made warm battle, but Baker had a length the best of him and won the place by a foot. The time was 4:39.

Summaries.

One-mile novice.—E. J. Klee, first; R. D. Oliver, second; J. C. Brown, third. Time, 2:33⅘.

Quarter-mile open, Class B.—Cooper, first; Brown, second; Coulter, third. Time, :30⅗

Quarter-mile open, Class A, final heat.—Winters, first; Murray, second; Tucker, third; Foell, fourth. Time, 32⅕.

One-mile open, professional.—Sanger, first; O'Connor, second; Johnson, third; Wheeler, fourth; Crooks, fifth; Baker, sixth. Time, 2:05⅕.

One-mile open, Class B.—Cooper, first; Bliss, second; Rigby, third; Jenny, fourth. Time, 2:10⅗.

One-mile, Monroe county championship.—Zimbrick, first; Bauer, second. Time, 2:16.

One-mile open, Class A.—Winters, first; Murray, second; Tucker, third. Time, 2:18⅕.

Two-mile handicap, professional.—C. J. Appel, 235 yards, first; Wheeler, 70 yards, second. Baker, 60 yards, third; Sanger, scratch, fourth. Time 4:38.

One-mile handicap, Class B.—Helfert, 85 yards, first; Bernhart, 80 yards, second; Randall, 110 yards, third. Time, 2:07.

Two-mile handicap, Class A.—Caseman, 230 yards, first; J. S. Dukelow, 150 yards, second; G. M. Darling, 180 yards, third. Time, 4:49⅕.

AND HE WANTS BRAKES.

EDITOR THE BEARINGS: I was much struck by the paragraph in THE BEARINGS of August 22 by F. Colson, of Norwalk, Ohio, about brakes. And I perfectly agree with him as both a rider and a dealer. I think I may speak with certainty, I do not think a brake should be used on a pneumatic tire except in cases of extreme danger as it cuts the tire, but I do think every wheel, ladies' or gentleman's, should have a good detachable brake. I think that so much back pedaling as we have to do on a wheel without a brake, strains the wheel unnecessarily and wears the crank bearings and it is also hard on the rider.—L. A. W. 53,699.

When a race can be paced with single machines, on a track that is not fast, in 2:10⅗, then single pacing is good enough, and all the men have an equal show in the contest; no man obtains an advantage through holding to the steady pacing of the tandem. The race at Wauseon, paced by Sims for a half and by Kiser, was as pretty a contest as one wants to see.





C. W. Davis, of Chicago, Ill., wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to him. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

The Old versus the New.

Let the reader pause a moment some day when near some favorite resort for wheelmen, and note the difference in style, gait, and position of the riders as they pass. If his eyes are sharp he can readily pick out from among the motley array, some wheelman who dates the beginning of his career as a cyclist back to the old "ordinary" days. You will notice that his legs drive straight down, with no side motion or wabble of any kind; that the knees are kept well in; that the feet seem to follow the pedals all the way around; that the action is not jerky, but seems to be an even, steady application of power; that the upper or driving part of the chain is always taut; that the shoulders and upper part of the body do not move a particle, and in fact, that the rider seems to be a part of the machine he is riding. The reason for this is, that when this man began to ride, his first step was to learn to pedal correctly. It was a matter of safety then as well as form. Toe-clips were unthought of on the road, and with the rapid pedaling necessary for speed on the high wheel, together with the rough jolts received from hard tires, it was no easy task to keep the feet on the pedals, and a slip in those days generally meant a serious fall. It was this early lesson that makes the latter-day rider, with his feet fastened to the pedals by toe-clips, and who ten to one, has never been taught to pedal properly, suffer by comparison.—C. W. Davis, Chicago.

Our Broadening Influence.

There is no use trying to disguise the fact that the wheel is a thing of growing and ever strengthening influence both in business and social life. Its list of riders numbering as they do votaries from the society belle to the workingman has reached a limit that is surprising. Instead of being a thing of passing amusement for the few it has grown to be the important factor both in recreation and in business. With this widening influence has come the need of legislation both for and against and in the former class it has succeeded in establishing a foothold against the greatest and most prejudiced opposition. To the observer it seems that with its ever increasing number of riders and its correspondingly growing list of needs it will only be a matter of a few years before the bicycle will gain the footing it deserves and will receive the recognition it demands from the law.

We who ride have much to be thankful for as it is, besides the waning of the animosity of the country dog and the broadening influence it has had in the matter of advancing the cause of woman and the opening of a field for her enjoyment, such as she has never had before. Our rights are beginning to be recognized and respected because our legislators themselves are among the riders, and aims for pure sport have been noted by athletes of all classes.

And why should we not feel proud of our victory over senseless prejudice, for victory it is. To have risen to the eminence we have in so few a number of years is surely a thing to be proud of. The improvement in morals, for cycling does not lead to immoral things, is alone something. But perhaps the greatest point in the list is the building up of great businesses and the employment of skilled labor by the trade alone that has resulted in so short a time. During all the time of the great panic in the last few years the cycle business grew and prospered and today the cycle trade is the only one that can point to prosperity during that perilous and trouble strewn time.—A. C. Robinson, Louisville, Ky.

The reasons why cyclists do not get their equal rights with teams on the highway are numerous. First of all comes the ignorance of the drivers of teams, though this is growing less every day, especially in the cities, where cycling has become so common. I was once riding with a friend through Vermont, when, on a narrow road near the shores of Lake Champlain, we met a farmer going to market. He did not seem inclined to give us any road until his horses, becoming slightly frightened at the unusual sight of bicycles in that locality, shied to our left, allowing us to pass properly to the right just in time to catch the words: "If my hosses wasn't skeared, I'd make ye git off them things." Then we have a sort of half jealous feeling to contend with, both from teamsters and from pedestrians. How often has the former forced the cyclist to dismount, knowing that he will in many cases yield his rights to avoid a collision. And the pedestrian, too, is very exasperating. He hinders the cyclist at crossings at every opportunity, and often between crossings. It is not an uncommon thing for a cyclist to dodge away around a party of this class crossing the street at haphazard, and hear shouted after him: "Ring your bell!" "Have him arrested!" or some such exclamation. Here we have a combination of the ignorant and the jealous classes. We meet also the thoughtless man, who will make complaint because a rider glides too near his horse's head in passing. This same man, on the approach of another team from behind, at a more rapid pace than he wishes to travel, would draw to one side and allow it to pass. Would he do so for the cyclist?—G. Buel Palmer, Lowell, Mass.

Bicycles or Cigars?

The wheel seems to be a disturbing element in the commercial world. Complaints are heard from every source that it has caused a decrease in the influx of money into the coffers of street-car companies, booksellers, livery men, and various other merchants. But the latest protest comes from a quarter wholly unexpected. This last howl emanates from a tobacco journal, which sets forth in a wailing, plaintive, minor key the grievous fact that this enormous evil, which has affected all civilized peoples, has caused a ruinous depreciation in the cigar business and has quenched, to a great extent, the propensity of our young men to return to the attitude they invariably assumed during their babyhood, namely, sucking their thumbs, the tobacco weed being substituted for the thumb now that they have grown older and have acquired reason, sense, and judgment. Such a fearful and appalling state of affairs may well strike terror to the heart of the tobacco journal. What a howling wilderness this old earth would become if the omniscient, odoriferous cigar, with its ever-present hazy atmosphere, were entirely eschewed! The mind turns with sickening despair from such a scene of desolation. It behooves the mothers of these young men to see that they are no longer led in the by-paths of sinful bicycling, but are brought back into the secure folds of cigardom, there to resume their stations on the street corners, where they may smoke and expectorate and vapor and gasconade till their king, the cigar journal, is fully satisfied with its loyal subjects, while they cry, between puffs, "The king can do no evil!"—Adah Brooks, Sioux City, Iowa.

THE BUFFALO CYCLE CO. ENLARGE.

The Buffalo Cycle Co., of Buffalo, N. Y., makers of the Fleetwing and Envoy cycles, are moving into their new factory at the corner of Massachusetts Avenue and Lawrence Place, where they will be in a position to immensely increase their output. In 1895 they made 4,500 wheels, and in '96 expect to increase this number to 20,000. The wheels will be made of 1⅛-inch tubing, will weigh 22 and 23 pounds, and will list at $75. They will be made in six models.

The new factory is two stories high, and 210x80 feet, with a wing 150x50 feet. In addition to all this there is a stock room 60x40 feet. The offices will be on the first floor. The heavy machinery will be on the main floor and in the wing, and will be driven by a 225 horse-power engine. An idea of the size of the plant may be gathered when it is stated that the polishing room has accommodations for sixty men.

PASTE IN YOUR CAP.

The number of revolutions of the pedal per minute to run distances from ten to thirty miles per hour is as follows:

	GEAR IN INCHES.							
	50	54	57	60	63	66	70	80
MILES PER HOUR.	NUMBER OF REVOLUTIONS.							
10	67	62	58	56	53	50	48	42
12	80	74	70	67	64	61	57	50
15	100	93	88	84	80	76	72	63
18	121	112	106	100	95	91	86	75
21	141	130	123	117	112	106	100	88
24	161	149	141	134	128	122	115	100
27	181	168	159	151	144	137	129	113
30	201	186	176	168	160	152	144	125

Charlie Murphy has had four escapes from bad falls when men went down in front of him, struck the fence in front of him, fell against him, or had a handle-bar twist when he was near. He is patting himself on the back and giving Trainer and Manager Young credit for some of this, for Young has a habit of always being somewhere and watching his man all the time, giving him directions from time to time and orders, without which he would be tied up in bad places. For instance, at Williamsport Young saw Murphy working into a position where, should a man go down on the dangerous corner at the head of the homestretch, Murphy would be caught. "Get out of that, Charlie," he shouted, and Charlie started just in time to miss Jenny.

Wheelmen often find punctures in their tires and can find no outward sign of trouble. All attempts to make the tire hold air are fruitless, nevertheless. It will often be found that such punctures are caused by spokes that protrude through the rim of the wheel.

CHICAGOANS SNOWED UNDER.

Local Men Carry off the Honors in the Waukegan Road Race—Good Time Made.

WAUKEGAN, ILL., Aug. 31.—The first annual road race of the Waukegan Wheel Club was run here today, over an 11⅝-mile out and back course.

There were eighty entries and sixty starters in the race, out of which number fifty-seven crossed the tape at the finish. At promptly 4 o'clock I. A. Lyon, a Waukegan man, and D. H. Bradbury—who is a boy only sixteen years old and who fills the responsible position of "devil" in the printing establishment of the Lake County *Patriot*—started from the 8:00 mark,

After a Frantic Appeal

by young Bradbury for the starter to tell him how to ride to win the race. An encouraging yell from the throat of every boy and girl in Waukegan incited him to put forth his greatest effort while he was sure of admiring eyes and before his glory had become obscured by the defeat that was sure to come.

The winner of the race turned up in Peter Olle, of Racine, a veteran road rider, who was too liberally treated by the handicapper. He was closely followed by I. A. Lyon. H. G. Walker, of the Waukegan Wheelmen, a local cycling celebrity, drew out of a bunch of twelve and crossed the tape the winner of the time prize in 31:43. He was lapped by H. M. Wheeler and Wheeler by O. A. Harvey, who won second time prize in 31:43½. The three are members of the same club and live in Waukegan. Walker and Harvey

Have Trained Together,

and both started from the 3:30 mark, and alternately paced each other. They have trained over the course and know every foot of the ground, which gave them an advantage over men less familiar with it. The poor showing made by the fast men, of whom so much was expected, was owing to their never having been over the course. The trainer of Morgan & Wright's men says they will train a week at Waukegan next year for the event.

Particularly deserving of notice was the riding of Charley Johnson, an eighteen-year-old boy weighing 120 pounds, who rode a wheel weighing 35 pounds. He never was in a race before and started from a five-minute handicap and finished in 34:50. His only training consisted of twelve hours work a day on the farm where he is employed.

How they Finished.

The order of finish of the first twenty-five men was:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	Pete Olle	7:00	34:16	14	L. A. Nelson	5:00	32:22
2	I. A. Lyon	8:00	35:20	15	J. Detweiller	4:00	32:19
3	E. C. Lane	5:00	32:22	16	J. R. Netterstrom	4:00	33:00
4	G. C. Harbet	6:00	34:12	17	F. Pearson, Jr.	3:00	32:00
5	H. G. Walker	3:30	31:43	18	T. H. Stanwood	3:00	32:01
6	H. M. Wheeler	4:00	32:14½	19	Wm. Hoett	3:00	32:01½
7	O. A. Harvey	3:30	31:43½	20	Clar Suger	6:00	35:15
8	C. Wauberg	4:00	32:16	21	A. G. Hollister	6:00	35:30
9	J. P. Luberg	4:00	32:17½	22	Al Flath	2:00	32:01
10	A. M. Lanyon	4:30	32:15½	23	A. H. Stewart	2:00	33:02
11	C. Brewer	5:00	32:17	24	J. Fitzgerald	2:30	33:03
12	Geo. Kruger	4:00	32:18	25	E. G. Inman	6:00	35:45
13	W. N. Hixson	4:30	32:18½				

Time Prizes.

There were no less than nine time prizes, which were won as follows:

1	K. G. Walker—31:43	6	Al Flath—32:01
2	O. A. Harvey—31:43½	7	Wm. Hoeft—32:01½
3	F. Pearson, Jr.—32:00	8	H. M. Wheeler—32:14½
4	I. C. Walker—32:00	9	A. M. Lanyon—32:15½
5	F. H. Stanwood—32:01		

The scratch men were "not in it," Jos. Skelton finishing forty-third in 32:30, C. E. Hammedy forty-seventh in 32:57, R. L. Carson fiftieth in 33:03, and Fred Rau fifty-first in 33:09.

TITUS AND CABANNE IN HARD LUCK.

KANSAS CITY, MO., Aug. 30.—The Kansas City Cyclists' race meet was opened today at the Fairmount Park four-lap track. There were eleven events on the card for the first day, nearly all of which were run in heats. Titus and Cabanne were the stars of the occasion, the lesser lights being C. S. Wells, Terrill, Dasey, Levy, Boles, G. A. Maxwell, and the Coburn brothers. The track was slow on account of rain the day previous, but Cabanne succeeded in making a world's record for one-mile, paced, on a quarter-mile track, and Titus lowered the state competition mile record. Cabanne was paced by Titus and Dasey on a tandem. The quarter was ridden in :30⅗; half, :59⅕; three-quarters, 1:30⅗, and the mile in 2:02⅖. In the mile open the men lined up as follows: Titus, Cabanne, Levy, Dasey, Frank Wing, C. S. Wells, and S. M. Hocker. At the start Wells broke a sprocket wheel and the men were called back; Cabanne, however, had bolted for the tandem and caught it, and refused to stop, and he, Titus, and Levy rode a full mile; but as the limit was exceeded, they started again. Titus caught the tandem in the second trial, with Cabanne, Dasey, Hocker, Wells, and the rest strung out in a line. At the third lap Titus jumped the tandem, sprinted away from the other men, and finished thirty yards ahead of Cabanne, who was second. Time, 2:10; last quarter, :29 flat. Both Cabanne and Titus refused to ride in the handicaps.

Summaries.

One-mile novice.—C. E. Livars, first; C. E. Cramer, second; H. T. Forbes, third. Time, 2:35⅕.

One-mile open, Class B.—F. J. Titus, first; L. D. Cabanne, second; C. V. Dasey, third; S. M. Hocker, fourth. Time, 2:10.

Half-mile open, Class A.—J. A. Woodlief, first; W. A. Pixley, second; Bert Hackett, third. Time, 1:05⅘.

Two-mile handicap, Class B.—G. A. Maxwell, 175 yards, first; J. W. Coburn, 200 yards, second; S. M. Hocker, 230 yards, third. Time, 4:29⅘.

One-mile 2:35 class, Class A.—W. F. Eberhardt, first; J. A. Woodlief second; Goode Cabanne, third. Time, 3:17.

One-mile tandem, Class B.—F. J. Titus and L. D. Cabanne, first; C. V. Dasey and J. Levy, second; A. L. and W. J. Brunner, third. Time, 2:12.

One-mile team race, Class A.—Kansas City Cyclists' team had a walk-over.

One-mile 2:25 class, Class B.—W. A. Terrill, first; H. C. Wood, second; A. L. Brunner, third. Time, 2:31⅘.

One-mile open, Class A.—J. Hocker, first; Bert Harding, second; Bert Hackett, third. Time, 2:22.

One-mile lap race, Class B.—F. J. Titus, 9 points; L. D. Cabanne, 7 points; H. C. Wood, 1 point. Time, 2:14⅕. G. A. Maxwell gained five points in this race but was distanced at the finish.

Three-mile handicap, Class A.—E. Stade, 75 yards, first; A. P. Laing, 75 yards, second; Tom Coburn, 120 yards, third. Time, 7:13.

SECOND DAY.

KANSAS CITY, MO., Aug. 31.—A heavy rain during the night had soaked the track, and it was 3 o'clock before the trial heats could be commenced. The brilliant performances of Cabanne and Titus yesterday attracted an immense crowd, and it is easier to imagine than describe the disgust when the following telegram was read by the announcer:

Cabanne, Titus, and Murphy suspended. Do not let them ride. D. W. ROBERT.

This telegram arrived after the time advertised to begin the racing, the grand stand was full and the men were on the track in their racing clothes. In speaking of the matter Cabanne stated that he and Titus had been misquoted and misrepresented in the newspapers; that Robert had a personal grudge of long standing against him, and that he (Robert) had brought all sorts of charges against him in order to have him suspended. Cabanne is confident that he will clear himself. To satisfy the crowd Cabanne and Titus were induced to ride a mile exhibition on a tandem. The time was 2:11⅖.

The principal event was the one-mile invitation race, gold bricks being the prizes. It was nearly dark when the race was called. The starters were Levy, Hocker, Dasey, Will Coburn, John Coburn, Boles, Terrill, Wood, Maxwell, Wells, and Kindevatter. Levy caught the tandem, manned by the Brunner brothers, and held it for a half, which was ridden in 1:05. Then Wells caught on for a lap. Dasey and Boles went down on the backstretch of the third lap. As the tandem swung wide as the bell rang, Maxwell began the quarter sprint for home. John Coburn passed him at the eighth, and Wells came within an inch of beating him for second place. Coburn was not looked upon as a winner in this race, but he rode magnificently, and, barring the accident to Dasey, the race was won purely on its merits.

Summaries.

One-mile open, Class A.—F. L. Eberhardt, first; W. A. Pixley, second; Bert Harding, third. Time, 2:18⅘.

One-mile lap race, Class B.—S. Hocker, first; W. A. Terrill, second; John Coburn, third. Time, 2:20⅕.

One-mile handicap, Class A.—E. Bachman, 120 yards, first; J. N. Shurtz, 130 yards, second; A. F. Palm, 120 yards, third.

Half-mile boys.—J. A. Talbott, first; H. Rebenscheid, second; W. L. Zancy, third. Time, 1:17.

One-mile open, Class B.—W. Coburn, first; C. S. Wells, second; J. Coburn, third. Time, 2:15⅘.

One-mile lap race, Class A.—E. Stade, first; A. G. Harding, second; E. B. Fish, third. Time, 2:29⅘.

Three-mile handicap, Class B.—D. Coburn, 330 yards, first; A. L. Brunner, 330 yards, second; F. E. Wing, 260 yards, third. Time, 7:29⅘.

One mile tandem, Class A.—W. A. Pixley and O. A. Hayman, first; A. G. Harding and T. Coburn, second. Time, 2:39.

One-mile team race, Class B.—K. C. Cyclists, first; Jackson County Wheelmen, second. Time, 2:43.

Two-mile handicap, Class A.—E. Stade, 40 yards, first; C. E. Cramer, 280 yards, second; E. Bachman, 180 yards, third. Time, 4:47⅖.

One-mile invitation, Class B.—J. Coburn, first; G. A. Maxwell, second; C. S. Wells, third. Time, 2:14.

THE PROS LOAFED.

NEW YORK, Aug. 31.—There was all kinds of weather today and the gloomy look about 2 p. m. doubtless kept some at home who would have attended the weekly races at Manhattan Beach. At 1:30 o'clock there was a premature shower followed by clearing, only to be followed by a violent thunder shower which put a stop to the games, leaving several events to go over to Labor Day. As these included a tandem race for both amateur and professional crews, the afternoon sport was hardly up to the mark.

The loafing of the professionals in the mile open was strongly condemned by every one and it is said that the management will drop professional races next year. Starbuck made a plucky ride in the five-mile handicap, winning from scratch and shaking Porter. The rain stopped the meet while the mile handicap, Class A, was being run off, the remaining events being postponed to Monday. Summaries:

Half-mile scratch, Class A.—Bert Ripley, first; Oscar Hedstrom, second; Jo Harrison, third. Time, 1:15⅘.

One-mile scratch, professional.—Conn Baker, first; P. J. Berlo, second; A. W. Porter, third; I. A. Silvie, fourth. Time, 2:35⅕.

Five-mile handicap, professional.—J. F. Starbuck, scratch, first; P. J. Berlo, 285 yards, second; Fred St. Onge, 250 yards, third; Conn Baker, 100 yards, fourth; Jay Eaton, 150 yards, fifth. Time, 12:35.

One-mile handicap, Class A.—Adolph Oatman, 115 yards, first; George A. Robertson, 110 yards, second; Walter C. Roome, 25 yards, third. Time, 2:13⅗.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

A big week's harvest

TORONTO.
60 per cent in Class B. 6 out of 10 places.

BRANTFORD.
50 per cent in Class A. 5 out of 10 places.
80 per cent in Class B. 8 out of 10 places.

STRATFORD.
75 per cent in Class A. 6 out of 8 places.
50 per cent in Class B. 4 out of 8 places.
(7 thirds also won are not counted, as there were no prizes.)

LONDON.
63 per cent in Class A. 5 out of 8 places.
55 per cent in Class B. 6 out of 11 places.

WOODSTOCK.
50 per cent in Class A. 4 out of 8 places.
64 per cent in Class B. 7 out of 11 places.

PETERBOROUGH.
75 per cent in Class A. 6 out of 8 places.
60 per cent in Class B. 6 out of 10 places.

ST. LOUIS.
81 per cent in Class A. 9 out of 11 places.
55 per cent in Class B. 5 out of 9 places.

ONEONTA, N. Y.
67 per cent. 14 out of 21 places.

SOME OTHER WINS.
7 firsts out of 10 races at Denver.

A LITTLE LIST.

Here is a partial list of unusual performances on the "good" tires during the past few days:

World's record, competition ..... half mile
World's record, Class A, 1:01⅘ ..... half mile
World's record, professional, 11:50⅗ ..... five miles
World's record, competition, A, 2:05⅖ ..... one mile
World's record, novice, 2:05⅖ ..... one mile
Canadian record, paced, 1:57⅘ ..... one mile
Iowa record, unpaced, flying start, :23⅘ quarter mile
Iowa record, standing start, paced, :59 ..... half mile
Iowa record, unpaced, :58⅗ ..... half mile
Kansas record, tandem, 1:01 ..... half mile
Nebraska record ..... one mile
Ohio record, 2:11 ..... one mile
Utah record; tandem, unpaced, 1:01⅘ ..... half mile
Utah record, 1:02 ..... half mile
Colorado championship ..... half mile
Colorado championship ..... one mile
Nova Scotia championship ..... three miles
Nova Scotia championship ..... one mile
Wisconsin championship ..... one mile

A CORRECTION.

Last week the quarter-mile, half-mile, and five-mile Canadian championships were erroneously stated to have been won upon M. & W. tires.

PERSONAL MENTION.

For a list of personal winnings on M. & W. tires, see third page of trade of this journal.

M. & W. PRIZES FOR 1895.

For fastest unpaced mile on regulation track, a solid gold trophy weighing 2½ pounds. Particulars on application. Each breaker of the record receives a smaller facsimile of the big trophy.

For greatest mileage made on one set of M. & W. tires during 1895; rider to make his own repairs. First prize, cost value, $100; second prize, overcoat, $45; third prize, one set M. & W. tires.

For most meritorious ride, distance, weather, and character of road to count; first prize, cost value $50; second prize, cost value $25; third prize, one set M. & W. tires.

For fastest mile made in competition, prize of cost value of $50.

For best time in road race, distance ten miles, prize of cost value of $25.

For best time in twenty-five-mile road race, prize of value of $25.

These prizes must be competed for on M. & W. tires, and under prevailing rules; prizes to be such as will be acceptable to the L. A. W. Racing Board.

Entries close December 25, 1895, and prizes will be awarded as soon thereafter as the judges may decide.

TIRES FOR 1896.

Send for our new folder, "What tires to use, and where." We predict that the most popular all-around M. & W. tire in 1896 will be style "D." We have produced a new tire, nearly 2 1-4 inches in diameter, especially for sandy sections like Florida. It is style "R."

HT, CHICAGO.
ke Street.)

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

NEW KIND OF A RACE.

An English Club Runs a Sectional Twelve-Hour Event—Other Foreign News.

LONDON, Aug. 24.—The Catford sectional twelve-hour race commenced on Thursday evening at the Catford track. The grounds were well illuminated, and although only 1,500 persons attended, the sport proved most exciting. The evening was fine with very little wind, but early in the race vivid and almost continuous flashes of sheet lightning heralded a storm, which burst with terrific violence shortly after nine—but I anticipate. Out of the entry of thirteen, ten started, as follows: G. A. Paterson, C. L. Newland, Ben Fisher, H. B. Hoch, J. W. Stocks, A. A. Chase, J. Platt Betts, T. Gibbons Brooks, J. Bowie, and A. E. Walters—the cream of the unlicensed brigade. Platt Betts and Stocks alternately led from the start, the pace being a rare cracker. The pacing was admirably worked, there being quads and triplets, not to mention tandems, in plenty. British record went as early as five miles (10:55⅘, Stocks), and in the first half hour Stocks had ridden 14 miles 1,670 yards. At the close of the first hour Stocks still led, his score being 28 miles 95 yards (record).

Betts, Chase, and Walters were Also Going Great Guns.

At 1½ hours Stocks had done 41 miles 560 yards, notwithstanding the deluge, which commenced as the hour pistol fired, and lasted twenty minutes—rain and hail descending in sheets. The absolute safety of the cement track was amply proved, the riders continuing throughout the awful downpour, and not a single fall occurring all the evening. Only two men retired, and when the night's racing ended, at two hours, the scores were: Walters 53 miles 805 yards (record), Stocks 53 miles 30 yards, Chase 51 miles 1,390 yards—all three riders beating the previous best, viz., Wridgway's 51 miles 1,190 yards. A finer race I have never seen at the distance. A. E. Powell timed and the lap scoring was admirably carried out.

On Friday evening the second section, of four hours, was decided. A start was made for the four-hour journey at 5:30, the weather being fine, but cooler than on Thursday, while an appreciable breeze stirred the flags. The starters were: Stocks, Chase, Walters, Paterson, Newland, Bowie, and Hoch. Newland touched Stocks' wheel after four laps and fell—rasping himself on the cement. Bowie and Hoch retired. At fifty-four miles Walters just got inside record until fifty-seven miles, but with this exception no new times were made before riding ceased. Walters led until the last quarter of an hour, when Stocks, who was a lap behind, bustled round at a 2:04 clip until he caught his opponent, just before the pistol fired. His distance was 98 miles 229 yards, Walters second, Chase third, and Paterson last. Today it is expected Dance, G. R. Martin, Lambley, Betts, and others will augment the starters for the final six hours.

Thirty Miles in the Hour Expected.

Men who have closely watched several of our fastest men in their training work express themselves sanguine of thirty miles inside the hour being accomplished much sooner than most of us dream. Some astonishing feats have been lately done on the Catford track, in course of training, proving the fastness of the track.

On the 15th the Putney Athletic Club held its last meeting of the season at the Putney Velodrome. J. Rudham won the 880-yard handicap from twenty yards in 1:01⅗. In the five-mile scratch race for the Emden cup some bad smashes occurred. A pacing quad was in readiness which Rudham glued onto, there being a great struggle for next "shop," and Richardson seemed to touch Rudham's back wheel and came down a fearful smash. The pace was fully thirty miles an hour. Richardson rolled over and over and was then struck at full speed by Craig, who rose into the air as if diving from a spring board, and took a header several feet away, face first on the cement. Both men were sadly cut and insensible, the injuries being very serious. To make matters worse Lord rode over Richardson's neck and head, but did not fall. This broke up the field and Rudham raced away and won in 11:10⅗, by about a lap.

More Records Broken.

The North Road Club's open 100-mile race at Catford track last Saturday, although poorly attended, yielded splendid sport. The day was warm and gloriously fine, toward evening the slight wind dropping to a dead calm. Prior to the century, E. E. Parlby made a successful attempt to lower the starting quarter. He did :29⅗ or 1⅗ seconds better than Chinn's former best of :30⅘. In the long event there were twenty-three starters. A. W. Horton soon went to the front and got inside record at twenty-seven miles (1:02:10⅖), remaining inside till thirty-six miles (1:23:16⅛). Then Horton slackened and soon let up. F. D. Frost, of the Bath Road Club, who got inside Wridgway's figures at fifty-four miles (2:05:57⅛), created new amateur records to the end—as follows: 60 miles, 2:20:12⅛; 70 miles, 2:44:31⅗; 80 miles, 3:08:59⅛; 90 miles, 3:33:17⅗; 100 miles, 3:55:47. In three hours Frost covered 76 miles 500 yards, or 1 mile 1,024 yards ahead of Wridgway's former best. T. R. Goodwin finished second, also inside record, in 4:05:26⅛; A. F. Ilsley was third, J. Rudham fourth, and A. W. Horton fifth.

The contest for the Armour Vigoral Shield was continued last Saturday at Wood Green, when 3,000 persons witnessed a race for 100 miles. Fifteen men finished out of the twenty-six who started, but the times were very poor as compared with those being made concurrently at Catford. P. W. Gidney proved the winner in 4:32:47⅘. A. H. Harris was second, and F. W. Chase (brother to the flyer A. A. of that ilk) third. It is stated that a new and faster surface will replace the present one at Wood Green when the racing season ends.

Hyde Park opened all its carriage roads to cyclists last week, but on visiting the park between 9 and 10 a. m. last Sunday I only met half-a-dozen wheelmen taking advantage of the concession. Fashionable Londoners are out of town just now, and the park roads are under repair. Outside the park hundreds of riders swept along the smooth wood pavements which bound it on three sides. The park roads afford about three miles of riding to the cyclist.

C. W. HARTUNG.

THE WISCONSIN CIRCUIT.

APPLETON, WIS., Aug. 28.—The state circuit meet, under the auspices of the Appleton Cycling Club, was a success, although it rained this morning. The afternoon was clear and bright, and 3,000 people attended the races. There was but one fall, that being in the mile handicap when five riders went down, E. H. Harkins, of Marshfield, being severely injured. The summaries:

One-mile novice.—H. G. Pearson, first; G. Kloes, second; W. S. Wagg, third. Time, 3:06.

Half-mile open.—W. C. Schrader, first; W. W. Wilso, Jr., second; C. E. Verum, third. Time, 1:13.

One-mile open.—W. C. Schrader, first; H. A. Zerbel, second; Ed Harkins, third. Time, 2:14½.

One-mile county championship.—C. S. Baer, first; A. C. Homan, second. Time, 2:35¾.

One-mile handicap.—E. A. Trelevan, 100 yards, first; C. E. Verum, 25 yards, second; A. R. Lindsau, 100 yards, third. Time, 2:15⅗.

One-mile Appleton championship.—E. S Baer, first; A. C. Homan, second; G. Kloes, third. Time, 2:15⅖.

Three-mile handicap.—A. F. Bingenheimer, 45 yards, first; C. E. Verum, 75 yards, second; H. A. Zerbel, 60 yards, third. Time, 7:45.

One-mile consolation.—W. F. Sanger, first; A. Wolcott, second; E. Worden, third. Time, 2:37¼.

AT JANESVILLE.

JANESVILLE, WIS., Aug. 29.—A. J. Nicolet, of Chicago, acted in the double capacity of trick rider and starter at the races today. It was the opening of the circuit meet here and the track was in the best of condition. The day was cool and perfect for bicycle racing. Summaries:

One-mile novice.—George E. Wiggin, first; James L Cook, second; C. S. Berryman, third. Time, 2:34.

Quarter-mile open.—W. F. Sanger, first; A. F. Bingenheimer, second; W. C. Schrader, third. Time, :32¾.

One-mile handicap.—Anton Stolz, first, W. C. Schrader, second; W. F. Sanger, third. Time, 2:31.

One-mile open.—W. C. Schrader, first; A. Stolz, second; F. C. Nare, third. Time, 2:16.

Two-mile handicap.—A. Stolz, first; A. F. Bingenheimer, second; F. C. Cleveland, third. Time, 4:58½.

One-mile tandem.—Schrader and Bingenheimer, first; Zerbel and Crocker, second; Burr and Cleveland, third. Time, 2:15.

Five-mile handicap, for Rock County riders.—C. W. Hodson, first; Otis Noth, second, F. C. Nare, third. Time, 13:47.

Second Day.

JANESVILLE, WIS., Aug. 30.—The smaller fry in Class A thought they had found a way to rid themselves of their most formidable rivals and so protested Bicker, Lange, Sanger, Bingenheimer, Schrader, Howie, and Zerbel, claiming that they had been put in the B ranks. A telegram to Chicago brought the response that the men had not yet been transferred. Sanger won both of the open events, the Chicagoans having to be content with seconds and thirds. Summaries:

Quarter-mile open.—W. F. Sanger, first; L. E. Lange, second; A. F. Bingenheimer, third. Time, :31.

One-mile handicap.—R. R. Ropp, 100 yards, first; F. K. Onare, 75 yards, second; L. E. Lange, scratch, third. Time, 2:14.

One-mile tandem.—Schrader and Bingenheimer, first; Zerbel and Crocker, second; Burr and Beswick, third. Time, 2:20¾.

Two-mile handicap.—W. M. Pfening, 175 yards, first; F. C. Nare, 125 yards, second; L. E. Lange, scratch, third. Time, 4:49.

One-mile handicap, for boys under eighteen.—J. W. Hodges, 125 yards, first; J. L. Cook, 75 yards, second; C. Reynolds, 100 yards, third. Time, 2:25⅖.

One-mile open.—W. F. Sanger, first; A. Burr, second; G. E. Bicker, third. Time, 2:26.

Five-mile handicap.—Anton Stolz, 100 yards, first; F. C. Cleveland, 175 yards, second. R. R. Ropp, 250 yards, third. Time, 12:36½.

One-mile consolation.—A. K. Wheeler and W. W. Watson, dead heat. Time, 2:49.

FROM FAR AUSTRALIA.

EAST MELBOURNE, VICT., July 30.—We have read of your manmoth road races (mammoth by reason of entries, prizes, and consequent popularity) and wonder greatly that your distances are so short. Here we are to have a road race over 160 miles in length, the first prize being a high-grade bicycle. The contestants will be divided into three classes, first, second, and third, the third-class men starting at 3 o'clock in the morning, the second-class men an hour later, and the first-class an hour after them—5 o'clock. The first man in, of whatever class, gets the machine. The entries will probably be large, as the course for the most part leads over our famous western district highways, where all of our road records have been made. Couldn't your club men, with all the magnificent prizes they get for their contests, organize a road race worthy of the name? How we wish we could lay our hands on some of those prizes. They would last us for a season.

We notice the advance of the professional element in your country, and suppose that the L. A. W. must recognize and govern this class of racing. It is only a change—a leveling up with the times. We find the racing is keener here with money prizes, and we doubt not that your public will be just as well pleased with part cash prize men as with the so-called amateurs.

LEONERT BREAKS HIS RECORD.

BUFFALO, N. Y., SEPT. 2.—Edward F. Leonert, the plucky road rider of the Press C. C., today rode twenty-five miles in the Globe road race in 1:07:18, reducing his time made in the Martin road race over three minutes, and reducing the previous American twenty-five-mile competition road record of 1:10:30 held by himself and made May 30 in the Martin road race. F. C. List won second time prize in 1:08:12; G. A. Phillips, third in 1:08:24. C. R. Starkweather was the first rider to cross the tape, closely followed by R. Crawford and J. Ullrich. The times and finishes of the first twenty-five riders were as follows:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	C. R. Starkweather	8.00	1:11:27	14	F. C. Baumgarten	6:30	1:13:46
2	R. Crawford	7:30	1:12:48	15	F. C. List	1:00	1:08:16
3	J. Ullrich	8:00	1:13:19	16	E. F. Leonert	scratch	1:07:18
4	G. J. Niebel	8:00	1:13:20	17	B. Cleveland	3:30	1:10:49
5	C. Jackaway	8:00	1:14:16	18	F. P. G. Stolder	3:00	1:10:20
6	F. Simpson	6:45	1:13:18	19	C. W. Davis	7:00	1:14:21
7	J. W. Frey	7:30	1:14:11	20	C. A. Sliker	4:00	1:11:22
8	L. Kemler	7:30	1:14:30	21	G. W. Luce	8:00	1:15:28
9	G. Gardner	5:30	1:12:35	22	G. A. Phillips	1:00	1:08:24
10	W. M. Peckham	4:30	1:11:40	23	C. J. Miller	7:30	1:14:55
11	E. D. Mills	4:30	1:11:41	24	Joe Young	7:30	1:14:55
12	G. Cunningham	3:30	1:10:43	25	T. F. Mack	3:30	1:10:57
13	A. W. Wolff	7:30	1:14:44				

SYRACUSE'S MOST SUCCESSFUL MEET.

SYRACUSE, N. Y., Sept. 1.—In connection with the monstrous state fair held in this city each year a series of cycle races are run under the direction of Harry R. Schell, of the S. A. A. Tuesday the old grounds were thronged with people once more, and 12,000 people filled the grand stand and the paddock to witness the exhibition of supreme speed by Class A riders. So fearful are the manufacturers that the majority of prizes will not be won on their wheel that importations of Class A cracks came from different parts of the state to wrest the laurels from the local riders. When the smoke of the battle drifted away the remains of the out-of-town cracks were scattered the length of the circuit. But one first prize left the city and that was a mistake, H. G. Winters, of Buffalo, taking the mile open on a fluke. E. W. Murray, A. E. Hughes, and F. W. Knowland were the heroes of the occasion, and 12,000 people made the welkin ring with their vociferous applause every time a home man crossed the lead at the head of the struggling pack. It was the largest attended and most successful tourney ever held in this city.

Summaries.

One-mile novice.—W. F. Hanks, first; E. E. Bowers, second. Time, 2:15.

One-mile handicap.—D. L. Sullivan, first; C. T. Miner, second; F. W. Knowland, third Time, 2:24⅗.

Quarter-mile open.—E. W. Murray, first; F. W. Knowland, second; C. T. Miner, third. Time, :33⅗.

Half-mile, 1:20 class.—F. W. Knowland, first; F. S. Jacques, second; O. C. Tuttle, third. Time, 1:11⅗.

One-mile open.—H. G. Winters, first; H. P. Mosher, second; E. W. Murray, third. Time, 2:39⅘.

Two-mile handicap.—C. S. Scoville, first. Time, 4:46⅘.

FOR THE GOOD OF THE CAUSE.

MEDINA, N. Y., Aug. 27.—The first annual benefit meet to raise funds to provide a good cycle path between this place and Ridgeway was a success in every particular. It appeared as if the entire population of the village took an enthusiastic interest in the affair. The business places along the line of the parade were decorated, and in fact scarcely a house in the village was without its welcoming piece of bunting. There were several casualties, one bad fall in the mile open, but no one was seriously hurt. Summaries:

One-mile novice.—Lee Clapsatele, first; G. A. Bader, second; W. H. Dewey, third. Time, 2:38.

Half-mile open.—A. W. Hughes, first; J. S. McFarland, second; F. F. Goodman, third. Time, 1:12½.

Two-mile handicap.—A. M. Zimbrice, 230 yards, first; A. F. Mundle, 20 yards, second; A. W. Hughes, 100 yards, third. Time, 4:52½.

One-mile county championship.—Harry Brown, first; H. N. Bidwell, second; W. H. Dewey, third. Time, 2:12¾.

One-mile open.—A. W. Hughes, first; J. S. McFarland, second; Harry Bowen, third. Time, 2:37¾.

Two-mile team race, three men each.—Pastimes, Lockport, first; Rovers team, Tonawanda, second.

Five-mile handicap.—F. Mundie, 50 yards, first; W. R. Blake, 80 yards, second; W. H. McBride, third. Time, 12:31½.

HANSEN MAY GO ABROAD.

MINNEAPOLIS, MINN., Sept. 2.—Something of a sensation was sprung in cycling circles last week by the announcement made in *Sporting News* that A. A. Hansen had made a contract with a well-known manager for a series of races abroad, and that he would in a short time take his departure for London, where he would enter in a series of races, the first of which would be one for 1,000 miles. Hansen is out of town, but his friends pronounce the story a fake.

FIGHTING AGAINST MR. BROWN.

MILWAUKEE, WIS., Sept. 2.—W. A. Brown, of Marinette, who is a candidate for chief consul to succeed A. Cressy Morrison, will not have so easy a run getting the place as was expected several weeks ago. Doctor Arthur, of La Crosse, is working hard and will give him a lively race. It is a queer campaign that is being waged against the Marinette candidate. Mr. Brown is a strong republican and a member of the state board of university regents and in the recent fight for the new normal school was instrumental in defeating the city of La Crosse in securing the school. At least so it is charged and therefore the entire city is fighting him. A report is also being circulated that if he was elected chief consul he would use the office to further political ends and this also is hurting his campaign. That such rumors are absurd it is well known by all reasonable minded men. On account of his being a strong republican nearly every democratic wheelman in the state is said to be opposing him. The Milwaukee crowd is about as divided on the political line as are the rest of the state members of the League.

CHURCH THE REDEEMING FEATURE.

PHILADELPHIA, PA., Sept. 1.—The race meet of the Quaker City Wheelmen at Tioga track yesterday did not prove the success that was anticipated by its promoters, only a fair-sized crowd being present. The only redeeming feature of the day was the work of Charles Church, who rode a half-mile unpaced in 1:01⅕. The summaries:

Third-mile handicap.—Frank Turner, 15 yards, first; E. Walter, 20 yards, second; H. K. Bird, 20 yards, third. Time, :43⅘.

One-mile open, Class A.—W. G. Douglass, first; Weise Hammer, second; W. M. Trott, third. Time, 1:16⅘.

One-mile professional handicap.—J. L. Harvey, 100 yards, first; DeWitt Griffiths, 85 yards, second; T. H. Rumford, 35 yards, third. Time, 2:12⅘.

One-mile handicap, Class A.—C. W. Krick, scratch, first; R. W. Crouse, 50 yards, second; Weise Hammer, 60 yards, third. Time, 2:29.

One-mile open, Class A.—W. M. Trott, first; C. W. Krick, second; W. E. Dukerson, third. Time, 2:43⅘.

Quaker City Wheelmen's one-mile championship.—John A. Meade, first; R. P. Rich, second. Time, 2:36⅖.

Five-mile handicap.—J. Lindley, 30 yards, first; Ben Peck, 250 yards, second; W. G. Douglass, scratch, third. Time, 12:41⅖.

BLOOMER WEDDING IN MILWAUKEE.

MILWAUKEE, WIS., Sept. 2.—Milwaukee daily gets half-a-dozen Chicago weddings, but last Tuesday the Rev. Huntley performed one that has set the town to talking. It was the wedding of a bloomer couple. That afternoon a Chicago couple rode up from Chicago to the residence of the Rev. Mr. Huntley, pastor of Summerfield M. E. Church, and leaving their bicycles outside went in and were married. The woman wore bloomers of the newest pattern while the groom also was rigged out in a bicycle costume. The minister declines to reveal the names of the couple, but that same day he filed a certificate showing that on that day he had married James Gill and Miss Regina Benson, of Chicago. After the wedding the couple rode down to the dock of the whaleback and went back to Chicago.

MT. PLEASANT HAS A MEET.

MT. PLEASANT, MICH., Aug. 29.—The feature of the races here today was the three-mile lap race, in which fourteen men started. The race was won by B. R. Gruner, with W. Maxson second, and G. H. Beelby third. The half-mile, flying start, tandem race was won by Burhans and Webber in the good time of 1:03¼. J. A. Moross won the novice race, B. R. Gruner the two-mile handicap, Burhans the quarter-mile open, Glenn Thayer the five-mile open, and Gruner the mile open. The five-mile race was ridden in 12:09.

A THRILLING EXPERIENCE.

G. A. Walhgren, of *Cycling West*, and his wife were in Chicago this week on their return home from a trip in Europe. They took their wheels with them and rode over a goodly part of the countries they visited. They say that they enjoyed the trip immensely. Among their most thrilling experiences was a ride on the horseless carriage that won the great French road race for that class of vehicles. Mr. Walhgren says that the carriage went at the rate of twenty-two miles an hour and took corners at that speed, much to the apprehension of the passengers, who, however, suffered no harm.

A Novel Challenge.

Two bicycle instructors of Brussels have issued the following challenge: Take a person (man or woman) not weighing less than 240 pounds, and who does not know how to ride a safety, and teach him (or her) to ride. The professor who does this in the shortest time will be the winner.

H. L. Curran, a professional trick rider from New York, was in Syracuse last week and accomplished a trick that has been a source of wonder to the wheeling element. Curran declared that he could ride around Onondaga Lake, a distance of nineteen miles, in less than two hours without a handle-bar on his machine. The members of the Century Cycling Club requested him to perform the trick, and in company with a number of prominent riders he started on his journey. Part of the distance was made through crowded thoroughfares, but Curran never halted and rode the distance in 1:55:00. It was a feat worthy of the highest commendation, as the roads are not in the best of condition.

S. A. Boyle, chief consul of the Pennsylvania Division, writes THE BEARINGS denying the story that Secretary-Treasurer Van Nort has resigned. He says the rumor is wholly without foundation.

COLORED MEN ORGANIZE.

CLEVELAND, OHIO, Aug. 30.—The League of American Cyclists is the title of the new organization formed in this city yesterday. The members are all colored men, and the formation is due largely to the efforts of Frank Isaac, of this city, who for at least two years has been trying to bring his plans to maturity. The rooms of the Eureka Wheel Club were the scene of action and the meeting was largely attended, not only by colored cyclers of this city, but by representative colored riders from several different states. The following officers were elected: President, G. T. Bullet, of the Liberty Athletic Club, of Pittsburg; vice-president, A. J. Bragg, of this city; secretary, Frank Isaac, Cleveland; treasurer, J. B. F. Tyler, Pittsburg; corresponding secretary, W. R. Jackson, Cleveland. A committee on constitution, consisting of W. R. Jackson, A. J. Bragg, and Frank Isaac was appointed. The following representatives were also elected: Ohio, Edward Daw; Pennsylvania, G. W. Loney; Michigan, H. E. Edwards; Illinois, H. D. Jackson. The next meeting will be in Pittsburg in August, '96, and it is proposed to make it a national affair.

The Club's Races,

which were postponed from Thursday on account of rain, were run off Friday morning. Pittsburg got four first, three second, and one third prize. Cleveland took two firsts, one second, and four thirds; Oberlin got two firsts and two seconds. Chicago came next with one second and two thirds, while Detroit got only a second and a third.

Summaries.

One-mile novice.—W. H. Lee, first; H. C. Jackson, second; Wm. Campbell, third. Time, 2:54⅘.

Quarter-mile open.—Harry Leonard, first; J. E. Forest, second; Frank Isaac, third. Time, :38¾.

One-mile handicap.—Jas. Forest, scratch, first; I. D. Warsaw, scratch, second; H. C. Jackson, 70 yards, third. Time, 2:39⅖.

One-mile open.—J. A. Brown, first; Jas. Forest, second; Harry Leonard, third. Time, 2:47⅖.

Two-mile lap race.—J. A. Brown, first; W. H. Lee, second; Frank Isaac, third. Time, 6:04⅕.

Half-mile open.—J. E. Forest, first; Frank Isaac, second; I. D. Warsaw, third. Time, 1:20.

Half-mile handicap.—W. H. Lee, 40 yards, first; J. A. Brown, scratch, second; H. C. Jackson, 30 yards, third. Time, 1:18⅗.

Five-mile open.—Frank Isaac, first; Luther Allen, Jr., second; W. H. Lee, third. Time, 16:09⅗.

BIG RACE POSTPONED.

CLEVELAND, OHIO, Sept. 2.—The Cleveland Wheel Club's record race for the Columbia piano, which was booked for this morning, was postponed owing to the recent heavy rains which ruined the roads. Weather permitting the attempt will be made Saturday. The afternoon track races at C. A. C. Park, although as good as one could wish to witness, were attended by less than 1,000, counter attractions proving too strong.

Summaries.

One-mile novice.—Jno. P. Shupe, first; A. McNamara, second; Geo. E. Townley, third. Time, 2:57.

Quarter-mile open.—C. F. Williams, first; F. W. Braggins, second; Cliff Haskins, third. Time, :35.

One-mile, C. W. C. handicap.—J. G. Reedy, 40 yards, first; Geo. E. Townley, 90 yards, second; H. W. White, 50 yards, third. Time, 2:21⅗.

Half-mile open.—F. W. Braggins, first; C. F. Williams, second; R. L. Lindmueller, third. Time, 1:15⅗.

One-mile open.—Otto Mayo, first; Harry B. Wood, second; W. C. Emerick, third. Time, 2:28.

Two-mile open.—J. G. Reedy, first; H. B. Wood, second; C. F. Williams, third. Time, 5:51⅘.

Two-mile lap race.—Geo. D. Comstock, 22 points, first; W. C. Emerick, 15 points, second; H. B. Wood, 7 points, third. Time, 5:12⅘.

Five-mile open.—Otto Mayo, first; Geo. D. Comstock, second; W. C. Emerick, third. Time, 12:50⅗.

The Attendance at the Evening Session

was even smaller than in the afternoon; the club will lose quite a sum upon its venture, and the tournament must be looked upon almost as a flat failure. George D. Comstock was ruled off of the track for the evening races for using ungentlemanly language and unfair riding during the afternoon.

Summaries.

Quarter-mile open.—F. W. Braggins, first; C. F. Williams, second; Cliff Haskins, third. Time, :35.

Half-mile C. W. C. handicap.—J. G. Reedy, 20 yards, first; Harry White, 25 yards, second; Geo. E. Townley, 45 yards, third.

One-mile open.—Otto Mayo, first; A. McNamara, second; Jno. R. Edwards, third. Time, 2:34⅗.

Half-mile open.—F. W. Braggins, first; A. McNamara, second; W. C. Emerick, third. Time, 1:11⅕.

Two-mile open.—P. J. McIntyre, first; Harry B. Wood, second; C. F. Williams, third. Time, 5:15⅕.

Two-mile lap.—Otto Mayo, 21 points, first; W. C. Emerick, 14 points, second; Harry B. Wood, 8 points, third. Time, 5:06.

Five-mile open.—Otto Mayo, first; C. F. Williams, second; J. G. Reedy, third. Time, 13:20.

PROFESSIONAL RACES IN BUFFALO.

BUFFALO, N. Y., Sept. 2.—Twelve thousand people attended the race meet held by the Ramblers B. C. at the Driving Park this afternoon. It was undoubtedly the most successful bicycle meet held in Buffalo in years, and the wearers of the blue and white must have profited by at least $2,000. Professional racing made its debut in Buffalo at this meet, and additional interest was lent to these events by reason of the fact that four Bisons were contestants. The match race between the big three, Johnson, Sanger, and Tyler, was won by Johnson after three heats. He took the first and third heats, while Walter Sanger took the second. Each heat was stubbornly contested, except the second, in which Sanger stole a march on the other two and won as he pleased. Al Weinig, Buffalo's latest contribution to the professional ranks, rode a mile in 2:02⅖ to the pacing of a tandem. Johnson just equalled this time, being paced by a quad of pros.

Summaries.

One-mile novice.—Harold Smith, first; J. T. Finn, second; H. P. Brunner, third. Time, 2:51⅕.

Special race for a $1,000 purse, divided $500, $300, $200. Best two in three heats, paced.—John S. Johnson, first; W. C. Sanger, second; H. C. Tyler, third. Time, 2:14⅘, 2:12⅕, 2:12⅕, respectively.

One-mile open, Class A.—Charles Werick, first; Frank W. Julies, second, John S. McFarland, third. Time, 2:22⅕.

One-mile open, professional, Johnson, Sanger, and Tyler barred.—Watson Coleman, first; Patrick O'Connor, second; H. H. Steenson, third. Time, 2:22⅘.

Two-mile handicap, Class A.—F. H. Sinclair, 180 yards, first; J. P. Finn, 195 yards, second; C. C. Dirnberger, third. Time, 4:43⅗.

One-mile handicap, professional.—A. E. Weinig, 85 yards, first; H. A. Seavey, 95 yards, second; Fred St. Onge, 75 yards, third. Time, 2:13⅗.

Two mile handicap, professional.—H. C. Tyler, scratch, first; W. C. Sanger, scratch second; A. T. Crooks, 95 yards, third. Time, 4:55.

LABOR DAY AT MANHATTAN BEACH.

MANHATTAN BEACH, N. Y., Sept. 2.—About 50,000 people enjoyed the balmy air and perfect weather at Manhattan Beach today, and about ten per cent of that number had sufficient sporting blood in their composition to visit the cycling oval. The absence of the strong sea breeze was appreciated alike by spectator and contestant. In addition to the regular programme some left over races from Saturday were on the list and furnished three hours continuous sport. The finishes as a rule were excellent; the handicapper having to deal with the same men each week, has guaged their work excellently, and produced good finishes in nearly every instance. Harry Wheeler is returning to form, and won both the professional events. Starbuck had a bad fall in the five-mile, and was unable to compete in the tandem. Berlo seems to be king pin in tandem events, and usually wins, no matter who his partner is. The Class A boys were rather foxy in the mile scratch, and after running their heats in 2:35 and 2:39 insisted in loafing in the final. The referee placed a limit of 2:40 in this event, and made them run it three times before a final decision. The last go was paced by a tandem, and A. B. Wise won by several yards in 2:21⅕. The five-mile events were interesting. and seemed to be enjoyed by the audience, and it would perhaps be well if more distance races were on the card.

Summaries.

One-mile Class A (from Saturday).—Oscar Hedstrom, first; Frank D. White, second A. D Wise, third. Time, 2:30⅕.

One-mile tandem professional (from Saturday).—Berlo and Eaton, first; Wheeler and Starbuck, second; Cutter and Elder, third. Time; 1:59⅘.

One-mile tandem, Class A (from Saturday).—Brown and Ertz, first; Hedstrom and Henshaw, second; Roe brothers, third. Time, 2:12⅘. Last quarter, :25⅘.

One-mile professional handicap.—H. C. Wheeler, 60 yards, first; P. J. Berlo, 50 yards, second; W. F. Saunders, 105 yards, third; I. A. Silvie, 50 yards, fourth; E. L. Blauvelt, 90 yards, fifth. Time, 2:02⅗.

One-mile handicap, Class A.—C. S. Hedstrom, 70 yards, first; J. K. Barrett, 50 yards; second; W. A. Brown, 35 yards, third. Time, 2:21.

Five-mile professional.—H. C. Wheeler, first; Jay Eaton, second; F. W. Young and George Cutter, dead heat, third; I. A. Silvie, fifth. Time, 11:30⅘.

One-mile scratch, Class A.—Alvin B. Wise, first; H. K. Roe, second; W. H. Owen, third. Time, 2:21⅕.

Five-mile scratch, Class A.—Alvin E. Wise, first; H. K. Roe, second; Sam Brock, third; Frank D. White, fourth. Time, 12:52⅕.

One-mile tandem professional.—Berlo and Eaton, first; Cutter and Elder, second; Young and Mayo, third. Time, 2:04.

Half-mile tandem, Class A.—Brock and Owens, first; Ertz and Brown, second; Hedstrom and Henshaw, third; Roe brothers, fourth. Time, 1:09⅗; last quarter, :28⅘.

KISER WAS AT NEW HAVEN.

NEW HAVEN, CONN., Sept. 20.—The Elm City driving park grand stand was filled with over 3,000 cycle enthusiasts this afternoon and the city was filled with visiting wheelmen. Contrary to the usual custom the meet was held under the auspices of the Second Company Governors Horse Guard and was a great success in every way. Titus and Cabanne were entered, but owing to their recent suspension they did not appear. Earl Kiser was the star B of the day and Conlon, the sixteen-year-old crack carried off the honors in the "pures". Kiser paced by Brandt and Barry rode a one-half to beat the track record of 1:01 and he did the trick in :57⅗. The summary:

One-mile novice.—W. H. Greenhill, first; E. S. Buckley, second; N. E. Forbes, third Time, 2:31.

One-mile open, Class B.—J. F. Barry, first; Earl Kiser, second; G. C. Smith, third. Time, 2:39⅕.

Half-mile handicap, Class A.—L. G. Pollard, 70 yards, first; W. F. Parker, 45 yards, second; J. J. Adams, scratch, third. Time, 1:07.

One-mile handicap, Class B.—Earl Kiser, scratch, first; J. F. Barry, 50 yards, second; W. H. Pettigrew, 30 yards, third. Time, 2:13⅘.

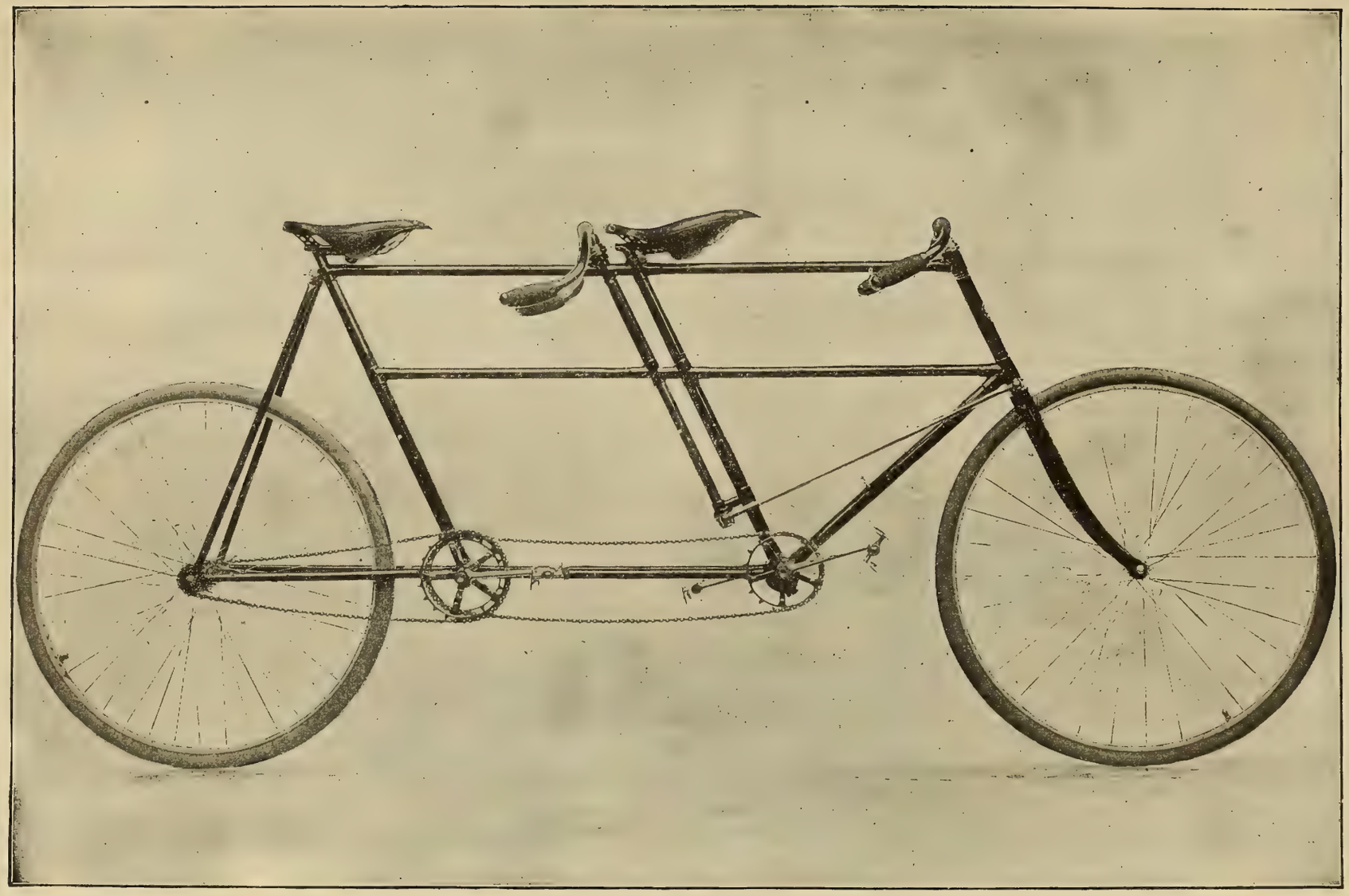
One-mile county riders handicap.—G. H. Colett, 60 yards, first; F. T. Catlin, 70 yards, second; E. K. Barnard, 70 yards, third. Time, 2:23.

One-mile 2:40 class, Class A.—U. H. Minie, first; G. H. Colett, second; J. F. Conlin, third. Time, 2:35⅗.

One-mile handicap, Class A, final heat.—G. H. Colett, 70 yards, first; U. H. Minie, 60 yards, second; C. J. Guy, 50 yards, third. Time, 2:20.

Half-mile handicap, Class B.—Earl Kiser, scratch, first; S. J. Harvey, 50 yards, second; G. H. Thatcher, 20 yards, third. Time, 1:01⅕.

S. J. Harvey, paced by a tandem, broke the track record of 2:13⅘, made by Kiser early in the day, doing the mile in 2:09⅕.



THE EAGLE TANDEM.

FACTORY
TORRINGTON, CONN.

EAGLE MODELS
STANDARDS FOR THE WORLD.

THE BEARINGS
The Cycling Authority of America

THE BEARINGS
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THE FOWLER TRUTH

VOL. IV. CHICAGO, SEPTEMBER 5, 1895. No. 1.

Published every Thursday by
THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

"TRUTH'S" SECOND ANNIVERSARY.

With this issue of FOWLER TRUTH we celebrate the second year of its existence. When we first decided upon this style of advertising Fowler wheels we were ridiculed by many of our competitors, all of whom were unanimous in their prophecy that half-a dozen issues would see us gladly take to the old-time methods of telling the weekly tale of our uninterrupted success and everlasting onward march of prosperity.

Instead of doing as the wise (?) men anticipated, we have not only continued on in our own original line, not for an instant even thinking of abandoning it, but on the other hand compelling several of those self-same evil croakers to follow suit, until now the very concern which "allowed us to grow up" has adopted our idea—actually imitated us as nearly as their gall would allow them.

Nor is that the only cycle company which has aped us in its advertising; without mentioning any names, the up-to-date cycle-paper reader will readily realize to whom we refer.

We shall continue with FOWLER TRUTH for the present, but if the crop of "Fowler idea" usurpers become much larger we will necessarily be compelled to jump their thieving company and seek anew fields more verdant, which, alas, if our imitators but had the brains, would be theirs alone.

"FOWLER DAY."

September 2 has heretofore been known generally as Labor Day, but the manner in which Fowler riders gathered in the laurels, glory, and prizes last Monday has led us to believe that "Fowler Day" would be a more appropriate title for that date.

The news columns of the various cycle papers will tell the stories of the different races throughout the country on September 2, so we will need but give the list of Fowler victories gained then as well as previously, which in the crush for space we have been compelled to let stand over from former issues.

At La Porte, Ind., L. E. Lange lowered the half-mile state record from 1:01 to :59½. He was paced by Bicker and MacNiven on a tandem and finished well within himself. In addition to this Fowlers scored two firsts, five seconds, and three thirds at La Porte. Lange's attempt at the record ended the day's programme, and was greeted with the proverbial "tumultuous uproar of applause."

At the races of the Y. M. C. A., held on the South Side cycle track, first and second places were won on Fowlers in the five-mile event, a big field on other wheels following C. Bates and A. Newborg, the Fowler riders, across the tape.

In the Norwegian Turners Cycling Club's five-mile road race, over the Palmer Square course, J. H. Brekke, on a Fowler, won first place as well as time prize, riding from the virtual scratch mark, and simply romping in first; time, 12:36.

There were many, many other Fowler wins on "Fowler Day," but why designate them. Every one knows that to win, one must ride a Fowler, and on the other hand,

To Ride a Fowler Means to Win.

On August 27, at Evans City, Pa., B. G. Goble, a Fowler rider, started from scratch in every event, yet he had no trouble in winning *five firsts*. Everything from the quarter-mile to five miles went before him, but distance makes no difference to a man on an easy running wheel.

In the Columbia Wheelman's road race, September 1, Fowler riders took both first and second time prize without half trying.

August 28, at Philadelphia, L. A. Combs, of Wilmington, Del., on a 19-pound Fowler, simply played with his field and won the Falcon-Holbrook road race in a veritable gallop. Combs' time for the ten miles was 25:40.

At Walla Walla, Wash., August 23 Fowlers run one, two, three in every Class A event. Think of it, one, two, three in everything.

Our field has heretofore practically been the west, hence the success of those who ride Fowlers in that part of this grand country of ours, but next year will see us in the east as big as we already are in the land of the setting sun, and then you payers of *amateurs*, get ready to cope with the cyclone which will sweep down on you and "swipe" you from the field.

We are not seeking it, but it seems inevitable—a Fowler walk-over.

IT IS DIFFERENT WHEN YOU BOTH LOVE.

THE RIDER LOVES THE FOWLER ON GENERAL PRINCIPLES, AND THE AGENT IS RATHER INFATUATED WITH THE QUICK-ACTION COMBINATION OF RECEIVING WHEELS FROM OUR FACTORY AND SELLING THEM THE SAME DAY.

Write us regarding 1896 agency.

FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO, ILL.

AN APPROACHING HAPPY EVENT.

Some people are so ignorant that they don't know, for sure, whether Julius Cæsar was crucified at Calvary, shot at Bunker Hill, or buried under the ruins of the big Chicago Coliseum.

Others are so keen of perception and intellectually clever that they could count the snowflakes falling during a blizzard or score 100 per cent at a civil service examination.

But all this cuts no ice with the universal opinion regarding Fowlers, and when we turn the '96 model loose on you next week, for once, at least, all people—white and black, clever and ignorant, Christians and heathens, and, in short, every one—will agree on the one point which can not be disputed, that

The Fowler Stands Unrivaled

as a thing of beauty and a joy forever.

A full description and a cut of the Fowler '96 model will appear in next week's cycling papers, so lubricate your peepers, oil up your gazers, you admirers of art, and after you come to—for you will be knocked out by the beautiful sight—you will agree with us that the Fowler is the grandest thoroughbred in all the land.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE RESULT OF A HOAX.

Some irresponsible newspaper man started the report some months ago that the Studebaker Wagon & Buggy Co. were going to manufacture 400,000 bicycles in the season of 1896, and that these bicycles would be strictly high-grade, and would be sold for $25 at retail. The story spread like wildfire, and while the more sensible people readily recognized it as a hoax, it was taken in all seriousness by some, among whom were a number of reputable business houses, some of whom were preparing to go into the bicycle business. Among the last named was a large hardware firm in a thriving Ohio town, who had practically closed a deal for wheels with a prominent manufacturer. He was to get the wheels at a remarkably low price, but, before the order was placed, the news (?) of the Studebaker plans reached him, and he wrote the manufacturer the following letter, the original of which is in THE BEARINGS' office, having been turned over by the disgusted manufacturer:

Dear Sir: You stated when here that you would enter our order for wheels conditionally. Please do not make a conditional order as we want to investigate the market a good deal more thoroughly, as we understand some very low prices are being made, and, from present indications, we will have to buy wheels at about $20. Studebaker Wagon & Buggy Co. are sending out circulars to their trade that they will furnish bicycles so they can retail them at $25.

Yours truly, —— HARDWARE CO.

Of course the statement that the hardware firm made about the Studebaker company was utterly false, and the firm was led into making it by the printed reports that have been circulating in daily papers. The Studebakers have been interviewed and have repeatedly said that they were not only not going to put $25 bicycles on the market, but that they were not going to make bicycles at all.

THE SUPPLY OF RUBBER DIMINISHING.

The largely increasing demands of the arts and manufactures for rubber have been so great in recent years that the supply is being taxed to a dangerous degree. The use of rubber for bicycle tires has caused no small proportion of the increased demand for this valuable adjunct to civilized progress.

In all the tropical countries of the world there are trees, often differing widely from each other, but from all of which rubber is extracted by coagulation of the juice extracted from the trees. The trade in rubber was not developed until within the last forty years, and the demand has increased to such an extent in the last few years that the hunt for rubber trees is growing keener and keener every day. At first the collectors of rubber were content to tap the trees, much as sugar trees are tapped in this country, and to extract as much of the valuable juice as they could in this way. As competition for the precious fluid became sharper, the collectors—usually ignorant natives—became dissatisfied with the amount of rubber that could be obtained in this way and realized the fable of the goose that laid the golden eggs, by cutting down the trees and extracting the juice, for the once, in much larger quantities. In this manner vast numbers of rubber trees have been ruined. Already in India and other places where the supply of rubber was readily reached from the coast there has been a frightful diminution in the supply, and what is obtained must be brought from the interior.

It is high time that the future of the rubber trade should receive serious attention. Already it is receiving this attention in the Congo states, where the cultivation of the rubber producing trees has been tried with excellent success. With certain specimens of the rubber tree sufficient rubber has been obtained in the first two or three years to make the investment a paying one.

LIKES THE TOURIST CARRIER.

The Tinkham Cycle Co., of New York, are in receipt of a flattering testimonial from R. Webber, one of the largest retail butchers in that city, in which the latter recommends the carrier very highly for the delivery purposes. Among other good things that he says is the following: "I went to considerable expense to test the merits of various foreign carriers, especially those made in England, and can safely say that for lightness, combined with strength, yours are much superior to the machines imported by me."

Cycles for delivery purposes are bound to become an important factor in the commercial world, and the Tinkham company is to be congratulated on getting in on the ground floor in supplying them.

THE HART CYCLE CO. TO MOVE.

PHILADELPHIA, PA., Sept. 1.—The large store and riding school made vacant by H. A. Lozier & Co., at 1724-1726 North Broad Street, has been secured by the Hart Cycle Co., and hereafter will be the branch house in this city for Columbias and Hartfords. The work of refitting and rearranging will be commenced tomorrow, and on Monday the store will be formally opened.

The assignees' sale of the Philadelphia Cycle Bazaar (Emil Wemer's) took place on Friday. It was the general opinion that everything would be sold cheap, but good prices were realized. The lowest price paid for a wheel was $36, while some brought as high as $50. The entire stock of sundries was bought in at a fair price by George H. Norris, of Wilmington.

KANSAS CITY JOBBERS.

Previous to this year Kansas City has never amounted to much as a bicycle town but with the advent of last Spring came an awakening and retail stores sprung up on every hand and all have enjoyed a season of prosperity. Now that the retail trade has been proven profitable a number of the large jobbing concerns that own Kansas City for their headquarters will combine to make it one of the principal distributing points for this section of the west.



H. R. WARREN.

The Avery Planter Co.

have been in the jobbing business for the past year and have succeeded in placing agencies for the "Avery" in nearly every town of prominence in their part of the country. Plans have already been formulated for next season's business. The Avery will be on the market in a number of different styles and will be sold all over the country. Orders have been placed for several thousand and under the management of H. R. Warren, who has charge of the bicycle department, it is expected that the 'further order" clause of the contract with the manufacturers will be brought into requisition.

The Columbus Buggy Co.

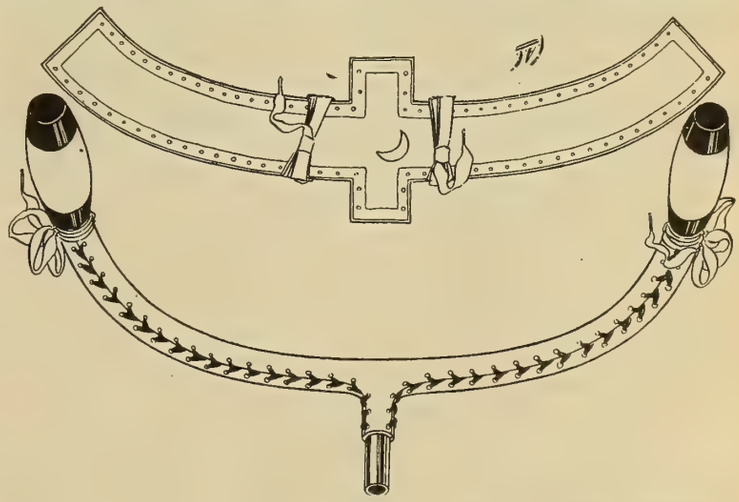
is one of this year's additions to the bicycle business and so successful has been this branch of the business that next year will find them enrolled on the list of jobbers. Arrangements have already been completed whereby they will job the "National" and they are looking for other wheels to add to their list both medium and high-grade.

Bradley, Wheeler & Co.

is well known to the implement trade and in the future propose to be known as jobbers of bicycles. F. H. Turner has this end of the business in charge and it is his intention to job a full line of wheels. Arrangements are not all completed as yet and makers desiring representation in this part of the country will do well to correspond.

A HANDLE-BAR COVER.

Mrs. Richard Spamer, of 3,351 Morgan Street, St. Louis, is progressive, even if she does hail from a town second only to Philadelphia in slowness. She has been riding a bicycle for some time, and has improved the opportunity to devise a most useful invention for wheelmen. It is a handle-bar



cover to take the place of the unsightly tire tape, which some riders are so fond of wrapping around their bars. The cover is made of soft goat kid and is made in different sizes and shapes. The price is 75 cents, which is certainly reasonable enough. Mrs. Spamer was in Chicago last week and while here placed the cover with the Thorsen & Cassady Co. and the Excelsior Supply Co. Two members of THE BEARINGS' staff tried the cover last Sunday and found it most comfortable.

WET WEATHER IN FRANCE.

Spoils the French Trade—American Wheels Need More Advertising—An Amusing Warfare.

PARIS, Aug. 25.—The demand for bicycles the past two or three months has anything but fulfilled the early promise of trade. The weather has been so abominably bad that buyers have not been inclined to purchase wheels until there was some reasonable hope of using them, which hope has been deferred for such a time as almost to make the heart sick. Scarcely a day has passed without a series of heavy thunder storms washing the roads. Under these circumstances the majority of cyclists have either postponed their annual wheel trip or are using the bicycle merely as a subservient instrument to their holiday. Makers who had experienced a heavy rush of orders in the spring have been laying in large stocks of wheels in view of future contingencies, and they are now doing their best to get rid of them as speedily as possible by offering facilities of purchase to buyers. At one time it was feared that unless they were got rid of promptly in this way the stocks of wheels at the end of the season would be very inconvenient, but happily at present moment there is the

Prospect of a Heavy Fall Demand,

which may compensate for this slackness of trade during the summer. Indeed, the weather now is just the thing for touring, and no doubt the next week or two will see crowds of cyclists enjoying their holidays away from the busy haunts of men. Of course it is not to be expected that the fall demand will be as good as an average spring or summer trade, but it is practically certain that a considerable number of wheels will be sold during the next few weeks, and that the season's trade on the whole will be found to be a very profitable one.

It is to be feared that the American wheels are not boomed quite so energetically as they might be. The makers themselves doubtless know their business best, and there is plenty of reason why they should let the quality of the wheel speak for itself instead of going in for an extensive system of advertisement. In the first place, the American agents find their customers almost entirely among the members of the aristocracy, who can afford to pay a good price for an irreproachable wheel. These buyers give little attention to the advertising allurements of the maker; they know a good machine when they see it, and take a pleasure in relying on their own udgment, which very often induces them to pin their faith on

The Light and Elegant American Wheels.

And what is more, those aristocratic buyers have usually two or three wheels on hand, just as they would have more than one carriage—for variety and convenience—and when a bicycle has been in use for a few months it is disposed of and a new one takes its place. For this reason an aristocratic connection is a very valuable one, and it is of the greatest importance to the American trade that it should have been able to get together such an exclusive connection. Another thing that may make advertising inadvisable is the enormous cost, which can only be borne by manufacturers who possess economical means of production and can realize large profits. As American firms can not certainly make wheels at so low a figure as their English competitors—who have an enormous advantage in cheap labor—and send them over to be sold at the same figure as the European machines, it is probable that any heavy system of advertising would either swallow up the profits or increase the cost of the wheel to a prohibitive level. All the same, it may be worth considering whether the American firms can not find some means of increasing their connection by

Bringing the Wheels More Prominently Before the Public.

In the present state of competition makers can not afford to neglect the slightest opportunity of doing a trade.

The use of bicycles is becoming more and more general in the government departments, where the red-tape traditions are powerless to resist the progress of the wheel. The latest idea is to form a corps of cycling telegraphic messengers. The telegraph authorities have issued a notice to the effect that as an experimental measure a number of lads will be chosen between the ages of fifteen and nineteen. They must show that they have thoroughly mastered the art of cycling, and it is a condition that they should possess bicycles of their own. Moreover, all the bicycles must be of the prevailing type, that is to say with diamond frames and pneumatic tires. As the cyclists will receive $3 a month in addition to the usual pay there is no doubt that competition for the work will be strong. If the first lot of cycling messengers proves to be a success others will be recruited from time to time in the army until the necessary total is reached. Now that bicycles are used in the army, in the post office for country service, and for the distribution of telegrams, it is easy to see that makers will find an enormously increasing market for their wheels in France.

The Competition Among Makers

sometimes takes an amusing turn. An English and a French firm are now blackguarding each other over the possession of a young rider who has lately come to the front in an astonishing manner. The rider entered into an agreement with the English makers to ride their wheel on consideration of receiving a monthly salary, and in the event of breaking the engagement he was to pay a heavy indemnity. The French firm, whose wheel the budding champion had been riding, did not mean to be forestalled in this way, and offered the youngster half as much again, and agreed to pay the indemnity to the English makers. The rider promptly closed with this second offer. He was announced to ride the French wheel in the championship race, which was thought to be a gift for him. But to the surprise of everybody he was defeated in the championship, which was won by a man riding the English wheel. Consequently the English firm is indulging in an elaborate warwhoop at the expense of its French competitors, and it is now descending to personalities that are likely to give the public a very good idea of the dignity with which the cycle trade is carried on.

The statistics issued by the fiscal authorities of the taxation of bicycles during the year 1894 show that the number of wheels declared in France was 147,977, while 1,103 which were not declared were mulcted in a double tax. This brought into the treasury no less than $300,366. This amount is nearly five times more than was paid in the same year in taxes on horses and other animals used for the traction of vehicles. Nothing could be more significant of the progress which bicycling has made in this country during the past few years, and cyclists can reasonably claim to be treated with a little more consideration than they often are by the authorities, though it must be confessed that, as compared with other countries, the cyclists enjoy an extraordinary amount of liberty.

THE CHRISTY WHEEL.

T. J. Christy, of 4,342 Easton Avenue, St. Louis, is the inventor of a wheel which he thinks is destined to revolutionize cycling. Those who have tried it say that the wheel has some merit. Referring to the cut, it will be seen that the weight or pressure upon the front is forward of the center, as the double rim wheel acts as a rotating lever and the earth a continuous fulcrum, the weight is utilized to assist in propelling. The spider, having three pulleys, is fixed rigid with the frame work of the front wheel, which acts as the axle and the inner rim as the hub. The pulleys, being provided with ball-bearings, around which the wheel revolves and the pressure always forward of the center upon the inner rim or hub, gives the advantage of the leverage over the fulcrum. This wheel can be made as light and strong as the ordinary wheel.



The Christy Wheel.

IMPORTANT CHANGE IN INDIANAPOLIS.

H. T. Hearsey, who has been one of the largest stockholders in the Central Cycle Mfg. Co., of Indianapolis, has sold out his interest in that factory to L. M. Wainright, the president of the company. D. Snitzer, of St. Louis, has been elected vice-president of the company.

Mr. Hearsey has made not a little money out of the Ben Hur factory and did not sell out with the idea of abandoning the manufacturing business, but has reinvested the proceeds from his stock in the firm of Sieg & Walpole and it will be used in the Kenosha factory of that hustling corporation.

A New Unicycle.

The theory of a large unicycle of sufficient height to permit the rider to sit inside has been advanced a number of times on paper, but it has remained for L. W. Harper, of McHugh, Minnesota, to perfect the idea, and bring out a machine with the appearance of practicability. In the machine shown the center of weight comes well below the center of support, and thus makes the feat of balancing comparatively simple. Each turn of the pedals makes one turn of the wheel, the power being transmitted by a rod and beveled gear. The circumference of the wheel is 28 feet, making the distance traveled with each turn of the pedals about double that of the ordinary machine. The machine has been tested in Chicago, and gives every indication of success. It was made by the John Grant Co.



Recent Patents.

545,105. Tricycle; Frank E. Southard, Toledo, Ohio; filed April 12, 1894; serial number 507,254.

545,114. Bicycle tire; Frederick White, Boston, Mass., assignor to Edward S. Beach, same place, and Emerson W. Law, Cambridge, Mass.; filed June 12, 1894; renewed February 15, 1895; serial number 538,490.

545,118. Process and apparatus for vulcanizing air tubes for pneumatic tires; Ernest W. Young, Chicago, Ill., assignor to Morgan & Wright; filed January 22, 1895; serial number 535,759. (No model.)

545,148. Tire for velocipedes; Isaac Best, Lawrence, Mass.; filed January 17, 1895; serial number 535,220. (No model.)

545,212. Mud-guard for cycles; William H. Snow, Wirksworth, England; filed September 8, 1894; serial number 522,441. (No model.) Patented in England December 18, 1893, No. 24,346.

545,213. Sprocket chain and wheel; Erick J. Swedlung, Atwater, Minn.; filed June 1, 1894; serial number 513,131. (No model.)

545,214. Sprocket chain; Erick J. Swedlung, Atwater, Minn.; filed October 29, 1894; serial number 527,312. (No model.)

TRADE HAPPENINGS.

MINNEAPOLIS, MINN.—The Bicycle Keyless Lock Co. has been incorporated by J. A. Folsom, W. A. Chowan, and Chas. L. Wright. Capital stock, $25,000.

ROCHESTER, N. Y.—The Shone-Hanna Mfg. Co. has been incorporated by James W. Shone, Albert T. Bradley, Roswall J. Hanna, and Geo. McTaggert to manufacture bicycle sundries. Capital stock, $5,000.

CHICAGO, ILL.—The Eldorado Cycle Co. has been incorporated by Benj. F. Norris, Wm. McAllister, Thos. E. Fraher. Capital stock, $50,000.

POTTSTOWN, PA.—A. Metz and Harry Rogers, of Spring City, have formed a partnership for the manufacture of bicycles. The old plant of the American Wood Paper Co. is now being put in condition for their use.

NEW ORLEANS, LA.—Robert W. Abbott is organizing $100,000 company to establish a bicycle factory.

NASHVILLE, TENN.—Steps are being taken looking to the establishment of a bicycle factory.

LOCKPORT, N. Y.—Charles Whitcomb and other capitalists have erected a building on Locust Street, and will put in a large plant this autumn for a bicycle factory.

JACKSONVILLE, FLA.—Kingsley McCullam has opened a bicycle exchange at 319 Main Street.

CHICOPEE, MASS.—The Overman Wheel Co. announces its intention to commence the manufacture of bicycle, base-ball, track running, and all other shoes of light nature, as soon as it can get the machinery in position.

SPOKANE, WASH.—The Fred T. Merrill Cycle Co. has leased a three-story brick building, and will conduct a wholesale and retail bicycle business.

HAGERSTOWN, MD.—The Crawford Mfg. Co., R S. Crawford, president, will shortly increase working force from 700 hands to 1,000, when factory additions are completed. The company has recently distributed $10,000 among its employes out of the earnings of the past year.

HARTFORD, CONN.—The American Cycle Repair Co. has dissolved copartnership, E. A. Wheeler continuing the business under the same name.

TAXTON, ILL.—Mat Odell, bicycle repairing, store burned, covered by insurance.

INDIANAPOLIS, IND.—Aker & Lake, bicycles, reported dissolved, E. Aker continuing the business.

FRANKFORT, IND.—Fennell & Shaw, bicycles, have been succeeded by the Clinton Cycle Co.

DEFIANCE, OHIO.—The Defiance Bicycle Co. has been incorporated by Wilmer T. Clark, O. D. Severedge, H. P. Miller, John Spangle, D. F. Southworth, A. H. Wood John W. Childs, D. F. Enos, S. J. Wheeler, and Wm. J. Wheeler. Capital stock, $50,000.

PEORIA, ILL.—Luthy & Co., heretofore dealing in bicycles, are making arrangements to commence their manufacture, and will put in the machinery for the turning out of a high-grade wheel.

ELGIN, ILL.—The Elgin Sewing Machine & Bicycle Co. has been incorporated with a capital stock of $200,000, to succeed the Diamond Sewing Machine Co.

PEORIA, ILL.—F. F. Hide, bicycle manufacturer, is preparing to double his capacity.

RIVERSIDE, CAL.—The Riverside Cyclery, through Manager Scuhlman, is experimenting with a new tandem bicycle, and steps are likely to be taken looking to the establishment of a bicycle factory.

WORCESTER, MASS.—L. N. Alexander, bicycles, reported to have placed on record a chattel mortgage for $300.

TOLEDO, OHIO.—The Snell Cycle Fittings Co. has commenced the erection of two large additions to its plant, and will increase the working force from 400 skilled mechanics to 750.

WILLIAMSPORT, PA.—The Tivy Cycle Mfg. Co. has recently fitted up its factory with improved machinery.

POTTSTOWN, PA.—The Mayo-Damper Co. will commence the manufacture of bicycles in three grades, making a specialty of a high-grade wheel, to be known under the copyrighted name of Mayo. This company succeeds to the business of Mayo, Bechtel & Co. The incorporators of the new concern are J. T. Hills, R. A. Hatfield, and James Mayo.

ROCKSBOROUGH, N. C.—Lemkin & Long, hardware, bicycles, etc., are preparing to open new store. Propositions invited from manufacturers of bicycles and bicycle sundries.

MORGAN & WRIGHT WINNINGS.

HARRY C. TYLER, ON A UNION, won the half-mile professional at Manhattan Beach, from scratch; also quarter-mile and two-mile open, professional, at Coney Island. Tyler and Johnson were prominent features at the Toledo exposition. Tyler won the mile open from Johnson and Sange in 2:16½; also the mile handicap from scratch.

TOM COOPER, ON A MONARCH, won the open miles at Brantford, Stratford, and London, and first in the two-mile opens at Brantford and London; also the two mile open at Peterborough.

FRED LOUGHEAD, ON A STERLING, won the mile handicap, A, at Brantford, and the mile handicap, mile open, and quarter-mile open at Stratford, where he rode an exhibition paced mile in 1:59⅕. He won the quarter-mile open A, at London, and all Class A events at Peterborough, except the novice mile.

J. P. BLISS, ON A MONARCH, won the two-mile open at Stratford, and second in the two-mile open and half-mile handicap, at Brantford.

ANGUS MCLEOD, ON A BRANTFORD, rode an exhibition mile at London, Ont., in 2:05⅕. He won the half-mile handicap at Woodstock in 1:03 and was second in the mile open. He was second in the mile handicap at Toronto and won the mile handicap at Peterborough.

R. A. DALZELL, ON A SYRACUSE, broke world's record, one-mile novice, and Class A competition record, same distance, at Denver; also Class A competition record, half-mile, in 1:01⅘, when he won the half-mile state championship.

PAT O'CONNOR, ON A SYRACUSE, won the professional half-mile open in 1:10⅗ and second in the mile handicap at Toronto. He rode a quarter in :27⅗, world's professional record for four-lap track.

A. W. PORTER, wheel unknown, broke the world's professional record of 12:04, doing it in 11:50⅘, at Manhattan Beach. He also won the mile handicap in 2:03⅗.

C. R. COULTER, ON A FALCON, won the mile open at Woodstock, Ont., and third in mile open at London; also Canadian record for one-mile paced in 1:57⅘.

HARLEY DAVIDSON, ON A BRANTFORD, won a mile handicap from scratch at Yarmouth, Nova Scotia.

CHARLES HOFER, ON A SYRACUSE, won the three-quarter-mile open in 1:43, quarter-mile open, second in mile handicap, first in mile open, first in open half, 1:02½, and the three-quarter-mile open in 1:48—all at Independence, Ia.

MARSHALL WELLS, ON A BRANTFORD, won the mile handicaps at Stratford and Brantford, half-mile handicaps at Toronto and London, and mile open A, at Toronto.

A. E. YOUNG, ON A BRANTFORD, won the mile-handicap at Toronto, second in the mile handicap at London, and second in the handicap half at Peterborough.

C. F. WILLIAMS, wheel unknown, won the open quarter A and second in mile open A, at Brantford; first in the mile open and second in the open quarter at London, and second in the open A, at Toronto.

W. W. HAMILTON, ON A HUMBER, won the unpaced mile in 2:08⅖ at Denver.

J. S. BAILEY, wheel unknown, won the three-mile Nova Scotia championship at Yarmouth, in 8:52; also second in the open half and mile championships.

C. C. COLLINS, ON A SYRACUSE, won the half-mile and mile Colorado championships at Denver. He won the half in 1:01⅘, world's competition record, Class A.

A. M. CHANDLER, ON A SYRACUSE, won the Wisconsin mile championship.

W. DEVINE, ON A BRANTFORD, won the championship of London, Ont., and won the mile handicap, same place.

HAYMAN AND PIXLEY, wheel unknown, secured the half-mile Kansas tandem record; 1:01, at Topeka.

A. S. JOST, ON A BRANTFORD, won the Nova Scotia mile championship at Yarmouth, also first in the half-mile open and second in mile open.

P. W. KLINGER, wheel unknown, reduced Ohio mile record to 2:11 at Tiffin.

F. A. KELLAR, ON A SYRACUSE, won the mile handicap from scratch at Ridgway, Pa.; and rode an exhibition half in 1:03. He won everything at Tionesta, including county championship.

E. E. MOCKETT, wheel unknown, lowered the Nebraska quarter-mile record at Lincoln.

HYDE, ON A CLEVELAND, placed Utah half-mile record at 1:02, at Ogden. At Logan he won the half and mile open A.

O. L. STEVENS, ON A FOWLER, lowered Iowa quarter-mile record from :28⅕ to :23⅘, unpaced, flying start; also the half, standing start, from 1:04⅖ to :59 flat.

CHARLES E. MARSHALL, ON A FOWLER, lowered Iowa half-mile unpaced record from 1:05⅕ to :58⅖.

E. E. BOSCA, ON A SYRACUSE, won second in the quarter-mile eastern New York championship; also the open half (1:03⅕) at Canajoharie, and third in the open half and two-mile handicap at Schenectady.

ANDERSON AND BAINBRIDGE, ON A THISTLE, won second in the tandem miles at Toronto and Peterborough.

M. S. BLACK, ON A SYRACUSE, won the mile open, the five-mile county record race, and second in the two-mile special at Philadelphia.

H. E. CALDWELL, ON A KEATING, won time in the Exeter ten-mile road race at Dover, N. H.

H. D. ELKS, ON A SYRACUSE, won the mile handicap and quarter-mile open, and helped win the tandem mile at Glens Falls, N. Y.; also the open half at Troy, and the two-mile handicap from scratch at Sandy Hill, N. Y.

H. E. FREDERICKSON, ON A STERLING, won the three open events at Omaha, August 21, on an eight-lap board track. He is the Nebraska champion.

LEN E. LANGE, ON A FOWLER, won the two-mile lap race, second in the mile against time, and third in the mile open at Sycamore, Ill.

LUND AND VAN HERIK, ON A JUPITER, won second in the tandem miles at Brantford, Woodstock, Stratford, and London.

H. B. MCKELLAR, wheel unknown, won the open mile A, at Brantford; second in the open quarter at Stratford, and the open quarter and second in open mile A, at Toronto.

W. A. PIXLEY, wheel unknown, won two firsts and a second at Fremont, Neb.; a first and a third at Lincoln; one first, one second, and one third at Topeka, Kan.

A. H. STEWART, ON A THISTLE, won the boys' mile and the five-mile handicap at Sycamore, Ill.

F. BARON STOW, ON A SYRACUSE, won the mile open and two-mile handicap from scratch, at Bainbridge, N.Y.; the open half and two-mile handicap from scratch, also the open mile at Schenectady; also honors at Troy and Glens Falls.

A. B. STOWE, wheel unknown, won the B half, 1:05⅗; mile handicap, 2:00⅖; and two-mile handicap, 4:33⅗, at Denver.

B. F. SWANSON, wheel unknown, won the five-mile handicap and third in the three-mile handicap at Aurora, Ill.

R. D. UPTON, wheel unknown, won the two-mile open and five-mile open at Maquoketa, Ia., where he rode an exhibition half in 1:08; also firsts in mile, half-mile, and quarter-mile open at Morrison Ill.

M. M. KREUTZ AND T. R. PRESCOTT, ON SMALLEYS, won first and second time in the Phantom Wheel Club's ten-mile road race at Denver. Time, 27:40.

A CLEVELAND TANDEM, shod with M. & W. tires, broke the Utah unpaced half-mile tandem record at Ogden. Time, 1:01⅘.—[ADV.]

WANTED.

A tandem cheap for cash; must not weigh over 38 pounds. Address:
ALBERT BUCHNER. 457 Chestnut Street, Chicago, Ill.

WANTED.

A first class bicycle mechanic to take charge of a small factory; must thoroughly understand every detail of the business and know how to handle men; unexceptional references required; steady work and good wages.
MASON & MASON CO., 587 W. Madison Street, Chicago, Ill.

Fred W. Van Sicklen has connected himself with the Fowler Cycle Co., and is looking after the firm's advertising. The clever things in *Fowler Truth* of late are from the pen of Mr. Van Sicklen.

ENGLISH TRADE NOTES.

Export Trade Revived—A Comparison of English and American Wheels.

LONDON, Aug. 24.—The export trade seems to have revived with a vengeance during July, for from the returns now available we find that the total amount of cycle exports for that month reached a value of $711,770, which is very nearly up to the record for June last, and compares very favorably with the $509,315 recorded in July, 1894. July is a month when in previous years the trade has shown a general falling off, but last July has put a different complexion upon the outlook for the year's totals, which, as the amount for the first six months of the year was below that for the corresponding period of 1894, did not look over-promising.

The prospects of the Puncture-Proof Tire Co., Ltd., do not appear over-bright, judging by the reports of the annual general meeting which was held in London last week. No dividend will be paid, and the directors are asking for more capital, which is, to my way of thinking, a very bad sign. A committee of shareholders was appointed to meet the directors and discuss the question with a view of seeing what could be done to put the company on a better footing. Perhaps something may be arranged, but were I a shareholder I should feel inclined to put up with my present loss and not risk more. The fact is, it is about the hardest thing in the world to push a new tire in this country, so many have been brought out and proved failures.

Where the Weight Comes In.

The *Cyclist* this week has an able leader upon the weight question, in which a careful and accurate comparison is made between an English and American machine. Mr. Sturmey has gone into the matter with his usual thoroughness, and has taken both cycles to pieces and weighed their component parts separately, so that he is in a position to state exactly where any differences in weight come in. From his investigation it seems that the only saving is effected in the wheels, those of the American machine being some 2½ pounds lighter than the ones employed on the English cycle. The frame of the latter machine turns out to be slightly lighter than that of the American machine, while strength for strength comparison is also in favor of the home-made article. With regard to the wheels there can be no question that the weight is increased because riders here are wise enough to insist upon detachable tires, which necessarily demand the use of heavier rims. Single tube tires have been tried in England and found utterly wanting in wearing powers. Riders have, therefore, reverted to the detachable tire. Hence the slightly increased weight of English cycles. Gear-cases, moreover, are nearly universal in this country, and here again we have another reason for added weight. Perhaps, however, you may have some surprises for us at the shows, where, I hear, several American firms will be exhibiting.

New Kind of Record.

The Beeston Tire Co. does not seem to get on much. True it is running an advertisement to the effect that a trick rider rode up Westerham Hill backward, but the public evidently would rather hear of what the tire can do when it is propelled in the ordinary way. The company claim that the performance mentioned proves what the tire will stand, but I can not see where the trial comes in, as there can not be more strain upon a tire when ridden backward than when it is driven forward. Still one must have a record of some kind.

There is a rage for new patterns of saddles coming on. The latest thing in this way is the Sar saddle, which partakes somewhat of the nature of the old pan-seat and the modern saddle combined. I have not tried it, but it certainly appears to be more practical than some of the monstrosities in this line which were exhibited at the last shows. One thing is, however, evident, and that is that if the new type of saddle is to become general, the present vertical position over the pedals will have to be abandoned, and a return made to the backward position of last year. Personally I think that this would be a very good thing.

Cycling Paper Run by a Maker.

I am told, though at the present I have not been able to obtain any absolute verification of the story, that a certain cycling journal, which is not heard much of, is really the property of a well-known firm in the trade. If this is so we shall not know where we are shortly. Most of the English cycling papers are under the thumbs of their advertisers, but when a manufacturer takes to running what is supposed to be an independent journal for his own ends, things are getting lively indeed.

As I remarked last week, Humber & Co. are not going to employ any more makers' amateurs. Mr. Rucker has told *Wheeling* so, and *Wheeling* believes it; or at any rate pretends to do so. Good old *Wheeling*.

I hear that Mr. Sisley is about to start a new cycling magazine which will be published monthly. It is designed for riders of the better class, and information as to what "Tommie" Smith had for dinner at Ripley last Sunday will be kept out. If this and all the racing twaddle with which the cycling press disgusts its better class readers be carefully avoided, there is a prospect of success. If the new magazine really is run on improved lines, and is written so that it will be acceptable to the upper ten of cycling, it will be a valuable advertising medium for the trade.

The Cycle Components Co. has

Just Brought Out a New Ball Head

with an adjustment which can be operated without loosening the handle-bar.

A "Pointer" for Wheelmen.

New York Standard Watch Co.: SAN ANTONIO, TEXAS.

I thank you very much for your kindness and courtesy in replacing my damaged Cyclometer. *I have carried one of your Watches for over three years and it also has given perfect satisfaction.* Truly yours, E. T. CRAIG.

You who have had "perfect satisfaction" from the matchless "Standard" Cyclometer may rely on similar return of satisfaction when you come to carry The Best Watch in the World for the Money. Ask your jeweler to show you the dozen kinds, in various sizes, at prices that laugh at traditions.

The New York Standard Watch Co.

Mention The Bearings

This is an advance, as it is very tiresome to have to rearrange the height of the bar and place it at right angles to the wheel every time the head is adjusted. Yet this is what has had to be done so far, but the Cycle Components Co. has altered it by using a small bolt or dog dropping into notches in the edge of the adjusting ring, so that the latter may be moved in either direction by simply releasing the bolt, which does not alter the position of the handle-bar in the least. The matter is perhaps a trivial one, but it is the details which tell nowadays.

Apropos of the rumor that the trade is about to cease to employ any more professional amateurs I may remark that G. A. Paterson, who rode a machine by McClaren Bros. when he made his debut in the Putney twenty-four, is now riding a Swift. Perhaps *Wheeling* will interview R. L. Philpot regarding his views on the employment of amateurs.

WILL O' THE WISP.

MUNGER JOINS WORCESTER CYCLE MFG. CO.

"Birdie" Munger has severed his connection with the Munger Cycle Mfg. Co., of Indianapolis, having become largely interested in the Worcester Cycle Mfg. Co.

He will make Worcester his headquarters in order to give his undivided attention to the Munger Special, the '96 models of which have been appropriately described as "lulu birds."

Mr. Munger desires us to say that any correspondence sent to the Worcester Cycle Mfg. Co. at Worcester, Mass., or to the New York office at 55 Franklin Street, will receive prompt attention.

A Syracuse Day.

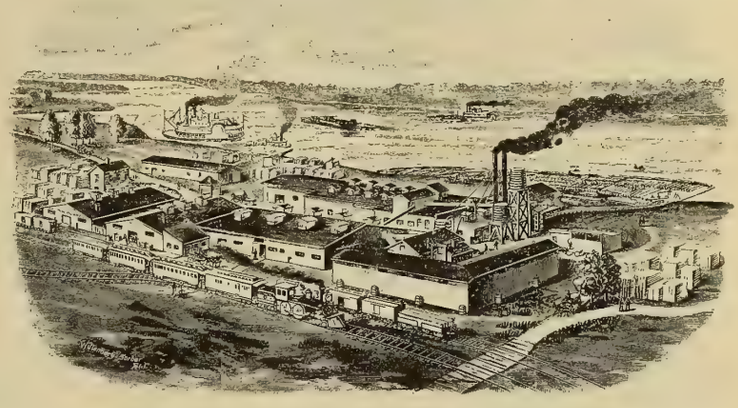
When R. A. Dalzell won the novice race at Denver in 2:05⅖ he broke the following records: Class A novice record of 2:11, held by Maurice Cook; the Class B novice record of 2:06⅗, held by H. Van Herik; the state competition record of 2:10, and the world's competitive Class A record of 2:05⅘ held by De Cardy. Dalzell rode a Syracuse. At the same race meet C. C. Collins, on a Syracuse, won the half and one-mile state championships. He rode the half in 1:01⅖, Class A competitive record. First place and time prize in the Globe twenty-five-mile road race at Buffalo were won on a Globe wheel.

Will Increase Its Output.

Starting out in a modest way the Hoffman Cycle Co., of Cleveland, has been quietly making a name for itself. This year it made but 1,500 wheels, but the machines met with such a good reception that the company feels that it has made a hit, and accordingly has made plans to build 6,000 $100 machines in 1896. A great many changes will be made in this year's model. Cotter pins will be abandoned and the wheels will have interchangeable sprockets. Barrel hubs and 1⅛ inch tubing will also be features. The weights will remain unchanged, and 1½ and 1⅝ tires will be used. Tandems will also be made. The Hoffman company will move into its new factory the middle of this month. The plant is 150x50 feet and three-stories high.

A FACTORY FOR ST. LOUIS.

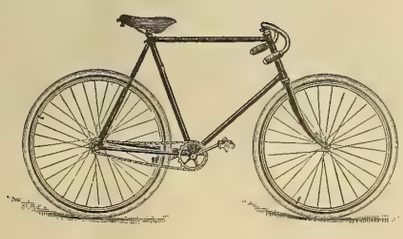
H. O. Nelson, of St. Louis, Mo., a large wholesale dealer in plumbers' supplies, is about to commence manufacturing bicycles. Machinery has already been procured and is in position at the factory at Leclaire, about



twenty miles from St. Louis. The first machines will be ready in about a month, and will be high grade in every particular and be built in several models. W. F. Weeland has charge of the bicycle department, and under his guidance it is thought that about 3,000 wheels will be made the first year.

At a meeting of the Shelby Cycle Mfg. Co. R. P. Gormully was elected president, T. B. Jeffery was elected vice-president, and A. W. Gump was elected treasurer and general manager. The work of the plant is progressing finely, and will soon be in operation.

THE TRIBUNE



THE WHEEL OF WHEELS.

Easy to Ride.

Easy to Sell.

Holds all American records from 100 miles to 24 hours.

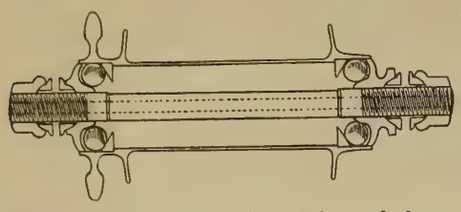
All orders can now be filled promptly. Write for catalogue. Apply for agency.

This is the bicycle that has the cycloidal sprocket.

The Black Mfg. Co. = = Erie, Pa.

SOMETHING NEW IN HUBS.

The hub shown in the cut is a production of the Aurora Automatic Machine Co., and is handled by the Parkhurst & Wilkinson Co. In addition to the fact that it is made of the finest procurable material, it has two distinct features that can not fail to be appreciated by manufacturers. The bearings are so constructed that the balls have but three points of contact, making, according to the claims of the patent, a material reduction in the friction. The other point is in the washers that fit on either side of the fork. Instead of the usual flat washer they are semi-spherical in shape, and, fitting as they do into the concave surface of the nut on one side and the cone on the other, form a ball and socket joint. The effect is readily perceptible. When the hub is fastened to the frame, if the forks are not absolutely true—and they rarely are—the difference is absorbed by the play in the washer and throws no binding strain on the bearings.



An Interesting Report.

The American Wheelmen's Protective Association, of Chicago, has issued its semi-annual report. The figures are interesting. The capital is $50,000.

Number of contracts issued to date (July 25, 1892)	4,678	
Receipts from contracts issued to date		$ 9,356 00
Received from interest on bonds		203 08
Received from registration fees on stolen wheels		255 00
Received from calls on stockholders		14,500 00
Total		$24,314 08
Cash balance in bank		$3,894 89
Due from agents on contracts issued in course of collection		2,282 40
Eight bonds Chicago Street Railroad Co		8,000 00
Eighty shares stock Chicago City Railroad Co		4,500 00
Eleven replaced bicycles		990 00
Two new bicycles at cost returned by members		130 00
Total		$19,797 29

An Expert on Steel.

The *Moniteur Scientifique* publishes an article by a metallurgist named Loemenherz upon the different colors of steel during heating. He deduces from his experiments the following rules and tables: First, if pieces of steel of the same shape, same hardness, and composition are heated the same colors will approximately be produced according to the length of time of heating. Second, articles of different shapes do not color the same. Some special experiments made show that the heating is not the same when the form varies; if the articles are arranged in such a manner that the heating is produced equally for the different shaped articles, the color produced will be the same. Third, the harder the steel the higher the temperature must be, all things being equal, to reach a certain color. Fourth, the composition of steel has a still greater influence upon the appearance of the different colors than the hardness of the metal.

Work of the Stearns Team.

The Stearns team has been doing excellent work on the circuit and a comparison of that team with others will prove interesting. Although individually the team has not won as many first places as some others, it has done splendid work, winning fourteen more places than any other team on the national circuit, while on the list of records it has made a better showing than all other teams put together. At present there is but one record below five miles held by the other teams, that being the paced mile, while the performances of the Stearns team have been: Quarter-mile tandem competition, :25; half-mile paced exhibition, :56; two-thirds-mile paced competition mile record, 1:25; one-mile handicap, 2:04; fastest two-mile lap race, 4:48; ten miles in 23:38 on a dirt track at Mt. Clemens, Mich., which is equal to 20:30 on a cement track, where the record of 20:58 was made.

High Gears the Fad in Syracuse.

The craze for high gears has struck Syracuse. A couple of weeks ago H. E. Maslin, of E. C. Stearns & Co., appeared on the boulevard with an 80-inch gear, and his slow and deliberate movements attracted universal attention. Mr. Maslin uses an 8-inch pedal, and in speaking of the adoption of higher gears said: "High gears will be the order next year. In my idea this conclusion is slowly being arrived at. I have given the matter considerable study, and with Mr. Stearns believe that higher gears with a greater length of crank will be much in vogue in '96. It is much easier to climb hills, while on the level the high gear clearly demonstrates its superiority over the low gear." William Van Wagoner, of the Barnes Cycle Co., declares that he will use a 112-inch gear for road racing next season, having an option on a small device he will not make public.

Of the new concerns that are starting, the Congress Cycling Co., of Hartford City, Ind., is pushing matters with a will. Machinery has been purchased that will enable the firm to produce 7,000 wheels and in view of the fact that contracts have already been made for a large number of wheels makes it more than probable that the firm's output will be limited only by the number of machines that can be turned out. The wheels will consist of the Senator, a 22½-pound wheel in three heights of frame and a ladies' wheel which will be called the Prairie Queen. Eighty-five dollars will be the list price.

HUMBERS AND CEMENT.

The International Wheel Co., of St. Louis, have completed arrangements whereby they will represent the Humber wheels in Missouri, and in all probability in the west. In addition to this they will manufacture the well-known brand of "Nox-all" cement, which as a wood rim cement has met with great success during the past year. It is offered in two, four, and six ounce cans for retail trade and in half-gallon, five-gallon, ten-gallon, and barrel lots to manufacturers. The company's address is 3,100 Olive Street.

A GOOD PACEMAKER.

Realizing the pleasure that is derived by a rider in knowing just how fast he can ride, the Victor Mfg. Co., of Detroit, is on the market with a new device that differs very materially from the pacemakers already on the market. The device is such that it can be set to any desired speed, and when that speed is attained a small bell rings. It is a novelty that is rapidly meeting with favor, as is its baby seat, which is also a novelty in its way



Persons & Muller Co. Move.

The Persons & Muller Co., of New York, has moved into a large new factory at 605-613 West 39th Street, where it will be possible to make any number of P. & M. saddles. One of the leaders for '96 will be an unbreakable 12-ounce road saddle for any angle or size post. A quantity of them will shortly be in the hands of the Manufacturers & Merchants Warehouse Co., of Chicago.

THE HENLEY FACTORY.

The accompanying illustration shows the large plant of M. C. Henley, at Richmond, Ind., where Henley bicycles are made. The picture does not do justice to the factory, as it is really two and one-half times as long as the front, although not shown in the photograph. Back of this big building are the engine and boiler rooms, warehouse, etc. Mr. Henley is counting on doing an immense business, and with such a large plant he ought to be able to fill all orders.



Muller & Co.'s Plans.

F. X. Muller & Co., of Buffalo, N. Y., makers of the Empire State 999, made 1,300 machines this year. So successful were they in disposing of their output that they have decided to turn out 6,000 next year. They will use 1⅛-inch tubing, all of the wheels being finished in maroon. Four models, including a ladies' wheel, will be made, the weights ranging from 18 to 24 pounds. The price will be $100 and $75. They will use a large crank bearing and barrel hubs.

An Excellent Suggestion.

The question of adopting a standard thread for valves and pump connections of pneumatic tires has been extensively agitated. This is a thing to be desired, and another which comes in the way of a suggestion from a manufacturer is, that a standard thread be adopted by all makers of pedals so that the manufacturer and dealer may fit any style of pedal that may be desired without the necessity that sometimes occurs, of changing cranks as well.

THE VERY SIGHT

of the 1896 model

WINDSOR BICYCLE

Will make the enthusiast's blood tingle with pleasure and fill his heart with the desire to own one. . . . . .

GLORIOUSLY FINISHED. SUPERBLY BUILT.

GRACEFULLY DESIGNED.

MARVELOUSLY LIGHT RUNNING.

Good solid firms can secure our line. Correspondence invited.

SIEG & WALPOLE MFG. CO.

KENOSHA, WIS.

STRAY.

Walter Heath, of the *American Wheelman*, is in Chicago.

G. A. Boyer, who for some time past has been traveling for the Black Mfg. Co. selling Tribunes, is no longer connected with that company. He will handle several lines of cycle sundries to the trade.

The Monarch Cycle Co. has hit upon a novel scheme for advertising its racing team. At every town the Monarch racing team visits, cakes of transparent soap with pictures of the Monarch stars in it are distributed at the different hotels.

Otto Ziegler is progressing with his broken arm as well as may be expected. He is the guest of Morgan & Wright in Chicago, being a personal protege of William Herrick. He will go to Louisville shortly and train for record work.

Hansen's performance of breaking all American records from fifteen to fifty miles speaks volumes for the wheel he rode—a Syracuse—as well as for himself. His fastest mile was the thirty-fourth, ridden in 2:16, which shows that he was in excellent form.

The Relay Mfg. Co. are already out with an advancd catalogue of their 1896 bicycles. Their factory is four times the size of the one used this season and the output will be increased accordingly. Relays will vary in weight from 20 to 27 pounds, and in price from $75 to $100.

J. W. Shone and R. J. Hanna, both formerly connected with the Hall-Shone Co., of Rochester, N. Y., will call upon the trade in the interests of Shone-Hanna Mfg. Co., which for the coming season has provided itself with facilities for manufacturing a high-grade line of bicycle mud-guards and a complete line of sundries.

G. E. Curtis, of Philadelphia, formerly of Bretz & Curtis, and recently with the Curtis-Childs Saddle Mfg. Co., has signed with the Toledo Mfg. Co., which will build ladies' wheels exclusively. Mr. Curtis will start with models, covering the whole of the west, and after he has completed his journey will attend to all the correspondence and act as assistant manager for the factory.

Even goats use Morgan & Wright tires. In the *Pittsburg Leader* goat races, which attracted nearly 50,000 people, "Black Bill," a goat from Houston, Tex., won the "championship of the world." Joe Patchen, the famous Texas horse, recently beat John R. Gentry at Chicago; sulkies shod with M. & W. tires were drawn by both horses.

The American Tin Plate Co., of Elwood, Ind., is making extensive additions to its already large plant, and next year will be able to turn out about five times its present output. It is adding quite a number of new machines to its repair shops, among which is a large upright drill made by the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio.

Dorntge and Penseyers Doing Well.

C. W. Dorntge, the ex-racing man, will soon start out on the road with samples of the '96 Globe and Mascot made by the Globe Cycle Works, of Buffalo. The new machines are beauties and a credit to their builders. They have a patent crank-hanger designed by Penseyers, which fills a long-felt want. Barrel hubs and 1⅛-inch tubing will be used. The prices will $100 and $80, and the weights from 18 to 24 pounds. The Globe Cycle Works made 3,500 machines this year, but in '96 the output will be increased to 5,000. Four models will be made.

New Kind of Chain.

The French Terrot chain is entirely different from other chains. It is claimed to do away with the inconveniences of ordinary chains, such as lengthening; exaggerated tension on account of the introduction of dust, mud, and water; the loss of power by friction, and finally the jumping off of the chain. In the Terrot machine the ordinary sprockets are replaced by pinions having rollers attached to one side that move exceedingly easy. The chain consists of little metallic pieces of a round bevel shape which slide over the rollers in place of hooking.

Garford Company Building An Addition.

The Garford Mfg. Co., of Elyria, Ohio, is building an addition to its old factory. The new building is 120x40 feet, giving the Garford company a plant 240x80 feet, and four stories high. The output of saddles this year footed up to 230,000. The figures look large, but notwithstanding this fact the company is preparing to make 400,000 next year. Several new patterns will be added. One of them is a light ladies' saddle, while another is a wire saddle on which the rear projections are done away with. Most of the old patterns have been improved. Two hundred men will be employed.

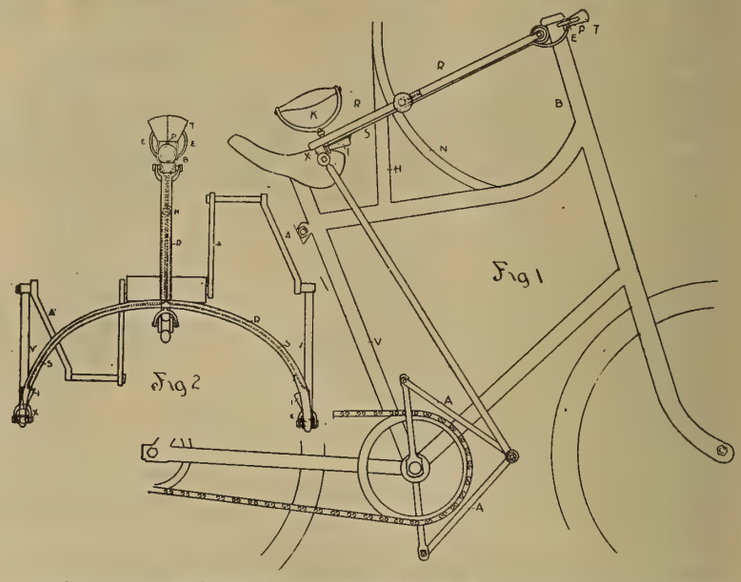
Has Lots of Tubing.

The Manufacturers & Merchants Warehouse Co., of Chicago, has secured the stocks of the Mannesmann, Climax, Paragon, Star, and some good French tubes. It will carry a large stock in its Chicago warehouse and have tubing available for October, November, December, and January delivery in any quantity. It is also covered by large contracts for spokes, nipples, forksides, forgings, and is pushing to the front a crucible steel casting for bottom brackets, seat post connections, etc., which it claims is superior to drop forging for these uses.

IT WILL REVOLUTIONIZE CYCLING.

For the 99,999th time cycling is going to be revolutionized. It is a Parisian this time who is going to accomplish the Herculean task. His name is Martin, and, recognizing the superiority of THE BEARINGS over all other American cycling journals, he has delegated to it the honor of exploiting to the American public his remarkable invention. The machine that is going to accomplish the revolution is propelled by hand and foot power and is steered by compressed and rarefied air. By the aid of the accompanying illustrations and a voluminous description the astute reader may be able to understand how the machine is operated.

Figure 1 shows a side view of the machine and Figure 2 a view from above. At the outer end of each pedal are attached "counter cranks" A and A'. To these counter cranks are attached rods, V and V'. In Figure 1 the left rod, V', is hidden by the right one, V. The upper ends of these two rods are attached by a flexible joint to the connections X and X' on the rod R. As shown in Figure 2, this rod R consists of two parts, one curved like



an ordinary handle-bar and one straight, leading to the head of the machine. Above the connections X and X' the grips K and K' are attached. The forward end of the rod R is attached to the top of the steering head B, which is longer than the ordinary steering head.

The machine is operated as follows: The wheelman sits in the saddle in the usual way, holding the grips K and K' in either hand. At each stroke of the pedals he pulls up on the grips, the power being exerted by the hands between the intervals of the power exerted by the feet, thus carrying the cranks across the dead centers. To prevent any deviation in the motion the curved rod N is attached to the frame and braced with the support H. The rod N guides the rod R.

As wonderful as the machine is, the most wonderful part is the steering apparatus. Attached to the connections X and X' are two air-chambers. The least turn of the grips K and K' compresses or rarefies the air in the air-chambers according to the direction in which they are turned. The air-chambers I and I' are connected by small tubes S and S' to a double air-chamber T, which is supported by two tubes E and E', which connect with the steering apparatus of the machine. To turn the front wheel the rider has but to turn the grips and the power of the compressed air on one side and of the rarefied air on the other side accomplish the task. It is all very simple, as can be readily seen.

The attachment may be applied to the ordinary pattern of bicycle or may be attached to tricycles, carrier machines, or, in fact, to almost anything. There is no doubt that the inventor has a fortune in his grasp. Who will be the American manufacturer to obtain the rights for this country?

Tribune Bicycle Trips.

The favor with which the bicycle trips printed in the Chicago Sunday *Tribune* during the past few months has been received has resulted in their reproduction in pamphlet form, and they are to be had at the book and bicycle stores. The trips are written from actual observations made along the routes described, by practical wheelmen, and are well written and accurate.

There are trips to the Wisconsin lakes, Milwaukee, Kankakee, Joliet, Maywood, Chicago Heights, around Chicago parks, and to other places which wheelmen delight to visit. All the bad places in the roads are described and located, and where it is possible to avoid them by going in other directions the route is given. Places where refreshments can be had are also clearly set forth, and if the wheelman has one of these books with him, he need never go astray.—[ADV.]

The Niagara Screw Co., of Buffalo, is well filled up with orders for bearings, parts, cones, hubs, axles, shafts, screws, nuts, etc. Its work is strictly high-grade and is recommended by the most prominent dealers.

2:01 2/5

ON AN UNBANKED TRACK

C. M. MURPHY AND HIS 22-LB. HUMBER

DO THE TRICK

AT MT. CLEMENS, MICH., AUGUST 22,

St. Louis, Mo., Aug. 24,
C. M. Murphy beat Cabanne,
Titus, and other cracks in the
mile open, time 2:14⅕;
also in the two-mile handicap
at Denver, Aug. 24,
Wm. Hamilton broke the
Class B unpaced competition
record in 2:08⅕ on a HUMBER.

HUMBER QUALITY

MEANS SPEED.

HUMBER & CO., AMERICA, LTD.

WESTBORO, MASS.

Mention The Bearings

THE SPEEDER CYCLE CO.

The plans of the Speeder Cycle Co., of Newcastle, Ind., will involve the transfer of the factory to Kansas City, where, with an addition of $30,000 to its capital stock, the manufacture of wheels under the firm's patents will be pushed. The success of the Speeder type of wheel during the past year has been marked, and the fact that a large number of concerns will add a changeable gear to their catalogued wheels shows what a hold the device has taken on popular fancy. A. L. Bowman, one of the stockholders, and the popular secretary of the company, has been in Kansas City for some time, and to his efforts can be credited the deal that will give Kansas City its first cycle factory. The plans for next year will include wheels with large tubing, and a complete line of wheels of the regular pattern, as well as the changeable gear device. The gear in question is a model of neatness, and adds less than a pound to the weight of the wheel. When the high gear is in use the cranks have the advantage of an additional two inches of leverage. The gear is regulated by a lever under the seat post, and can be operated at will regardless of the speed at which the machine is traveling. It can be fitted to any make of wheel.



The Speeder.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

WANTED.

A few BEARINGS of the issue of July 4, 1895, to complete some files. Any one having a paper of the above date which they are willing to dispose of, will please communicate with the business manager of this paper.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

THE LU-MI-NUM.

The St. Louis Refrigerator & Wooden Gutter Co., of St. Louis, are complacently awaiting the flood of orders which their success of this year is bound to bring. Plans are all completed for next year, involving a material increase in the capacity of the plant. Models for next year's wheels will be ready the 1st of October, and wheels may be had in quantity by December 15. Manager Conkling expresses more than pleasure in the outlook for Lu-mi-num wheels, and declares that converts to this type of machine are being made by every wheel sold. This year's experience has been practically free from annoyance arising from defects of any kind.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

THE MONON ROUTE TO THE G. A. R. ENCAMPMENT.

Are you going to Louisville to attend the twenty-ninth annual encampment of the G. A. R., September 11 to 14? The Monon route is the national official route, Chicago to Louisville, and the battlefield line from Louisville to the south.

Special accommodations will be provided for all those who attend.

In addition to the two regular trains daily (morning and evening), special trains will be run at such hours as will best accommodate the veterans, and special cars will be furnished posts of twenty-five or more members if so desired. Also special sleeping cars can be arranged for.

The fare from Chicago to Louisville will be $6 for the round trip, and from Louisville to Chattanooga $6.35 for the round trip.

Tickets will be limited a sufficient length of time to enable members of the G. A. R. to visit Chickamauga battlefield. The National Park at that place will be dedicated with imposing ceremonies after the encampment at Louisville.

For rates, special trains, special coaches, sleeping cars, and further information, address SIDNEY B. JONES, City Passenger Agent, 232 Clark Street, Chicago; L. E. SESSIONS, Traveling Passenger Agent, Minneapolis, Minn., or FRANK J. REED, General Passenger Agent, Chicago. 1

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season s better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

There's
NO TIME
like
The Present
to apply for the agency for the
ELMORE BICYCLES.

Dealers everywhere are "fixing up" for '96, and applications are coming in from all directions. Only one man or firm in a town can secure the agency, and he will be the best of those who apply. The Elmore is a known quantity and quality, and agents know that our discounts are such as make the agency a rich plum.

Don't
PUT OFF
until
Tomorrow
what
Should be Done
TODAY.

Apply now.

EDWIN OLIVER & CO.

PARK ROW, NEW YORK.

Mention The Bearings

POINTS OF CONTACT.

A French Scientist Explains Some Interesting Facts About Ball Bearings—A Good Rule.

The man who first applied ball bearings to bicycles made a great step in advance; nothing has come near it until the pneumatic tire appeared. The ball bearings take away 90 per cent of the friction and it takes 90 per cent less power to start machines furnished with ball bearings than for the others. The speed is also greatly increased; the cycle becomes really practical and can be said to have begun at that moment, says a French scientific journal. But the utility of these ball bearings, which make it so easy for the cyclist, is rarely understood by them. They do not understand the role played by these little highly tempered hard steel balls; they do not perceive that by their interposition the friction of the hub is changed into rolling friction and the power expended reduced; they do not see that

The Balls Act Like the Rollers Made of Wood

that the workman places under the block of stone which he pushes with a crowbar and which advances, thanks to the rolling of the wooden roller. The same thing takes place with ball bearings. Here the cone is the ground, the ball is the roller, and the cup is the stone block.

This comparison shows what advantages are derived from the use of balls. Imagine the stone block advancing on the surface of the ground without rollers. What an enormous power it takes to move it! But the ball bearings used in the first cycles were very imperfect. Like the wooden rollers spoken of above, the balls were not at first in the form of balls, but were cylinders. The walls of the cups and cones were parallel and the steel rollers touched each other.

This Caused a Great Deal of Trouble.

First the rollers touched each other, which caused an extra friction. Then after a certain wear the little steel cylinders had some play and did not place themselves normally, that is to say, parallel to each other, but crosswise, and therefore did not work properly. To prevent this trouble they had recourse to the balls. This change was made about the time that safeties first came into use. Then ball bearings became useful. However, they were still far from perfection. They experimented for some time; the balls were often changed in shape, but little by little they were improved.

Another question was discussed. Should the balls be of large diameter? This was debated for a long time, but notwithstanding the mechanical theory, which exacted large sized balls, the little ones were adopted, always

To Please the Public,

who demanded lightness. This is the reason the balls became so small and resembled seeds rather than nuts that were formerly used. But recently a tendency is shown to return to the larger balls. All these changes furnished precise data to the mechanic to establish fixed rules for the manufacture of ball bearings.

How many points of contact should there be between the balls, cups, and cones? Theory would indicate the smallest number possible. But it will be seen that it is not an advantage. All ball bearings may be ranged in three classes—two, three, and four points of contact. In the first of these the balls roll between two parallel planes. But they must run between these two planes, that is the reason why the cup and cones have a hollow form where the ball is found. These hollows can not completely fit the shape of the ball, or

Friction Would Inevitably be Produced.

It is necessary that each ball be left a little free; it then has play, which is a defect of the arrangement. In fact, the ball will not follow the path regularly that is traced for it, but under the effort of the weight forces itself into a narrower space between the cup and cone; it sticks and prevents smooth rolling, and wears the bearings. It is not until it has had a certain amount of wear that it will run perfectly. Theoretically the friction of two points of contact is the best, but it is not so practically.

In the second system, with three points of contact, the cup presents flat surfaces connected by a curve whose radius is inferior to that of the ball. The cone to the contrary has but one inclined surface.

There are Three Contacts,

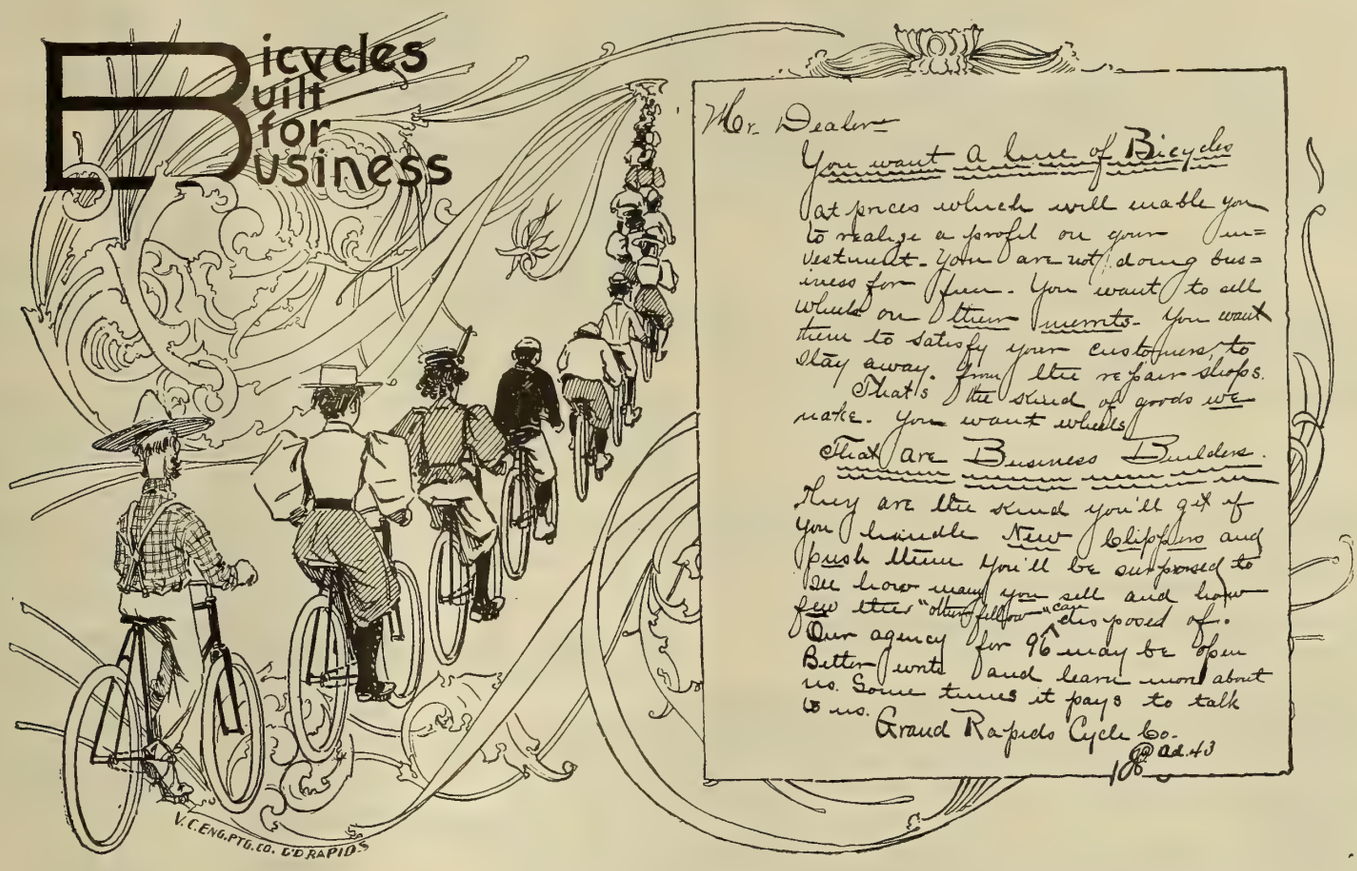
two upon the cup and one upon the cone. The friction is then less than the preceding one. But here the ball does not budge, it always follows the same line, and can not be stuck as in the other. This arrangement, however, diminishes the diameter of the balls still more, in fact, their diameter is the length of the perpendicular lowered to the point of contact upon the cone, upon the line joining the two points of contact upon the cup. But this is very slight.

Generally the surface of the cone is inclined to 45 degrees for the purpose of rendering the point of contact upon the cone equidistant with the two points upon the cup, if the two planes of the latter are at right angles. This inclination is a poor one, for

It Prevents in Part the Rolling,

and causes friction. We will give the law which regulates this inclination and which is established by experience and practice: "The straight line passing through the points of contact of the ball upon the cup, and the line tangent to the ball in its point of contact upon the cone, should be cut upon the central line of the axis at the same point."

It is necessary that the surface of the cone should be normal to the ball to give it the exact inclination of this tangent. Now, this inclination varies with the angle formed by the two planes of the cup and becomes as much less



Mention The Bearings

Bellis CYCLES

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Startling Beauties

ARE THE

Bellis CYCLES

ALL HIGH GRADES EXCELLED.

If you want good territory quick, address

BELLIS CYCLE CO.

OFFICE, 27 Ingalls Block,
FACTORY, 124-130 S. Pennsylvania St.,
INDIANAPOLIS, IND.

Bellis CYCLES

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Mention The Bearings

as this angle increases, but should always be determined by the rule given above.

The Third System of Ball Bearings,

with four points of contact, replaces the inclined surface of the cone by two surfaces forming an angle, as in the cup. This arrangement is not used for small bearings like those at the head.

The law which determines the angle that it is necessary to give to the surfaces is the same in this system as that cited above, with this difference—that the tangent should be straight passing through the points of contact of the ball and cone. It is to be remarked that the three-point contact constructed according to the rule given is probably the smoothest rolling that can be obtained.

Here are some formulas that will permit the calculation of

The Diameter of the Balls

to be used, the angle that the plane of inclination should have upon the cone, as well as the diameter of the circle of contact of the balls upon the cone. In these expressions, the letters represent the following: D is the diameter of the cups; d is the diameter of the balls; 1 is the space between the balls, and n is the number of balls that it is desired to use.

The diameter of the cups is obtained by the formula:

$$D=\frac{d+1}{\sin\frac{360}{2n}}+d$$

The angle A of the plane of inclination results from the following formula:

$$A=\sin-1\frac{D-d}{\sqrt{D^2+(D-d)^2}} \qquad \sin-1\frac{d}{\sqrt{D^2+(D-d)}}$$

Finally C, the diameter of the circle of contact, is given by:

$$C=\tfrac{1}{2}\,tq.\ A\ (D+\frac{d}{A})$$

These in a few words are the principal rules which should be observed in the construction of ball bearings. Their strict observation has produced those marvels of rolling which have enabled our racers to obtain a temporary velocity of thirty-seven miles per hour upon the track, and which has given to the excursionist the power to run over the roads of the universe with his own power.

R. L. Coleman, president of the Western Wheel Works, will celebrate his birthday on November 30 by entertaining all the wheelmen possible at a banquet to be given at the Atlanta (Ga.) exposition. Mr. Coleman will send out invitations to every wheelman in this and other countries and will provide enough to eat for from 1,000 to 10,000 cyclists. Mr. Coleman's announcement has set on foot a movement for a "wheelmen's day," and a two-day race meet on November 29 and 30 will be held.

The Sieg & Walpole Mfg. Co., of Chicago, has sold its Perfection repair outfits and sundries business to Smith, Lieb & Co.

Kolako is being used by a large number of Chicago riders, and they all speak well of it. One dealer states that he sells a great many boxes to ladies who, having used it once, invariably return the next week for more, bringing their friends with them. As advertising mediums they are A1. By the way, the proper pronunciation is Kola-ko, not Ko-lak-o, as many call it.

Indorsed and used by the leading cyclists of England and America.

TRADE **Kolako** MARK

Prevents Exhaustion. Sustains Strength. Accelerates Speed. Perfectly Harmless. No Subsequent Reaction.

A Kola Compound

From Mr. C. M. Fairchild, 334 Dearborn Street, Chicago, Secretary Century Road Club.

Mr. Fairchild has made more "centuries" than any other cyclist in the United States,

"I have made several tests of your Kola Compound, ***Kolako,*** and I find it very beneficial. It is certainly very strengthening and sustaining. I have given it to several weak riders making their first 'century,' with the most remarkable results, they finishing strong and in good condition, I shall certainly use it and advise others to."

From Miss Adaline Cole, 1839 Indiana Avenue, Chicago.

On Sunday, August 25, a friend and myself rode sixty-seven miles. I hadn't been on my wheel for two weeks. I used Kolako—one tablet every hour—and finished comparatively fresh. My friend, a young lady, did not use it and was laid up for two days from over-exhaustion. For the first time since riding I had no lameness the next day. It did not interfere with my digestion or was there any subsequent reaction. I am not a strong rider, having never ridden over forty miles before, and that only once and with considerable fatigue.

SAMPLE BOX POSTPAID 50 CENTS.

FORBES & CO., Ltd., 168 Adams St., Chicago

LONDON. NEW YORK. PHILADELPHIA.

MENTION THE BEARINGS

Representative Wanted in Every City.

WE PROTECT BICYCLES FROM THEFT.

Cost to Register, $1.00.

Annual Dues, $1.00.

ESPECIALLY GOOD OFFER.

Write for particulars.

American Wheelman's Protective Association,

Home Office, 1522 Marquette Building, Chicago, Ill.

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THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 7

CHICAGO, SEPTEMBER 12, 1895.

ON THE NATIONAL CIRCUIT.

Bald Still at the Top of the Thermometer—Cooper has Scored Most Points and is Second in the Thermometer—The Changes and Story of the Week.

Changes have been numerous in positions the past week, both in percentages and in points. Heat has been generated, and eruptions in the bulb have thrown Bliss up and dropped Louie Callahan. For the past two weeks Bliss has been steadily improving in form, and at every meet he has shown form only second to Cooper, his crackajack team mate. During the past week while Bliss climbed steadily up and out of the bulb, Cooper took strides toward the top, passing in his progress Titus, who was fourth; Cabanne third, and Murphy second. Cooper now holds second position. Bald, however, has gone higher, and Cooper still lacks 138 points of reaching him. He has advanced thirty-nine points within a week, riding at Rochester and Buffalo, and winning all three races in which he started. Bald has ridden at one national circuit meet, Waltham. His splendid wins at Meriden were not in the national circuit, and so do not figure in the thermometer.

Callahan's Showing.

Louis Callahan started in June, gaining second position at the outset. In his future races he held steadily to the front in all open races in which he rode, and fell from second to sixth position only, before he was taken sick in July and compelled to go home. Callahan was anxious to ride and in his weakened state made poor showing at Buffalo and Rochester. This was fully expected. He is now dropped into the bulb, and as he will be south in training for the western trip for the next two weeks, will remain below. Coulter has ridden twice or three times and has just held his nose outside the bulb. Kiser and Louis Callahan are team mates. Both are together and in his present form Kiser will leave his team mate very soon and emerge into sight. In

The Fight for Positions,

little Rigby, of Toledo, is becoming dangerous. The lad has been a member of the Cleveland team, a team in the C. O. P., but the past week he started east to try his speed with all the crackajacks at the Springfield meet. Rigby has shown himself far too good a rider to remain a guerrilla any longer. He is a speedy little man, a quick starter and game fighter from the word "go." He has been the only man the past week who was able to take up Cooper's sprint, as that speedy rider flew by the line. Rigby is anxious to show well and to graduate from the C. O. P. Sims drops back a few points this week and Maddox advances one position. Sims, by the way, won first place in a race this week,

His Initial National Circuit Win

for the season.

Changes in the thermometer will be numerous this week, with four of the most important days' racing of the year. Springfield will see many surprises. Cooper has one the best of Bald this week in points won, counting three for each win (Cooper has twenty-five, Bald twenty-two), two for second (Cooper has six, Bald eleven), one for third (Cooper has six, Bald four). When it is considered that Cooper entered the circuit at Steubenville July 25, and that Bald had two months start of him, the good work of Cooper may be appreciated.



TOM COOPER.

A table of points and percentages by teams is given this week. In the matter of points the Morgan & Wright team of ten men is leading, with the Columbia team of three men but twenty-two points behind. The Monarch team of two men has won for itself

The Proudest Record of the Season.

Cooper and Bliss have laid by 128 points in ten weeks of good hard work just nine points less than the Columbia team of three men have done in twice that time. To Bald, however, must be credited the fact that he has borne the burden of upholding the entire team for weeks at a time, and that of the 138 points won by the team, Bald has won ninety-two, a very much larger per cent than his just share.

Cabanne and Titus, the Spalding duo, in spite of hard luck—Cabanne's sickness, Titus' slow coming into form, and the interference of the St. Louis member of the Racing Board—have laid by the fifth largest number of points, 107. The four men on the Stearns team have run in hard luck with the exception of Kiser, who has

Advanced Steadily in Form.

Of the other three, Callahan has been sick six weeks, E. C. Johnson laid by six weeks with water on the kneecap, and now L. C. Johnson is at home with breaks innumerable in his collar-bone.

Of the Sterling team Brown only is left. The doctor is now able to bear the responsibility for he is right on edge and ready to win. Brown has never before been so slow in rounding into form, but he is coming round all right for the western trip, on which he will go, and by spending his winter in training keep in the form he has found so hard to attain. Maddox, team mate of Brown, is now laid on the shelf with a leg which might as well be broken as in its present bruised state. The percentages of the teams are figured in the same manner as individual percentages.

Interest in the western end of the circuit is increasing. Dealers and salesmen in that part of the country are clamoring for entries, and the result is that four of the big teams are all ready to go west, and there are the best of reasons for believing that there will be several other teams on the trip.

Individual Records.

The following table gives the number of points scored by each man on the national circuit, counting three points for each first, two for each second, and one for each third. This table does not deal with percentages, which are doubtless, a truer test of the real abilities of the men:

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Cooper	93	$2,953	Brown	33	$1,010
Bald	92	3,205	Coulter	30	860
Cabanne	59	2 345	Kiser	29	1,125
Murphy	53	1,753	MacDonald	24	657
Titus	48	1,874	McLeod	23	487
L. C. Johnson	46	1,640	Sims	22	675
Gardiner	44	1,745	Scott	18	504
Bliss	36	1,096	Rigby	16	546
Ziegler	35	1,170	Kennedy	16	325
Maddox	35	1,145	Helfert	15	485
Jenny	34	1,200	De Cardy	14	410

Team Records.

The following table shows the total number of starts of the members of

each team,the number of points scored by that team, and the team percentage. The percentage is figured from the position of each man in every nationol circuit race in which he has started:

TEAM.	NO. OF MEN.	NAMES OF MEN.	NO. OF STARTS.	NO. OF POINTS SCORED.	PERCENTAGE.
Humber	one	Murphy	33	53	722
Spalding	two	Cabanne, Titus	65	107	715
Monarch	two	Cooper, Bliss	62	129	662
Columbia	three	Bald, MacDonald, Sims	94	138	582
Cleveland	two	Bernhardt, Rigby	24	24	577
*M. & W.	ten	Gardiner, Ziegler, Coulter, Scott, De Cardy, Anderson, Bainbridge, Van Herik, Lund, Barnett	140	160	544
Stearns	four	Kiser, E. C. and L. C. Johnson, L. A. Callahan	94	97	501
Orient	one	Jenny	21	34	496
Sterling	two	Maddox, Brown	72	68	439
Globe	three	C. H. Callahan, Helfert, Leonert	13	28	368
Barnes	three	Allen, Barry, Fisher	33	20	366
Syracuse	three	Wells, Tyrrell, J. C. Coburn	10	20	328

*Only seven men figured in this table on M. & W. team.

Great interest is shown on the circuit in THE BEARINGS thermometer and tables of percentages, and the racing men declare that THE BEARINGS is the only cycle paper to correctly record their work. The publication of the thermometer has awakened a wonderful amount of rivalry and those who are still unrepresented in the tube are straining every nerve to make their appearance.—F. ED. SPOONER.

COOPER AGAIN.

BUFFALO, N. Y., Sept. 5.—The national circuit meet of the New York Division, held on the mile track in this city today, was a disgrace to the city of Buffalo and its cycling interests. It was the greatest frost of the season. The great grand stands were empty all the afternoon, not over a hundred people filling the stands. The Press Club on the previous Saturday had scored a failure, yet the meet was more of a success than the one today. The Ramblers' meeting on Labor Day, with Bald as a starter, was a pronounced success. Ten thousand people filled the stands. The professionals raced at this meeting. Half the profits (?) of the meet will go to the New York Division and half to the association of League members in Erie County. Good roads will not benefit by the meet of today. Tomorrow may tell a different story. The direct cause of the failure is said to have been too much racing, the city being unable to stand four days of racing in five.

The Race of the Day

was the mile open, best two in three heats, the final heat of which will be run tomorrow. This event had to be divided into two heats and a final, and a limit of 2:30 was placed on each. The first was as fine a race as one wants to see and was won by Cooper, with Coulter and Brown second and third, within inches of each other. The race was won in the last fifty yards, Coulter making the warmest fight he has made in some time. The time was 2:32⅖ and Referee Potter called it no race and no run-over, by which interpretation Cooper, Coulter, and Brown are closed out of the final tomorrow. There was a row when the second heat was won by Bliss in two-fifths of a second over time limit and allowed. The second heat, which thus became the final, was won in a pretty finish by Bliss, who was a narrow margin ahead of Rigby, with Brown a close third.

The finish of the day was that of the two-mile handicap in which Brown won by a close margin,with Leonert pushing him right to and across the tape, and Helfert as close a third,

All Three Men Struggling Gamely

for the last 100 yards. Positions were changed frequently in the stretch and not one of the three winners gave up the battle until the tape was crossed. The time was 4:34⅘. During the race the field closed in two sections and made a pretty contest. Louie Callahan paced the back-markmen to the bunch and they closed at about the mile and one-eighth. The effort which Callahan made was a good one but ruined his chances when the final rush came.

J. S. McFarland, a 50-yard man, rode well in the



five-mile handicap, Class A, going to the front just as the stretch was reached and winning in a drive from Williamson, of Niagara Falls, 160 yards, with Longenecker, 380 yards, third. The field included twenty-four of the best riders of this section.

Summaries.

One-mile novice.—Fred Nebrahs, first: Geo. H. Crane, second; Harry Knibbs, third. Time, 2:40.

One-mile, Erie County championship.—C. S. Werrick, first; John McFarland, second; W. F. Buse, third. Time, 2:23⅕.

One-mile open, Class B, best two in three heats.—First heat, race divided into heats and final; result, first heat over time limit of 2:30.—Cooper, first; Coulter, second; Brown, third. Time, 2:32⅖. Race called off with no run-over.

Second heat.—Bliss, first; Rigby, second; E. C. Johnson, third. Time, 2:30⅖; called a race although over limit also.

Two-mile state championship.—Werrick, first; H. G. Winter, second; McFarland, third. Time, 5:06⅖.

Two-mile handicap, Class B.—Brown, 50 yards, first; Leonert, 170 yards, second; Helfert, 140 yards, third; Eddy, 180 yards, fourth. Time, 4:34⅘.

Five-mile handicap, Class A.—McFarland, 50 yards, first; W. H. Williamson, 160 yards, second; A. L. Longenecker, 380 yards, third. Time, 12:16⅖.

SECOND DAY.

BUFFALO, N. Y., Sept. 6.—Tom Cooper, of the Monarch team, rode four times for his prize, but won it anyway. The mile open race was his by right of good riding at the meet of the New York Division, which closed today with about 1,000 people in attendance and with the second successful ascension of the Monarch balloon with the accompanying parachute drop of the man on a Monarch wheel. Chief Consul Potter reconsidered his decision when he found that he had made a mistake and misjudged the character of the mile open race, best two in three heats. Cooper, whose heat win of yesterday was thrown out and the riders with it, was allowed to start in the finals today. Three final events were run, the first being outside time limit. In the second and also in the final

Anderson Was Placed in to Pace,

and as usual did his work well, carrying the men to the fast time of 2:13⅖ in the first, and 2:16 in the second. A hard wind was blowing all day. Cooper gained the decision, but not without fighting, and as he rode for the $275 diamond no less than four times, his prize is dearly earned in these days so close to the Springfield meet. Bliss and Brown pressed the Monarch man close in the first heat and the second. Rigby worked his little sprint and closed in with Cooper, fighting all the way over the tape. The heat that was called off had Cooper, Rigby, and Bliss in the leading three positions, and was pronounced a great finish by all who saw it.

The Finish of the Day

was that of the five-mile handicap in which Helfert, when right on the tape, jumped several feet, and landed, according to good judges, on the outside, first, but C. H. Callahan was given the decision. Callahan, Leonert, and Helfert fought the entire last quarter like fiends, and ten yards from home were neck and neck. Callahan forged ahead, and had about a foot the best of Leonert, who was on the tape and coming finely when Helfert jumped, and the result was always in doubt, even after the judges rendered their decision.

In the Class A events Werrick fought every finish on both days, and today won the five-mile state championship by lengths, and the local championship by a narrower margin. Fred Loughead, of Sarnia, did not compete in the races, but broke the only record of the meeting, the quarter-mile paced, Class A, doing :30⅕. In the standing quarter, unpaced, he broke the state record, but not the world's, although several said that the timer bulled in taking the time by a full second or more, and this error would have given the man the record.

Summaries.

One-mile open, Class B, second heat. (First heat of yesterday finished Bliss, Brown, E. C. Johnson.)—Cooper, first; Bliss, second; Brown, third. Time, 2:13⅕.

Third heat and final.—Cooper, first; Rigby, second; Bliss, third. Time, 2:16. Brown, E. C. Johnson, and Randall also ran in order named. Result of heats, best two in three, Cooper, first; Bliss, second; Rigby, third.

Five-mile handicap, Class B.—C. H. Callahan, 150 yards, first; Leonert, 250 yards, second; Helfert, 200 yards, third. Time, 12:31⅘.

One-mile city championship.—Werrick, first; Bruner, second; Longenecker, third. Time, 2:18⅗.

Five-mile state championship.—Werrick, first; McFarland, second; F. F. Goodman, third. Time, 14:07.

HARTFORD HOLDS A POOR MEET.

HARTFORD, CONN., Sept. 9.—When coming to Hartford it was confidently expected by all of the circuit chasers that a model meet, run in a model manner, would be seen. The Hartford Wheel Club had a reputation for running meets, but today's meet in the national circuit was painfully ragged and was far from the standard. The events dragged and a programme that in many other cities, less experienced, would have been run off in half the time, took from 1 o'clock to darkness, and then the public left the track and grounds without the results of the road race, in which sixty-six men started. But it was in track events that much was expected. Nearly all the best men were present to take part, and a line was sought on the events to come in the next three days. Cooper was nervous and the quadruplet pacing was far from what is wanted to make a fair race. Murphy was off and said so before the races.

Mile Open a Farce.

For the final of the mile open Bald, Titus, Cabanne, Brown, Murphy, MacDonald, Bliss, Cooper, and Helfert faced the starter in the order named from the pole, comprising all of the good men present and lacking only Gardiner, Coulter, and one or two others to make it a championship for sure. The pacemaking was done by the quad, on which were mounted McDuffie, Butler, Hagerty, and Pierce in order named. This is the team selected to pace Windle in his attempts for the records this fall and was too fast for the men. The men dropped off steadily until at the five-eighths but two men were left of the nine starters. Murphy won the quad at the start,

Jumping the Gun for a Length,

and beating Bald, who was content to fall in behind. Cooper went up past the quad followed by Cabanne, but the two were not able to obtain the position. Finally Murphy dropped the quad and Bald and he made the run alone for a ways, the quad finally dropping back to them and bringing them around the last turn. Bald seemingly had no difficulty in running away from Murphy fifty yards from home. Of the back-mark men Cabanne, Cooper, and Bliss fought it out and finished in the order named about 100 yards back of the two leaders. The time was 2:09⅗. The quarter was reached in :32⅖, the half in 1:01⅗, and the three-quarters in 1:32.

Bliss rode finely in the half-mile and proved a winner, although Cabanne made one of his phenomenal jumps and came up on the midget like a whirlwind, taking the second position.

Neither of the Handicaps were of Much Account,

the limit men and long markers in the mile going away and winning in a warm fight in which Lonnie Warren demonstrated that his foot has entirely recovered by warmly opposing Brandt, another man who has been a cripple all the season. Warren could not hold the sprint, and had to give up, not a length from the tape.

The half-mile handicap was an awful muddle, a man falling in the large field at the start. The starter called the men back, but some of them did not hear and went ahead, Jenny, Sims, and Anderson making a hard finish in the order named. Jenny fought against going back and carried the day, as there had been no provision made to call the men back by placing a man with a flag at the limit. Some of the others who had come back when called were just a little disgusted, but made no kick.



Summaries.

One-mile open, Class A, final heat.—Newton, first; Loughead, second; Pierce, third, Time. 2:05⅗. State record.

One-mile open, Class B, final heat.—Bald, first; Murphy, second; Cabanne, third; Cooper, fourth; Bliss, fifth. Time, 2:09⅗.

Two-mile handicap, Class A.—J. F. Conlin, 120 yards, first: R. M. Alexander, 120 yards, second; J., J. Adams, 80 yards, third: L. W. Sullivan, 170 yards, fourth. Time, 4:38⅖.

Half-mile open, Class B, final heat.—Bliss, first; Cabanne, second; MacDonald, third; Wells, fourth; Murphy, fifth; Cooper, sixth. Time, 1:03⅖.

One-mile championship of Connecticut.—Newton, of Stafford Springs, defeated Hoyt, of Bridgeport. Time, 2:08⅖.

Half-mile handicap, Class B.—Jenny, 20 yards, first; Sims, 20 yards, second; Anderson, 40 yards, third. Time, 1:01⅘.

One-mile handicap, Class B.—Brandt, 140 yards, first; Warren, 100 yards, second; Sidney Harvey, 175 yards, third. Time, 2:14⅕.

One-mile handicap, Class A.—J. T. Kelleher, 50 yards, first; A. H. Davey, 50 yards second; W. E. Tenzler, 60 yards, third. Time, 2:16⅕.

BALD AGAIN TO THE FRONT.

MERIDEN, CONN., Sept. 7.—In Meridan, the home of Dan Canary, the famous trick rider in olden days, a tournament was held today that would have been a credit to the national circuit. The cracks in training at Springfield and some of those who came from Rochester were present and some game fighting was seen, giving a line on the races at Springfield that was not to be overlooked. Cooper was not present, neither was Gardiner, but Cabanne and Bald met twice and Bald won, although the wins were matters of inches only and not of sufficient distance to throw Cabanne out of any chance with the great Cannon Bald by any means.

In all of the races today a new element entered in the person of little Earl Kiser, of the Stearns team, who displayed surprising form for

A New Man Among the Top Notchers.

In the mile open he pulled Cabanne and Bald the entire last quarter and even then neither could beat the lad out over a foot, and barely six inches separated Cabanne and the lad as the tape was crossed.

The track was of red clay and had a cinder surface near the pole. It was fast, and as the wind was light good contests were seen. In the mile handicap Cabanne went from scratch to the second position, Kiser winning in 2:13⅕, the time of Kiser being a fifth of a second faster from the forty-yard mark. Bald rode an exhibition mile in 2:05⅖, breaking the state record of 2:09. He was paced by Van Herik and Lund.

In the A races F. C. Hoyt, from scratch, in a heat of the mile handicap, rode to winning position in the good time of 2:16⅕, and

Won the Final of the Same Race from Scratch.

The half-mile open, Class A, was a good win for Joe Harrison, of Asbury Park, Hoyt being closed out in a heat.

The half-mile open today had Cabanne on the pole, Wettergreen, Allen, G. C. Smith, Jenny, Sims, Miller, Brandt, Coulter, Bald, and Kiser in order named. Kiser ran down along the outside until a chance came, when he cut to the pole and the smooth strip. Cabanne got into the bunch, but worked out nicely, while Bald lay quiet on the outside with an excellent position to jump. Coulter started and Cabanne followed. Bald came round the last turn, and with a clever jump was leading a few inches. Cabanne fought hard, and they crossed the tape a foot apart, with Jenny in good position and third. The time was 1:10, without pacemakers.

Cabanne, Kiser, Wettergreen, Allen, Jenny, Bald, and Miller started in the mile. Kiser won the rush for the tandem, and Cabanne, Bald, Jenny, Miller, Allen, and Wettergreen followed. The latter tried to run up past the field at the half, but dropped back and out. As the tandem dropped Kiser made a good jump and Cabanne followed gaining a length on Bald, who at once started to make up the distance. Cabanne had the chance to sprint away from the duke but did not avail himself of it, and the two passed around Kiser, Cabanne on the pole and Bald outside, about 100 yards from home. With their chances even, Kiser swerved and Cabanne was forced to jump to one side. The advantage was given to Bald and the two crossed the tape six inches apart with Kiser between them and a foot back of the winner. The time was 2:07⅖.

Summaries.

Half-mile open, Class B, eleven starters.—Bald, first; Cabanne, second; Jenny, third; Kiser fourth. Time, 1:10. Sims, Coulter, Wettergreen, Miller, Brandt, G. C. Smith, and Allen also ran in order named.

One-mile 2:50 class, Class A, final heat.—W. G. Barker, first; G. B. Cobb, Jr., second; A. M. Curtis, third; Fred Rees, fourth. Time, 2:51⅖.

One-mile handicap, Class A, final heat.—Hoyt, scratch, first; C. J. Guy, 50 yards, second; John J. Adams, 40 yards, third. Time, 2:21⅗.

One-mile open, Class B.—Bald, first; Cabanne, second; Kiser, third. Time, 2:07⅖. Jenny, Allen, Miller, and Wettergreen also ran in order named.

Half-mile open, Class A.—Joe Harrison, first; Bert Ripley, second; H. C. Kite, third; W. G. Barker, fourth. Time, 1:16⅘.

Two-mile team race.—Harlem Wheelmen, first; Riverside Wheelmen, second. Time, 4:44.

One-mile handicap, Class B.—Kiser, 40 yards, first; Cabanne, scratch, second; Allen 40 yards, third. Time, 2:13.

BIG CENTURY RUN OF THE QUAKERS.

PHILADELPHIA, PA., Sept. 9.—The third annual century run of the Time Wheelmen between this city and Wilmington, Del., came off last Monday, and proved more successful than any previous run. Over 400 riders from this and other cities started in the two classes, one for "scorchers" and the other for "slow riders." The day could not have been better for a long run, being cool and pleasant, while the roads were all that could be desired. For the third time the Time Wheelmen won first prize—the George W. Childs cup; sixty-three out of the seventy members starting finished the entire distance. The Wilmington Wheel Club won three prizes for having the second largest number of survivors, the largest number of survivors in the "slow" class, and the largest number of any out-of-town club. Out of 400 starters about 340 will receive survivors' medals. The only serious accident of the day occurred just outside of the city on the return trip, when Thomas Worth, of Trenton, N. J., was run into by another rider and had three ribs broken.

SUSPENSIONS OF CABANNE, ET AL., RAISED.

PHILADELPHIA, PA., Sept. 7.—Chairman Gideon has raised the suspension placed on Cabanne, Titus, and Murphy, so that the three riders can compete at Springfield. He added a proviso, however, by which the men will be forced to return any prizes won, if the charges against them are proven.

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GEO. K. BARRETT, EDITOR.

CYCLIST VERSUS POLICEMAN.

The constable in a village through which wheelmen are accustomed to scorch, threatens to stop the practice by putting obstructions in the road. We would recommend him to consider the remarks made by a magistrate some years ago when a policeman was on trial for throwing a cyclist in attempting to stop him for fast riding. The policeman and his witnesses proved conclusively that the rider was traveling at least forty miles an hour, while the wheelman and his friends proved quite as conclusively that he was not going above a four-mile-an-hour gait. In summing up the judge said that the speed at which the cyclist was traveling had nothing to do with the case except that the faster he was going the more culpable the policeman was in throwing him, as the danger from a fall at a high rate of speed was far greater than at a slow rate. He added that if the policeman could not stop the wheelman without throwing him, it was his place to swear out a warrant and arrest him at some other time, and that the fact that the wheelman was committing misdemeanor was no excuse for the policeman committing a crime. A verdict was found in favor of the wheelman.

WHAT MAKES SUCCESS.

It would seem that, with the interest that has been awakened in cycling throughout the length and breadth of this country that it would be an easy thing to make a success—a financial success—of a meet in almost any city. It would seem that the greatest difficulty would be to get the entries of the crackajack racing men and that, after they were secured, the rest would be clear sailing. This, alas, is not the case, as many confident race promoters all over the country have learned to their sorrow. An early application for a circuit date from a city of considerable size is almost sufficient to secure the date and the securing of a circuit date is an assurance of at least a fair attendance of good racing talent. The makers see to it that their teams attend the meets whether the men themselves like it or not.

Of course the weather has a great deal to do with the attendance, and it is always a chance whether the weather will be favorable or not, a chance that race promoters must risk. Aside from this the promoters have all the responsibility of making the meet a success or failure. If races have been given in the town before the fact will influence the attendance to a degree, but not a great one. Men who are thoroughly acquainted with racing, and who have had experience at the game, should be selected to officiate. The positions of clerk of the course, starter, and referee are the most important, ranking in the order named. Every precaution should be taken to prevent accidents, the chief among which is that the track and grounds should be kept clear of all but officials and the competitors in the race actually in progress. If the meet lasts two or more days the track management will, in a large degree, influence the attendance of the following day.

So much for the management of the meet. Considerable depends on the makup of the programme. There is not much latitude in this particular, and changes from the stereotyped form can not be made in more than two events, without danger to the entire programme. If the promoters are ingenious enough to devise something in the way of a novelty for the crackajacks it will prove a drawing card, as will a race which will awaken local rivalry between clubs or individual riders. The most important part of the meet from a financial standpoint, however, is the manner in which it is advertised. A moderate sum spent for "paper," that is lithographs and printing, will cover all the desirable bill-boards in town. In addition to this attractive advertising in the shape of small cards or lithographs should be gotten out for use in windows. Men can be found in every city that make a business of attending to this kind of work and can do it to the best advantage. Small advertisements in the daily papers on the Sunday preceding and on the days of the meet are worth much more than they cost. The cheapest and best advertising, however, is that that is gotten in the columns of the daily papers in the way of news. In almost every city there are press agents who make it their business to attend to things of this nature. It will be found a paying investment to employ such a man. He will see that the maximum amount of matter is gotten into, not one paper, but all. He will not allow one paper to take offence because it has not been treated as well in the matter of being given news as another. To this man should be given all the matter that is to be given to the public.

Attend to these matters and the meet will be a success; neglect them and it is almost sure to be a failure.

Chicago's latest product—bicycle meat.

It is a poor hardware or carriage paper that does not now have its bicycle department.

It is currently reported that the *L. A. W. Bulletin* is to be rechristened the *Magazine of Verse.*

"What's the trouble?" spoke the rim to the hub.
"Oh, nothing!—the chain's tight again."

"The Study of the Corset from the Point of View of Cycling" is the latest learned dissertation to which the world of wheels has been treated.

We are informed that G. Pembroke Coleman, one of England's official timers, has held a watch nineteen years. We should think that he would be frightfully tired.

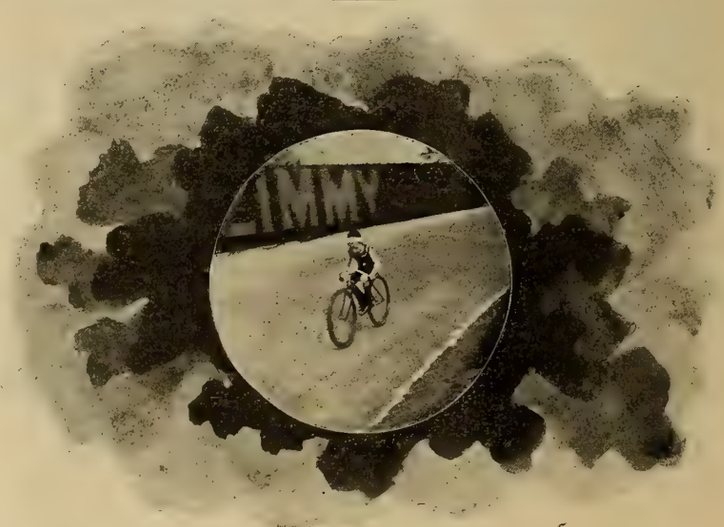
A precedent has been established whereby those pleasure resorts that make a practice of checking bicycles for their patrons can be held financially responsible for them.

One of our contemporaries unblushingly rehashes a recent editorial in THE BEARINGS in which the similarity of horse and bicycle stealing is pointed out and in which there is a call for the more severe punishment of bicycle thieves.

An English contemporary can not resist expressing its admiration for the bravery that prompts a pedestrian on a dark night to walk along the middle of a dark road straight at an approaching bicycle lantern, and adds that it is such men that have made England what she is. We have always wondered what it was.

The Chicago Telephone Co. has announced that it will no longer allow the telephone girls to perform their duties while clad in bloomers. We presume that this is in aquiescence to a general demand from the more bashful of the patrons of the company, who would blush at the idea of yelling "Hello" to a girl in bloomers.

Old England must be a favored country. We glean the fact from one of our exchanges, that, when tandem chains give out in that country, it is almost invariably the front chain that breaks. Would that it were so here. At a pinch one rider can pedal for the pair, if the rear chain is intact. In this less favored land it is always the rear chain that gives out.



From far Australia comes a sigh for the prizes which are hung up for road racers in this country, and a mild remonstrance that such prizes should be offered for such paltry distances as ten and twenty-five miles. In the land of the kangaroo, riders are glad to ride century races for prizes of less value than those offered in club events in this country. Australia is pre-eminently a land of professionalism, and yet who shall say that professional rules and amateur spirit are incompatible?

Add another to the list. What with the announcements of the falling off of the business of liverymen, carriage builders, tobacconists, and a host of other tradesmen for which the bicycle is held responsible, it would seem that the bicycle had sins enough to answer for. But now a paper comes out with the announcement that the business of jewelers is also suffering. The once popular custom of presenting the youth in his latter teens with a watch has given place to that of giving him a bicycle.

And once more has a Chicagoan gone after that Chicago-New York record. This time it is R. P. Searle and from the reports received of his progress up to the time of going to press it is almost certain that he will accomplish the feat and cut the record so badly that it will be many a long day before it is again broken. And this reminds us. Why are there no riders at the other end of the line who are equal to the task of making the thousand-mile ride in something like fast time? The course first made famous by THE BEARINGS' great relay ride has been made more famous by the rides of Searle, Wolfe, and Smith—all Chicagoans. Are there no long-distance road riders in the east?

And so they thought that it would be a really nice plan to arrange a little pot hunt and divide the prizes among them, did Titus, Cabanne, and Murphy. And what do they think now? They are neither A's, B's, nor professionals, but simply wandering nomads on the (to them) desert of cycle racing. The argument has often been advanced that if the L. A. W. undertook to control professionalism there would be fake races and that then cycle racing would fall into disrepute. What will those who advanced this argument say in the present case? Had the men been professionals they would have been disqualified just as promptly as they were from Class B.

But They're In Class B Now.

W. C. Schrader, of Milwaukee, won twenty-seven firsts, ten seconds, and three thirds between June 6 and September 2. He holds the following Wisconsin competition records: One-mile standing start, 2:12; two-mile standing start, 4:25; five-mile standing start, 11:22½. He also holds the half and five-mile state championships. He rides an Andrae. A. F. Bingenheimer, two-mile state champion, has won thirteen firsts and twenty seconds. He also rides an Andrae.

Riley, on a Bicycle.

James Whitcomb Riley has taken to the bicycle. We may soon expect a poem in this vein:

Now, this is what I like,
A-scootin' through the country a-straddle of a bike.
Oh, ain't it real pleasant a-dodgin' mud and rock,
When the frost is on the pumpkin and the fodder's in the shock.

—*Freeport Democrat.*

The Omnium Club, of Paris, which corresponds to the Trafalgar Club of London, and the Michaux Club, of New York, has made a rule which allows its amateur members to race against professionals, but provides that they may only receive diplomas and medals for prizes. If they are in the cycle trade they are forbidden to use machines built by the house in which they are employed; if they are not in the cycle trade they must scratch the name off the machine, and in case the builder uses their names as an advertisement they must change machines at the first request of the racing committee.



No man can take defeat more gracefully than does Eddie Bald, the Chesterfield of American racing. Bald says: "Well, we can not all win, and sometimes a step backward must be taken."

Thus far one can count the quarter-mile races that have been run on the national circuit on less than the fingers of one hand. The reason for this is not known, as a quarter-mile contest between good men is oftentimes a hair-raising finish and very exciting.

Syracuse will give a meet September 16 for sweet charity's sake. The proceeds will be turned over to two charitable institutions. It is expected that $10,000 will be cleared. The racing men will donate their services, riding for ribbons. Johnson, the Stearns and Syracuse teams will be in attendance.

INTERCLUB ROAD RACES.

The Clubs on the Northwest Side of Chicago to Compete for a Cup—Last Saturday's Road Races.

Interclub road races are to be inaugurated in Chicago, the incentive being a $150 silver trophy offered as a prize to the Vikings by Nels Juul, president of the Norwegian Singing Society of America, but by the sportsmanlike spirit and generosity of that club offered in competition to all the clubs of the northwest section of the city, with the consent of Mr. Juul. Thus the Vikings, the Columbia Wheelmen, the Æolus, the West Sides, the Irving Parks, the Clover Leafs, the Garlands, and the Norwegian Turners will all be eligible for competition. The event will be run as a team race, each club starting five men whose times will be added together and an average struck, the prize being awarded to the club making the best average time over a probable ten-mile course. There are eight clubs eligible to competition, so eight heats will be required to decide the contest; and as the trophy must be won three times before it becomes the property of any club, it will be seen that a long series of interesting races is called for.

Representatives from a number of the Northwest Side club teams met September 2 and organized the Northwest Side Cycling Club Team Association, whose object is to further the interests of cycling, especially racing, in that part of the town. It is stated that one of the main objects is to promote the amateur and sportsmanlike spirit in racing by barring all trade clubs from the organization, a provision being incorporated in the constitution to that effect. Class A riders only will be permitted to enter the races held under the auspices of the association.

Bicker's Fast Ten Miles.

In the annual ten-mile road race of the South Side C. C., run over the South Side course Saturday afternoon, R. P. Rice's record, made two weeks ago, was lowered to 23:53 by G. E. Bicker, who was penalized one minute. Loos, scratch, won time prize in 24:05, Bicker having failed to make up his penalty. Loos finished in third place and Bicker in the seventeenth. A. R. Nickell, with six minutes handicap, was the first man to cross the tape, his time being 27:52. The race was a fast one from beginning to end and was witnessed by the largest crowd that ever gathered along the course to see a bicycle race. Only one accident occurred to mar the race, and that was the fall of B. Dummitt, in which he hurt his arm severely, without breaking it, however.

Hoeft Wins the Keats Cup.

The Æolus Cycling Club ran its final ten-mile race for the Keats cup on the Garfield Park loop Sunday morning, starting at 7:30. Theodore Solum, who started scratch, rode the distance in 24:55⅕. W. E. Hoeft, with a thirty-seconds handicap, finished first in 25:25, scarcely a foot and a half ahead of Solum, and took the prize. Solum overtook him in the seventh mile, but could not beat him out in the sprint. The cup is the present of Ald. James Keats, whose little granddaughter, Hazel Kiest, decorated the winner with the club's colors.

Charles Miller, of the Thistle Cycling Club, made an effort Saturday afternoon on the Garfield Park loop to lower John Lawson's twenty-five-mile record. He was paced by five different tandem teams, and finished the twenty-five miles in :59:11, and then added 400 yards to them during the forty-nine seconds required to complete the hour.

The Ten-Mile Championship of the Lake View Cycling Club

was won by J. V. Martinson, with a handicap of 3:30. The time prize was secured in 22:40 by C. Gruis, with C. A. Wescott a close second, both being scratch men. H. M. Wheeler took second place, and E. T. Kien, third. F. W. Guhl was thrown from his machine by a man-hole cover and severely cut about the head. The course measures a little over nine miles.

In the Monitor Cycling Club's race over the Lake View course, E. Lindquist, starting from scratch, secured time in 11:37⅖, but failed in his attempt to lower the record, which stands at 11:21. N. G. Nelson, with one minute handicap, finished first in 12:45, and V. Hansen, with a handicap of 1:15, came in second.

Simkin Didn't Win Time.

The Lake View course was also selected by the Calumet Cycling Club for a five-mile race. C. H. Semple started on scratch and won time in 11:35⅕, also taking second place. W. Simkin took second time in 11:45⅕, from scratch. J. Lyons finished first from the 3:30 mark, having taken two previous club races. His time was 14:29. A. Knudson finished third in 13:47.

The Morgan & Wright Cycling Club's second five-mile road race of the season was held on the Oak Park course Saturday afternoon. N. Feltis won the race in 13:44, starting from the 2:30 mark. Joe Skelton took the time prize from scratch in 12:41½, with Fred Weage second, and Fred Rau third in 12:44 and 12:45, respectively. Pacemaking was not allowed and the strong wind interfered and made the time slower than it would have been otherwise.

Walter Bartlett won the final race of the series held by the Evanston Boat Club over their 6½-mile course. He started from scratch and rode the distance in 19:28. Harvey Green, also from scratch, was on the way 21:15.

Bensinger is Mad.

M. Bensinger, well known in the billiard world, rides a bicycle and he thinks that he can ride it better than the average man. Recently he had an animated discussion with Will J. Davis, the theatrical man, and before they got through a match was arranged. Bensinger agreed to beat Mr. Davis, who was to drive his fast trotter, in a mile race. When the day for the race arrived Mr. Bensinger was suffering from an abscess on his left hand and wanted to postpone the race. Mr. Davis would not agree to this and claimed the prize—a good dinner at the Great Northern. Mr. Bensinger is now hot under the collar and says he will make the same match with him again, or play billiards with him, roll tenpins even, and will wager anything Mr. Davis likes that he is not able to hold his own with him at any thing.

The employes of Selz, Schwab & Co. held a five-mile road race over the Garfield Boulevard course at 4 o'clock. Harry Rose, riding from scratch, finished first in 13:20, thereby securing time also. A. B. Cowen, with two minutes handicap, finished second in 15:35.

STOCKS MAKES NEW RECORDS.

LONDON, Aug. 31.—In my previous letter I gave the results of the first two sections of the Catford twelve-hour race for the gold vase. When the racing ended on Friday Walters, although he finished behind Stocks that evening, held the lead in the aggregate score by over 400 yards. On Saturday afternoon only six men started, viz, Newland, Martin, Stocks, Chase, Bowie, and Walters. The first two soon retired, leaving the leading trio Walters, Stocks, and Chase—with Bowie hopelessly last. At forty miles Stocks took the lead and was never displaced. Nothing of interest occurred as regards the times until the century had been covered—time, 4:06:33⅗—when the riders found themselves inside record from 101 miles. The former figures were by Chase in last year's Anchor Shield race. Stocks covered 105 miles in 4:18:40⅗; 115 miles in 4·42:38⅕; 125 miles in 5:06:57⅘; 135 miles in 5:33:12, and 145 miles in 5:58:10⅕. At 120 miles he commenced to cut

Michael's British Professional Bests,

made by the Little Wonder last month on the Catford track. At 126 miles Stocks got inside Walter's unlicensed times, made in the race for the Carwardine Cup—which Fontaine won. Riding strongly to the end Stocks' full distance at six hours was 145 miles 1,456 yards. Walters was second with 143 miles 1,654 yards; Chase third, 140 miles 1,702 yards, and Bowie, fourth, 131 miles 1,289 yards. At the finish Stocks was riding at the rate of 2:15 per mile, while Walters was going thirty seconds to the mile slower. The aggregate scores for the twelve hours came out as follows: Stocks, first, 296 miles 1,715 yards; Walters, second, 295 miles 600 yards; Chase, third, 288 miles 79 yards; and Bowie, fourth, 216 miles 547 yards. Stocks took prizes valued at $135, besides being entitled to hold the vase for a year. Five thousand persons witnessed the finish.

The Bath Road 100 miles at Herne Hill last Saturday drew a very small crowd, notwithstanding the quality of the entry and the certainty of a big race. The starters numbered fourteen, and F. D. Frost, who had done so well in the North Road open hundred on the previous Saturday at Catford, went away with the lead from the start. George Hunt was the only competitor who made any attempt to hold Frost, and he (Hunt) retired before the end. Amateur record was cut by Frost at the twenty-seventh mile to the thirty-first, thirty-two miles being missed, and thirty-three secured. Frost thereafter remained inside to forty miles (1:32:25⅘) when he again fell behind until fifty-two miles. That distance, with fifty-three and fifty-four, was scored to him, but he missed at fifty-five, and never again came within his own times made as stated above. The result was as follows: F. D. Frost, first; time, 4:01:54. A. Isley, second; time, 4:07:22⅘. W. H. Knight, third; time, 4:14:08⅗. Having previously won the handsome cup upon the road once, Frost thus made it his own property.

The Soldiers' Race.

Last year the 100-mile team contest for the Volunteer Cyclists' challenge cup was run off on the roads near Blackwater. Last Saturday this event was decided on Scottish roads near Dumfries. Nine teams entered, and the winners belonged to the first V. B. Royal Fusileers, their time being 6:35:21. The weather was fine and hot, there being plenty of dust, in contrast to the "wash out" of last year. The winners rode tandems.

The second annual twelve-hour race, promoted by *Scottish Sport*, took place on Saturday at Hampden Park track, Glasgow. The day was windy, which caused many riders to become exhausted prematurely. Of the entry of a score, fifteen started, and the account of the race which ensued was a chronicle of disasters. Tires punctured, men fell, collided, fainted from exhaustion, and gave up. Eventually five were left on the track, and R. C. Crawford proved the winner with 222 miles 1,270 yards.

Parlby Cuts Records.

Last Wednesday the Catford C. C. held an interesting evening meeting on their track. E. E. Parlby went for the flying quarter record, standing to F. W. Weatherley's credit at :26⅘, which he (Parlby) beat by three-fifth seconds, doing :26⅕. On the Ibex quadruplet Poole, Fernhead, Stone, and Dark established records from two (4:00) to ten (20:22⅗) miles. The time for one mile was 2:00⅘. A mile scratch race was won by Weatherley. The two-mile scratch fell to H. W. Poupard, and the ten-mile (unlicensed) race was carried off by R. G. Merry. In this race a pacing quad fell, bringing down Hoch and Bowie—the latter unfortunately breaking his collar-bone.

It has been decided by the Oxford County court judge that an innkeeper is responsible for the safe custody of bicycles left upon his premises by bona fide wayfaring visitors partaking of refreshment.

C. W. HARTUNG.



AS SEEN IN IOWA.

PACEMAKER GOOSE: "Hello, Bill! how are the roads out here this season?"

LEAGUE MEMBER: "If these farmers knew half as much about good roads as you do they would be a heap better. But we all ride Waverleys out here. That's the next thing to flying, you know."

PACEMAKER GOOSE: "The Waverleys must be all right; we've followed those half-nickeled front forks for forty miles."

THE BEARINGS
The Cycling Authority of America

BALD IS CHAMPION.

He Plays with the Other Crackajacks at Springfield and Wins Both the Open B Events.

Cooper a Good Second to the Columbia Star—Newton the Class A King—Sanger Defeats Tyler.

SPRINGFIELD, MASS., Sept. 10.—The heats of the great Springfield tournament were run today on famous old Hampden Park, on which more famous meets have been held than on any other track in the world. Time was when Hampden Park was the fastest track in the world, but that day is past. But a win at Springfield is always considered worth two or three or more at any other meet in the country, not even excepting the League meet.

The heats of the entire two days' programme were run today and all in the afternoon, owing to the fact that it rained hard last night and old Sandy Sinclair, the care taker of the track, was not ready for the men, Forty-four heats were run off in five hours, making

A Record Afternoon,

although no records fell in the races themselves. The heats of the mile and longer events, at least the open races, were made half-mile distances and all the finishes were fine ones, with some brilliant sprints at the close. The Class B men all seemed in the finest possible shape and as all qualified in two or more events—the leaders will have two races each day—the prospects are good for fine racing. Bald, Cabanne, and Bliss qualified in all of the contests in which they started. Bald will ride in four races, Cabanne in four, Titus in four, as will Kiser, the little Dayton lad, who came out today and in all of his races rode like a fiend. Rigby, of Toledo. was

Another Surprise Party to the Cracks,

riding well, and in several races cutting men of the crackajack class out of qualification in a very smooth manner. Coulter came well today, and, although generally qualifying well back in the field, will come to the front tomorrow. Gardiner failed to qualify in two events, but was hardly looked on to do his best, as his knee is troubling him. Gardiner was cut out in a heat with but four starters by Kiser, Rigby, and Jenny, the last of whom did not qualify, however. In a heat of the mile race Cooper came from the eighth position to second in one of his characteristic jumps, the finest, with the possible exception of that by Cabanne, that occurred in the afternoon. The mile record race,

The Event of the Meeting,

will include some of the very best men in the country; all in fact but Gardiner and Ziegler.

Some of the men who came to the meeting suffered at the hands of the Racing Board and did not ride. W. G. Douglas entered Class B and did well. He did so at the bidding of Gideon, who also had something to say in several mysterious letters to other A men, and to one in B. Anderson, of the Morgan & Wright team, was suspended for not racing at a meeting in Texas, for which he was entered by a firm that discharged him before the time of the meet, and did not notify him of the fact that he was entered at Fort Worth. Anderson made an affidavit to this effect, but the chairman suspended him anyway. Winters, of Buffalo, was prevented from riding here, his notice from the chairman informing him that he had competed at more meets than he should and yet remain in Class A.

No Records were Broken in the Races Today,

but one neck came near being broken through a fall right in front of the stand, caused by one man running foul of another. The injured man was Rist, of Springfield, and he was taken from the track insensible. In the B races but one fall, in which three men came down, occurred, and none of the men were injured badly.

In the professional races some good riding was seen, but Tyler and Sanger will fight for the money with Porter, Johnson failing to ride, owing so Eck said, to his fall at Rochester having laid him up. Dirnberger appeared in the races, being a post entry, and his work was of the highest grade, better than was seen when he was on the circuit before. He did not qualify, but ran fourth in one of the hardest ridden heats of the day.

Qualified for Thursday's Races.

One-mile, 2:20 class, Class A, half-mile heats. First heat, nine starters.—W. E. Tenzler, first; Bert Ripley, second; J. P. Clark, third; Robert F. Ludwig, fourth. Time, 1:14⅕.

Second heat.—John Kelleher, first; J. E. Walsh, second; J. Walliston, third. Time, 1:10⅖.

Third heat, four starters.—Phillip Pierce, first; F. I. Elmer, second; A. T. Fuller, third; F. W. Julier, fourth. Time, 1:20⅗. Half-mile heats.

Half-mile open, Class B; three heats and final; first two men to qualify in each heat, and third man in two fastest heats. First heat, nine starters.—Kiser, first; Murphy, second; Coulter third. Time, 1:11⅘. Helfert, Scott, Barry, Nat Butler, Wells, and Douglas also ran.

Second heat, eight starters.—Bald, first; Bliss second; Rigby, third. Time, 1:08⅗. Gardiner, Church, A. I. Brown, Titus, Wettergreen also ran.

Third heat, seven starters.—Cabanne, first; Callahan, second; MacDonald and Jenny tie for third. Time, 1:12⅘. Terrill, Cooper, Tom Butler, and Dirnberger also ran.

One-mile open, professional, two heats and finals (half-mile heats). First heat, nine starters (first three to qualify.—Coleman, first; Tyler, second; Porter, third. Time, 1:09⅗. Kluge, Saunders, Wheeler, Young, and Seavey also ran.

Second heat, eleven starters.—Sanger, first; Silvie, second; Crooks, O'Connor, and Steenson also ran.

One-mile handicap, Class A; first five men in each heat to qualify. First heat, twelve starters.—J. E. Walsh, 80 yards, first; H. P. Mosher, 25 yards, second; R. F. Ludwig, 90 yards, third; Harrison, 15 yards, fourth; C. M. Bly, 100 yards, fifth. Time, 2:13⅖.

Second heat, twelve starters.—John Kelleher, 50 yards, first; W. E. Tenzler, 70 yards, second; J. H. Gardiner, 50 yards, third; James Clark, 150 yards, fourth; J. W. Julier, 60 yards, fifth. Time, 2:14.

Third heat, eleven starters.—A. H. Davey, 60 yards, first; C. M. Rollins, 100 yards, second; W. E. Shaw, 40 yards, third; Geo. B. Cobb, 80 yards, fourth; J. J. Casey, 25 yards, fifth. Time, 2:16⅘.

One-mile record, Class B; three heats and final; first two in each heat to qualify; first three in two fastest heats. First heat, eight starters.—Kiser, first; Murphy, second; Cabanne, third. Time, 1:11 (half-mile heats). Wells, Wettergreen, McDuffie, Scott, MacDonald, and Douglas also ran.

Second heat, nine starters.—Bald, first; Titus, second; Davidson, third. Time, 1:14⅘. Bliss, L. A. Callahan, Brown. Coulter, Nat Butler, and Helfert also ran.

Third heat.—Cooper, first; Rigby, second; Jenny, third. Time, 1:20⅗. Gardiner also ran.

Half-mile open, Class A; four heats and a final; first two men in each race qualify. First heat.—Loughead, first; Casey, second. Time, 1:18⅗.

Second heat, five starters.—C. R. Newton, first; Joe Harrison, second. Time, 1:07⅘.

Third heat, six starters.—W. S. Reynolds, first; W. E. Shaw, second. Time, 1:21⅘.

Fourth heat, four starters.—James Clark, first; Philip Pierce, second. Time, 1:19⅘.

One-mile handicap, Class B; three heats and final; five men to qualify. First heat. six starters.—Jenny, 60 yards, first; Rigby, 50 yards, second; Kiser, 40 yards, third; Douglas, 60 yards, fourth; Cabanne, scratch, fifth. Time, 2:28⅘. L. A Callahan, 80 yards; Fred Barry. 90 yards, also ran.

Second heat.—McDuffie, 60 yards, first; Davidson, 70 yards, second; Nat. Butler, 50 yards, third; Bliss, 40 yards, fourth; Wettergreen, 90 yards, fifth. Time, 2:25⅘.

Third heat.—Titus, 20 yards, first; Helfert, 70 yards, second; Terrill, 60 yards, third; E. C. Johnson, 80 yards, fourth; De Cardy, 90 yards, fifth. Time, 2:42⅖.

SECOND DAY.

SPRINGFIELD, MASS., Sept. 11.—Springfield is in the hands of the wheelmen and all visiting wheelmen are having more than a good time. Last evening a band concert was given in front of the Springfield Bicycle Club's house and served as a means of attracting the major portion of the wheelmen, and a large percentage of Springfield's population, most of whom seem to be good-looking young ladies. Not a little money was wagered on the races, Bald and Tyler being the favorites in their classes. A parade was announced for this morning, but failed to draw any number and was abandoned.

Today's racing was of the first order. The track was in perfect shape, while the weather was all that could be desired—hot with scarcely a breath of air stirring.

The Attendance Exceeded Expectations,

about 8,000 being present. Bald was the hero of the day and captured the two open events in a manner that proves him to be easily the best of the field. Charles R. Newton, of Stafford, covered himself with glory by capturing all three of the Class A events in which he rode, his last win, the mile handicap from scratch, being particularly praiseworthy. Tyler was looked upon as a sure winner of the mile professional race, as Johnson was sick, but to the surprise of all, "Wooden Shoes," showed a clean pair of heels to the field, and captured first honors. The day was not without records. The Class A mile competition record was clipped by C. R. Newton, while Porter established new figures for the five-mile mark. Sims was disqualified in last race for shouting at contestants.

THE RACES.

Seven men started in the one-mile Class A silver race, the first event on the programme. At the start C. R. Newton caught Carter, the pace maker, and was pulled around at a rapid clip. He won the race easily in 2:13, F. I. Elmer being second.

The B men were disgusted with multicycle pacing and petitioned the management to put in men on singles to do the donkey work. Their prayer was granted and in the first B race, the half-mile open, "Riverside" Smith was put in to pull the men around. He was nervous, though, and at the crack of the pistol started out at such a clip that no one was able to catch him and the race was practically unpaced. There was considerable fighting for position in the backstretch and as the field rounded the last turn for home Bald was leading. He stayed there, too, and beat out Cooper and Rigby by a good length. Time, 1:07⅖.

Sanger Wins a Pretty Race.

There was considerable enthusiasm displayed in the one-mile international professional race, for Harry Tyler, Springfield's pride, was in it, as was also Sanger, who also has many friends in this city. At the start Seavey stole on the gun and got the tandem, only to be forced out by Coleman, who played the "hyphenated" trick to perfection. Sanger and Tyler had good positions. As the tandem dropped out Tyler shot his bolt and led into the stretch, and the crowd arose as one man and cries of 'Tyler, Tyler" greeted the Springfield man as he sprinted down the famous homestretch. But with one of those sprints that won races in the old days, Sanger nipped Tyler half way home and beat him out a length and a half in 2:03⅖.

New Class A Record.

C. R. Newton proved that he is one of the best, if not the best, Class A man in the country by winning the Class A mile open, and reducing the Class A competition record of 2:05⅖ to 2:04⅘. Ward and Bates, on a tandem, were in to pace. Reynolds was the first man to catch on, with the others strung on behind. There was no change in position until the last quarter, when Newton jumped the bunch and beat out Reynolds by six,



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Prizes offered, including Marinette, Wis.	**827**
WON ON PALMERS	**526**
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Buffalo, N. Y., Sept. 5--83 1-3 per cent 15 out of possible 18 prizes.

Rochester, N. Y., Sept. 4--59 per cent 16 out of possible 27 prizes.

ASK HARRY MADDOX.

We did, and this is what he says:

TORONTO, CANADA, Aug. 24, 1895.

THE PALMER TIRE CO., Chicago, Ill.

GENTLEMEN: I have ridden no other tire than the Palmer in my races on the National Circuit or elsewhere this season. The publication of my pictures in the advertisements of any other tire firm is entirely unauthorized by me. I shall continue to ride Palmer tires as long as they give me as good satisfaction as at present.

Yours very truly, H. H. MADDOX.

FACTS should be FACTORS in advertising.

P. W. Klinger rides **PALMER TIRES, NOT** "Good Tires," and on them won Ohio mile record, 2:11. From his letter to us:

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TWICE AS GOOD AS OTHER TIRES



open lengths. Fuller was third, and Loughead, the Canadian champion fourth.

There was a battle royal in the mile open, Class B, and Edward C. Bald showed Thomas W. Cooper that he wasn't quite ready to yield the crown to the Detroit man. As the men came out to the tape there was every indication of a thunder shower, not a breath of air was stirring, and the heat was oppressive. Callahan and MacDonald, on a tandem, were on the pacemaflers' mark, and at the pistol both

Bald and Gardiner Dug out for the Pacemakers,

the Chicago man getting the coveted place. Bald was then content with second. Strung on behind were Jenny, Cabanne, Cooper, Bliss, Brown, Titus, Coulter, Davidson, and Scott. This order was maintained until the three-quarters was reached when Cooper began his usual tactics. As the tandem dropped out he started his sprint and with Cabanne at his rear made for the front. But Bald was watching, and before the others got too close, started for home in company with Gardiner. Bald led into the stretch followed by Gardiner. They had not gotten very far down the stretch before Cooper and his consort overhauled Gardiner. Then Bald led out a notch and rapidly drew away, opening up a gap of three lengths in the last fifty yards. He held this to the tape, Cooper just beating out Cabanne.

The half-mile 1:15 class, Class A, was won by W. S. Reynolds in 1:02⅗ after a hard-fought race, Ray Dawson being nipped at the tape after coming into the stretch several lengths to the good.

Porter Gets a Record.

The five-mile for professionals brought out a field of nineteen of the bread winners, Johnson, Sanger, and Tyler, who were on scratch, failed to respond to their numbers, as a result of which the entire field were moved back 100 yards, making Starbuck and Porter scratch men with the field stretched out ahead of them for 400 yards. At two-and-a-half miles the entire field was bunched. After a rest of a half-mile the scratch men went to the front and set a lively clip, fast enough so that when Porter beat out Conn. Baker by a narrow margin, he had established a new professional world's record for five miles, having covered the distance in 11:34⅖.

The one-mile handicap, Class A, was a nice bit of handicapping. The field was bunched as it came down the stretch, and Charles R. Newton, of Stafford, made his third win of the day by a beautiful sprint, winning right at the tape from J. E. Walsh, who had sixty yards, Newton riding from scratch. The last race of the day was the one-mile handicap, Class B. Had C. T. Earl not been in the race it would have been the best race of the day; as it was Earl, with a handicap of 120 yards, rode right from the start, and was seventy-five yards in the lead at the first half, a lead the others failed to overcome by fully ten yards. In their efforts, however, they made a beautiful finish, Sims Jenny, and Cabanne finishing within six inches of each other.

Following the regular programme a number of record trials was made, the first being Lee Richardson, in an attempt on his own half-mile backward record, which he failed to get. C. Coburn and T. A. Landry followed with an attempt on the record of :55⅕ for a flying start, half-mile tandem and succeeded in tying the record. F. J. Titus, paced by the Stearns quad, made an attempt on his own five-mile record of 10:18⅕, but quit at the second mile, owing to the inability of the quad to set a fast enough pace.

Summaries.

One-mile, Class A, silver race for riders within twenty-five miles of Springfield; two heats and final; first four men in each heat to qualify. First heat.—C. R. Newton, first; F. I. Elmer, second; W. E. Tenzler, third; W. H. Mini, fourth. Time, 2:56.

Second heat.—C. J. Lewis, first; Geo. R. Rist, second. Time, 2:57⅗.

Final heat—C. R. Newton, first; F. I. Elmer, second; W. E. Tenzler, third. Time, :13.

Half-mile open, Class B; three heats and final; first three in each heat to qualify. First heat, nine starters.—Bald, first; Bliss, second; Coulter, third. Time, 1:09. L. A. Callahan, Terrill, Maddox, Nat Butler, Davidson, and Earl also ran.

Second heat, ten starters.—Cooper, first; Cabanne, second; Brown, third. Time, 1:11. Rigby, Sims, Barry, Eck, and Johnson also ran. Pettigrew, Wells, and Allen fell.

Third heat, ten starters.—Gardiner, first; Murphy, second; McDuffie, third. Time, 1:11⅕. Dirnberger, MacDonald, Wettergreen, Kiser, Jenny, Tom Butler, Helfert, and Scott also ran.

Final heat.—Bald, first; Cooper, second; Rigby, third. Time, 1:07⅖.

One-mile international, professional; first four in each heat to qualify; half-mile heats. First heat, ten starters.—Tyler, first; O'Connor, second; Seavey, third; St. O ge, fourth. Time, 1:09⅕. Berlo, Eaton, Wheeler also ran.

Second heat. ten starters.—Porter, first; Sanger, second; Baker, third; Coleman, fourth. Time, 1:08⅘. Silvie, A. H. Barnett, Crooks, Steenson, Fred W. Young, and Saunders also ran.

Final heat.—Sanger, first; Tyler, second; Coleman, third; Baker, fourth. Time, 2:03⅖.

One-mile open, Class A.—First two in each heat to qualify; four heats and final. First heat; seven starters.—Dawson, first; Kelleher, second. Time, 1:10⅕. Half-mile heat only.

Second heat, ten starters.—C. R. Newton, first; A. T. Fuller, second. Time, 1:13⅕.

Third heat, five starters.—W. S. Reynolds, first; Snow, second.

Fourth heat, six starters.—Fred Loughead, first; E. H. Snow, second, Time, 1:14⅘.

Final heat.—C. R. Newton, first; W. S. Reynolds, second; A T. Fuller, third; Fred Loughead, fourth. Time, 2:04⅘, record.

One-mile open, Class B, half-mile heats; three heats and finals. First heat, seven starters.—Gardiner, first; Jenny, second. Time, 1:15⅗. E. C. Johnson, Maddox, Bliss, Rigby, and Wettergreen also ran.

Second heat.—Cabanne, first; Bald, second. Time, 1:11. Coulter, Davidson, McDuffie, Helfert, and Earl also ran.

Third heat, ten starters.—Brown, first; Cooper, second. Time, 2:21⅖. Rode full mile on objection of riders, owing to full field. Scott, Tom Butler, MacDonald, Nat Butler, Murphy, Bernatches, and Titus also ran.

Final heat.—Bald, first; Cooper, second; Cabanne, third. Fractional times, :33⅖; 1:01⅕; 1:30⅖; 2:01⅗.

Half-mile 1:15 class, Class A; three heats and final. First heat, five starters.—Ray Dawson, first; H. E. Walton, second; Ed. Hilfrank, third. Time, 1:18⅗.

Second heat, eight starters.—A. B. Wise, first; G. H. Rist, second; John Kelleher, third. Time, 1:18⅗.

Third heat, eight starters.—W. S. Reynolds, first; Phillip Pearce, second; H. C. Walker, third. Time, 1:23⅗.

Final heat.—W. S. Reynolds, first; Ray Dawson, second; Phillip Pierce, third. Time, 2:03⅖.

One-mile handicap, Class A; three heats and finals; first five men in each heat qualify. First heat, sixteen starters.—H. P. Mosher, 25 yards, first; C. R. Newton, scratch, second; A. T. Fuller, 30 yards, third; Joe Harrison, 15 yards, fourth; J. E. Walsh, 60 yards, fifth. Time, 2:12⅕.

Second heat, twelve starters.—W. E. Tenzler, 70 yards, first; John Kelleher, 50 yards, second; W. H. Hemine, 70 yards, third; F. W. Julier, 60 yards, fourth; Geo. A. McEdwards, 60 yards, and Jas. Clark, 15 yards, tied for fifth. Time, 2:15.

Third heat, thirteen starters.—J. J. Casey, 25 yards, first; Ray Murray, 60 yards, second; Phillip Pierce, 80 yards. third; Geo. B. Cobb, Jr., 80 yards, fourth; A. H. Davey, 60 yards, fifth. Time, 2:15⅗.

Final heat.—Chas. R. Newton, scratch. first; J. E. Walsh, 60 yards, second; W. H. Minnie, 70 yards, third; W. H. Davey. 60 yards, fourth. Time, 2:10.

One-mile handicap, Class B, three heats and final; first five men in each heat to qualify. First heat, eight starters.—W. G. Douglas, 60 yards, first; E. C. Johnson, 80 yards, second; Wettergreen, 50 yards, third; W. Terrill, 60 yards, fourth; W. J. Helfert, 70 yards, fifth. Time 2:10⅖. Church, 30 yards; Tom Butler, 40 yards; Sims, 40 yards; Bernhart, 150 yards, also ran.

Second heat, ten starters.—Kiser, 40 yards, first; Cabanne, scratch, second; Sims, 40 yards, third; Brown, 30 yards, fourth; Allen, 60 yards, fifth. Time, 2:13⅘. Bliss, 40 yards; Rigby, 50 yards; Scott, 80 yards; De Cardy, 90 yards; Warren, 100 yards; G. C. Smith, 80 yards, also ran.

Third heat, eleven starters.—Barry, 90 yards, first; Earl, 120 yards, second; Jenny, 40 yards, third; Davidson, 70 yards, fourth; Titus, 20 yards, fifth. Time, 2:12⅕. Murphy, scratch; Nat Butler, 50 yards; Maddox, 50 yards; Wells, 50 yards; McDuffie, 60 yards; Callahan, 80 yards, also ran.

Final heat.—C. F. Earl, 120 yards, first; W. F. Sims, 40 yards, second; F. Jenny, 40 yards, third; L. D. Cabanne, scratch, fourth. Time, 2:09.

Five-mile handicap, professional.—Porter, scratch, first; Baker, 80 yards, second; Crooks, 140 yards, third; Steenson, 240 yards, fourth. Time, 11:34⅖; record.

RACED FOR CASH AT DECATUR.

DECATUR, ILL., Sept. 6.—Cash prizes were competed for on a half-mile track at the Macon fair tournament this afternoon, and a large crowd gathered to witness the sport. J. F. Faries, of Decatur, won the one-mile open event in 2:50, with G. B. Rogers, of Riverton, second, and W. R. Sampson, also of Decatur, third. Rogers got the two-mile handicap, from the 100-yard mark, in 5:40. Faries started from scratch and came in second, and Daniel Deal, of Warrensburg, took third place with 85 yards handicap.

LOAFING AT DAVENPORT.

DAVENPORT, IOWA, Sept. 6.—There was considerable loafing in the races that closed at the fair grounds here today. The track was muddy, but in a match between Bullmont and Seal the former reduced his record three-quarters of a second, his time for the mile being 2:14¼. Seal won the third heat in 2:15. W. H. Hyde, of Rock Island, starting from scratch, won the five-mile handicap from Will Smith, of Chicago (sixty yards), by a fine spurt at the finish in 14:55. The quarter-mile dash was won by Charles Schake, of Chicago, in :35, with W. H. Hyde second.

TWO STATE RECORDS BROKEN.

ST. JOSEPH, MO., Sept. 9.—The St. Joseph Fair Association opened its fall meeting here today with an interstate bicycle tournament, in which Joe Hocker, Jr., lowered the quarter-mile open record to :33, and E. Slade cut the record for the state competition mile from 2:15 to 2:07⅖. Herbert Wood established a state record of 2:12 for the unpaced mile.

DREW A BIG CROWD.

OMAHA, NEB., Sept 6.—The bicycle races held at the new fair grounds here today were witnessed by fully 10,000 spectators. The riding was not fast in any of the events. The summaries:

Quarter-mile open.—O. O. Hayman, first; E. E. Edwood, second; C. Y. Thompson, third. Time, :36.

Half-mile open.—Mockett, first; Tessier, second; Pixley, third. Time, 1:57.

Half-mile, Class A.—Thompson, first; Augell, second; Edwood, third. Time, 1:17½.

Third-mile open, Class A.—Hayman, first; Patterson, second: Edwood, third. Time, 1:50⅗.

One-mile tandem.—Denman and Potter, first; Stevenson and Snyder, second; Turner and Livesay, third. Time, 2:40.

One-mile open, Class B.—Pixley, first; Mockett, second; Tessier, third. Time, 2:49½.

Two-mil handicap.—Brown, 150 yards, first; Hayman, scratch, second; Thompson, third. Time, 6:20.

MILE STATE RECORD TWICE BROKEN.

LE MARS, IOWA, Sept. 6.—The state record for the unpaced mile was broken twice today at the meet of the Le Mars Cycle Club. L. A. States, of Worthington, Minn., lowered it from 2:30¼ to 2:30, and H. E. Frederickson, of Omaha, knocked 1⅕ seconds off this latter mark.

The New Woman Distinguishes Herself.

The new woman made a record last Saturday in Louisville. In honor of the G. A. R. visitors the riders had their wheels gayly decorated with ribbons, bunting, and flags, and the small boys were kept busy removing them. The lady in question had a large number of fine silk ribbon streamers tied to her wheel and left her wheel at the curbing while she went in a store. When coming out of the store she saw a boy running away with her ribbons and mounting her wheel she gave chase and finally overhauled him and led him to the first policeman and gave him in charge. She then retied her ribbons, mounted, and rode away.

ADVERTISEMENT.

BICYCLES FOR EVERYBODY.

The Successful Machine is the One that Gives Satisfaction to All Alike.

The productions of the bicycle manufacturing industry may be appropriately divided and classified into two distinct types, or species, if the term is permissible, to distinguish them from the numerous catalogued varieties of models and styles. The two types are—the wheels that are built for specific purposes alone, and those that are built for general purposes and all-around use. To the average rider or prospective rider and purchaser the discussion of this question may seem to be a matter of minor importance, but in reality it is of vital interest, as it has for its basis the all-important feature of cycling—the utility of the wheel itself.

The field of the bicycle that is built for specific purposes is necessarily narrow and confined, and the gravest mistake that can be made by the manufacturer is to attempt to create the impression that especially-made wheels are suited for all-around use. The cycle of this class may either be a racing machine or embody some pet hobby of the maker which may be satisfactory to certain individual riders, or again it may be that type of bicycle which, unfortunately for the good of the sport, is built for the specific purpose of being sold. The first should never be ridden outside its proper sphere—the race track; the second should never be ridden except by the parties directly interested in its manufacture (and in all probability it will not be), and the third should never be ridden at all, but unfortunately is by people who ought to know better, but don't.

Building bicycles for specific purposes by no means typifies the highest embodiment of art in cycle construction. Most any machine shop can produce a bicycle possessing certain characteristics that may attract attention, but the attention it creates does not necessarily imply that it possesses utility, and the success of a bicycle depends upon that one feature alone. The manufacturer whose products embody this essential element, and who widens its scope by generalizing the utility, at once strikes the keynote of permanent success. Building bicycles that are suitable for all-around purposes, that will accomodate all sorts and conditions of riders, and yet keeping the number of models and weights necessary to fulfill these requirements at a minimum, represents a condition in the art of cycle making that can only be acquired by years of experience and the most unlimited facilities for research and experiment. No higher tribute can be paid to the manufacturer than the public acknowledgment that his bicycles are "the best for all-around use of any on the market."

The bicycle that is built for general purposes presents to its rider, no less than to its maker, a satisfaction that to be appreciated must be experienced. The sense of security that is felt in knowing that one's wheel is suitable to all sorts and conditions of roads, the fact that it is built on lines that are in harmony with human anatomical construction, that it will climb hills and run on all grades with the least possible expenditure of strength to propel, the knowledge that it is the mechanical result of years of careful experiment, and that it has in its makeup that indescribable something which endows its possessor with confidence, is a "consummation devoutly to be wished," and makes life on the wheel the greatest of all earthly outdoor enjoyments.

Is It a Combine?

There are tricks in all trades, and it requires a strictly up-to-date man to keep track of the tricks of the circuit chasers. To a man up a tree it looks very much as if extreme measures were now being adopted to dethrone Eddie Bald from his premier position in Class B. Bald has proven himself a most wonderful man this year, and, notwithstanding the fact that he has been riding continuously since January, when he started in California, he is far above any of his competitors in the percentage of prizes and races won. It is a hard campaign and one that must tell on his system sooner or later, but he still more than holds his own. The others are being pitted against him now, first one and then another of the best men who go into races after taking a few days' rest, and thus, being comparatively fresh, are able to defeat him occasionally.—*Cleveland Amusement Gazette.*

THE VALUE OF A NAME.

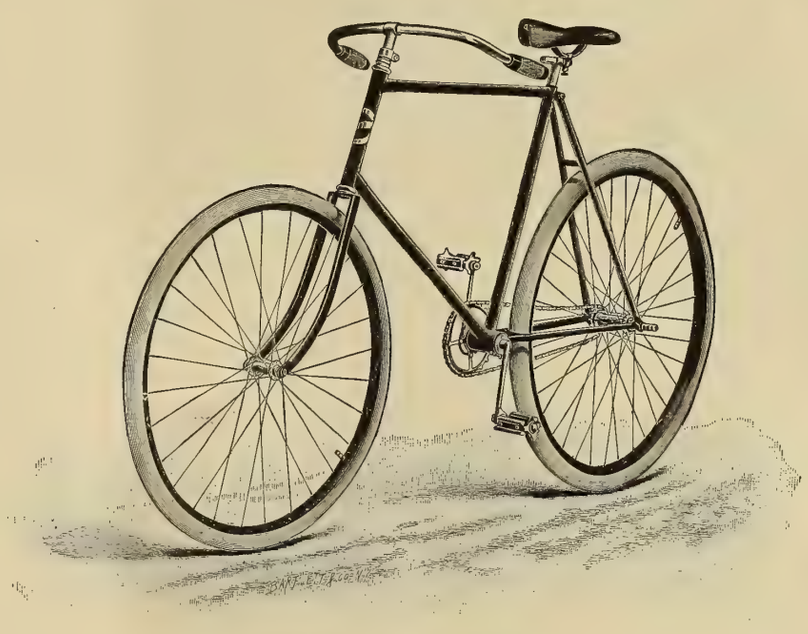
When making your choice of a new mount, if you know of a really reliable maker who prefers to turn out machines more with a view to their quality than their quantity, place your order with him and you will not regret doing so. If you are a novice, and hence know of no such maker, then the safest and best plan is to buy of those who have an established reputation to lose, and therefore do not risk it upon an illy-constructed or badly-designed wheel. The more widely the maker's name is known the more you will get for your wheel when some day you come to sell it. His advertising pays himself and you, too.—*The Wheel.*

If you want to feel that hills have lost their terror, ride a Model 40 Columbia. The testimony is unanimous: It is the greatest hill climber ever built.

Post and Triangles.

Dave Post, so long connected with the Hartford Cycle Co., will shortly join the forces of the Peerless Mfg. Co., of Cleveland, says rumor bearing the stamp of reliability. It is also said that he will receive a very liberal salary and a block of stock in the western concern.

You See Them
Everywhere



MODEL 40 COLUMBIA

COLUMBIA NAMEPLATES ARE UNIQUE.
WATCH FOR THEM.

FAST BADGERS TRANSFERRED.

MILWAUKEE, WIS., Sept. 9.—Chairman Gideon has been very active in Milwaukee during the past week. His ax has chopped off all the heads of the fast brigade which, for the past few months, has been sailing under the Class A flag, but which in reality belonged to Class B. William F. Sanger, Walter C. Schrader, Edward Roth, Harry Crocker, A. F. Bingenheimer, H. Zerbel, and J. F. Reitzner have already been transferred to Class B, and others will probably follow in a few days. The list of riders named comprises all the fastest men in the city, or state in fact.

The Largest Road Race Run Here This Season

was conducted last Monday by the Badger Wheelmen over the Lover's Lane course, a distance of about twelve miles. The starting point was at Grand Avenue and 28th Street, where 3,000 people assembled and later saw the finish at the same place. The race was won by H. M. Tindel, who has only ridden a wheel three months and has never competed in a race. He had a handicap of eight minutes and finished in 37:40. First time was won by W. C. Nielson, who finished in 34:27 with a two-minute handicap. A number of Chicago riders were entered but made a poor showing. There were 116 entries, 91 starters, and 73 finishers.

A Good Scheme.

The North Side Club is about to introduce a new method for arousing interest in the club's racing team. Gerhard Aussem has suggested a plan whereby he hopes to encourage racing, and also add speed to the club members. He proposes to divide the club members into as many teams as he can, and then arrange road races between the teams. The team making the best showing is to be awarded a prize.

There is a proposition afoot to combine the Milwaukee Wheelmen and the Badger Wheelmen. The move has been made by the Milwaukee Wheelmen, which is the oldest organization in the city. The club lacks racing talent, and this is found in abundance in the Badger Wheelmen. The matter is now under consideration, but should the deal be consummated it will be one of the strongest cycling organizations in the west.

DOUGLASS AND JACK FIGHT IT OUT.

NORRISTOWN, PA., Sept 8.—The Norristown Wheelmen held their fifth annual race meet yesterday afternoon at the Penn Square track. Preparations had been made for the accommodation of a big crowd, but the steady drizzle in the morning and the threatening aspect of the weather in the afternoon kept many persons away, and only about 1,000 were in attendance. The racing proved to be the finest ever seen in this city while the time made was very fast, the rain having done the track more good than harm.

The event of the day was the half-mile open. Douglass, Carroll Jack, Grauch, and Dickey were bunched the entire distance. In the finish Douglass and Jack shot out and had a hot race for the tape, both finally finishing in a dead heat. Determined to settle matters at once both men jumped on their wheels again, but neither being willing to set pace the half mile was very slow. Douglass beat Jack out in the stretch by five yards. The summaries:

Half-mile open.—W. G. Douglass, first; Carroll Jack, second; John Grauch, third; W. M. Trott, fourth. Time, 1:12. In the run-over between Jack and Douglass the time for the half-mile was 2:00⅗.

One-mile championship of Montgomery and Chester counties.—P. S. Doris, first; J. Croft, second; J. R. Keyser, third. Time, 2:34.

One-mile open.—W. G. Douglass, first; Stewart, second; John Grauch, third. Time, 2:48½.

Half-mile professional.—W. R. Landis, first; R. P. McCurdy, second; George B. Mershon, third. Time, 1:08½.

One-mile professional handicap.—W. R. Landis, first; R. P. McCurdy, second; G. B. Mershon, third. Time, 2:22.

Two-mile handicap.—W. M. Trott, 40 yards, first, P. S. Davis, 75 yards, second; J. F. Grauch, 150 yards, third; C. G. Stewart, 150 yards, fourth; Weise Hammer, 90 yards, fifth. Time, 4:56.

MERCURY WHEEL CLUB'S RACES.

NEW YORK, Sept. 7.—What promised to be a race meet of unusual interest was spoiled at Flushing, L. I., when the postponed races of the Mercury Wheel Club were held. The events were run between showers, which inconvenienced the 1,500 spectators and rendered the track sticky and treacherous. Several accidents occurred. Paul Grosch, who holds a quarter-mile record of :20½, made a try at the same distance but could do no better than :31. The summaries:

One-mile novice, final heat.—W. L. Ernst, first; C. W. Leonard, second; James Bennett, third. Time, 2:30⅘.

One-mile 2:40 class, final heat.—Nat Roe, first; C. Bennett Smith, second; W. A. Brown, third. Time, 2:35⅘.

One-mile handicap, final heat.—Sam Brock, 50 yards, first; J. R. Barrett, 50 yards, second; Thomas Mallon, 70 yards, third. Time, 2:25.

Two-mile handicap.—F. D. White, 15 yards, first; George Reith, second; E. A. Bofinger, third. Time, 4:41.

Half-mile open, final heat.—A. B. Wise, first; Sam Brock, second; L. G. Hoppe, third. Time, 1:15.

One-mile championship of Long Island.—A. B. Wise, first; H. K. Roe, second; Oscar Hedstrom, third. Time, 2:54.

MINNESOTA FARMERS INTERESTED.

MINNEAPOLIS, MINN., Sept. 9.—Some idea of the place that the bicycle occupies in affairs nowadays may be gathered from the prominent place accorded it in every public gathering. For the first time in the history of this state it has been given a prominent place on the programme of the state fair every day, and has beside the honor of being alloted one whole day. Today is "bicyclers' day," and the grounds are thronged with the wheelmen and their friends. Late this afternoon there will be a parade of the uniformed clubs, to be followed by the races in which all the prominent men throughout the state are entered. That there is

An Interest Being Taken by the Farmers

is evinced by the eagerness of their questioning of the riders in attendance concerning the merits of the wheels and their probable utility on the farm for use in trips to town and other light work where speed is desirable. Their questions are short and decidedly to the point and show a great interest in the possibilities of the cycle as a piece of farm machinery.

The various exhibits of the dealers in the Twin Cities have been crowded all day with farmer boys and girls, and their interest augurs well for the opening up another year of a new field for the sale of wheels Madeline and Charles Kilpatrick are among the attractions set down.

WON FIRST PLACE AND TIME.

DIXON, ILL., Sept. 5.—In the road race given under the auspices of the Dixon Cycle Club at its first annual meeting at Pleasure Park today, the first and time prizes were both won by Lou Franks from scratch in 26:29, the course being 10 miles 120 yards in length. A time limit of 1:12 was made by the referee in the half-mile open event on the track but was later raised to 1:15. Two heats were won in 1:17 by Ingraham, of Dixon, but the race was awarded by the judge to Gus E. Bicker, of Chicago, who rode the final heat in 1:15½. The track record was broken by R. P. Rice, of Chicago, in the one-mile open event, and by A. A. McLain, of Aurora, riding against time. The summaries:

Half-mile open,—G. E. Bicker, first; A. A. McLain, second; Bert Repine, third. Time, 1:15½.

One-mile handicap.—Addison Burr, 70 yards, first; E. E. Kent, 100 yards, second; J. McPike, 100 yards, third. Time, 2:16.

Two-mile lap.—G. E. Bicker, first; G. W. Mitchell, second; B. F. Swanson, third. Time, 5:25.

One-mile open.—R. P. Rice, first; Addison Burr, second; A. A. McLain, third. Time, 2:24½.

One-mile against time, paced.—A. A. McLain, first, 2:11¾; W. E. Kenyon, second, 2:14; W. E. Bode, third, 2:14.

Five-mile handicap.—W. D. Hoffman, first; Addison Burr, second; B. E. Swanson, third. Time, 12:35.

One-mile consolation.—W. E. Bode, first. Time, 2:49.

CHICAGO BOYS LOSE AT ROCKFORD.

ROCKFORD, ILL., Sept. 6.—W. E. Kenyon was the only one of a large number of Chicago riders to win a first prize at the bicycle races, which were the main feature of the Winnebago County fair that closed here today. Burr, of this city, won the mile open and the two-mile handicap events. The track was in fine condition, and the prizes were liberal. The summaries:

One-mile open.—A. M. Burr, first; F. C. Cleveland, second; W. E. Kenyon, third. Time, 2:43¾.

Two-mile handicap.—A. M. Burr, first; W. E. Kenyon, second; A. F. Casion, third. Time, 4:54.

One-mile open, championship of Winnebago County.—Webb Stevens, first; A. M. Burr second; F. C. Cleveland, third. Time, 2:34¾.

One-mile handicap.—W. E. Kenyon, first; A. M. Burr, second; W. M. Pfenning, third. Time, 2:24½.

Five-mile handicap.—F. C. Cleveland, first; W. E. Kenyon, second; A. F. Casion, third. Time, 13:05.

BUNNELL'S LATEST EFFORT.

PLAINFIELD, N. J., Sept. 4.—The icicles still hang from the Crescent Club track and Bunnell's efforts are still unappreciated. Almost 500 witnessed the excellent finishes. Starbuck's win in the two-mile handicap from scratch over a large field aroused some enthusiasm. The handicapping, especially in the amateur event, was very poor, the scratch men in the five-mile event having absolutely no chance. The summaries:

One-mile 2:40 class.—W. M. McCutcheon, first; Wm. Brown, second; L. R. Lefferson, third; Ben L. Johnson, fourth. Time, 2:30⅗.

One-mile handicap, Class A.—Joshua Lindley, 70 yards, first; Geo. Reith, 110 yards, second; B. L. Johnson, 80 yards, third; Albert Kluge, 90 yards, fourth. Time, 2:13⅘.

One-mile 2:30, professional.—Chas. Kluge, first; H. E. Bartholomew, second; J. M. Baldwin, third; J. J. Gillen, fourth. Time, 2:40⅕.

One-mile 2:50 class, Class A.—Wm. McCutcheon, first; Wm. A. Brown, second; L. R. Lefferson, third; A. C. Green fourth. Time, 2:37⅗.

Two-mile handicap, professional.—J. F. Starbuck, scratch, first; Jay Eaton, 50 yards, second, E. L. Blauvelt, 180 yards, third; C. P. Kuhlke, 200 yards, fourth; I. A. Silvie, 35 yards, fifth. Time, 4:44⅘.

Five-mile handicap, Class A.—Joshua Lindley, 280 yards, first; H. F. Loehrs, 330 yards, second; A. C. Greene, 220 yards, third; Geo. B. Cobb, Jr., 275 yards, fourth. Time, 12:41.

One-mile professional, for unplaced men.—H. Hawthorne, first; C. G. Carpenter, second; L. J. Wickhoff, third; B. C. Betner, fourth. Time, 2:27⅕.

Messengers Lose Their Wheels.

A fire in the storage room of the Western Union Telegraph Co.'s quarters in the Board of Trade Building, Louisville, created a boom in the cycle trade and caused a great hardship on eight of the poor messenger boys. In a room adjoining the one in which the fire started were stored twelve wheels, four belonging to tenants of the building and eight to the messengers. In the hurry to get out safely the wheels were left to their fate; out of the lot, only one can be repaired and it only by new pedals, handles, saddle, tires, and rims. The rubber melted and left no trace on the wheel.

The Beautiful Sterling

Solid Sterling

Fast Sterling

Rigid Sterling

Light-running Sterling

Stanch Sterling

WINS RACES

because—

It is "built like a watch."

Here are a few:

Piqua, Ohio.—C. C. Rooney second in mile open and third in two-mile lap.

Cleveland, Ohio.—Three firsts and one second.

Benton Harbor, Mich.—Mosher first in eight-mile road race. Time, 22:40.

Kalamazoo, Mich.—Hy Eddy first time from scratch in nine-mile road race. Time, 24:40.

Montreal, Can.—Brown first in half-mile handicap. Time, 1:02. Loughead first in mile handicap, first in quarter-mile open.

Edina, Mo.—One first, two seconds, three thirds. Six out of nine prizes.

Palmyra, Mo.—One first, four seconds, one third.

STERLING CYCLE WORKS,

236-240 Carroll Ave. - - - - - - - - CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.
Johnstone & Bryan, 314 Post St., San Francisco.

The Bearings
The Cycling Authority of America

A RATIONAL ROMANCE

I

Miss Mary Jane was tall and slim,
And likewise passing fair,
A bicycle she used to ride,
In a skirt, to take the air.

II

And she was woo'd by Adolphus Tubbs,
(Of Jenkins, Brown & Stiles,)
Who followed her where'er she went,
For many weary miles.

III

Now, Sally Jones had a freckled face,
And a chaste, aspiring nose,
Her hair was red, and she was so good
She never shewed her hose.

IV

Long had she loved young Tubbs in vain,
And though so straightly laced,
She often when alone had wished
That she had been more chased.

V

So when she heard that Mary Jane
Was taking to the Tubbs,
She said she always thought "that girl"
The "horridest of scrubs."

VI

Thus Sally sought a married friend,
And asked her counsel true,
Who said, "To give your rival socks,
Just change your stockings blue."

VII

"You'd best go in for "rationals,"
And not too loose, for then
Some breaches will be surely made,
It's legs that catch the men."

VIII

So Sally bought a pair of bags,
And despite Grundy's snubs,
She rode a "diamond framed" machine,
In hopes of bagging Tubbs.

IX

And thus when riding on the road,
She met that gay young cub,
And as a shower began to fall,
They sheltered in a "pub".

X

And over the fragrant cups of tea,
She talked with quip and rally,
Till Tubbs declared he never yet
Had heard so bright a Sally.

XI

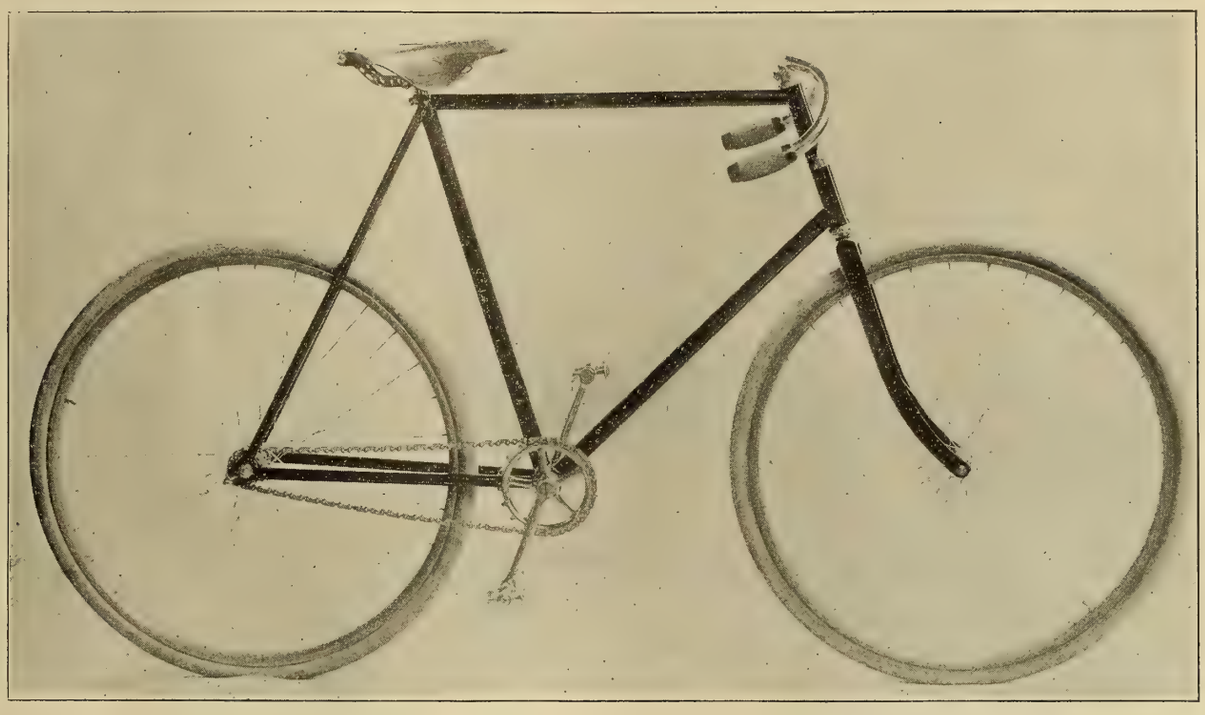
To send a thief to catch a thief,
Is quite a common plot,
Thus calf caught calf, and so young Tubbs,
His vows to Jane forgot.

XII

He changed his fickle love to Sal,
(She might have cash you see,)
And though he'd never read her will,
He'd seen her leg at tea.

Will o' the Wisp

The '96 Model Peerless Light Roadster



AND

WHAT

DO

YOU

THINK

OF

IT?

The Peerless Mfg. Co., Cleveland, Ohio.

STILL ANOTHER VICTORY FOR MICHAEL.

PARIS, Aug. 30.—There was a large crowd at the Velodrome Buffalo last Sunday for the fifty-kilometer race between Michael and Barden, but the affair was disappointing. It was thought that Barden would give "Choppy Warburton's midget" a lot of trouble, and, having regard to the former's splendid records over distances up to ten miles, it seemed certain that the struggle at the start would be terrific. As a matter of history there was no race from start to finish. Michael did just as he liked, leaving his opponent behind in the first five minutes, and afterward lapping him so frequently that it became wearisome. That Barden was trained up to concert pitch is impossible; and there are some unpleasant rumors of the action of his pacemakers, who had declined to act at the training on the previous day, as they were only engage for the match. Michael won as he liked in 1:06:00⅕, thus just missing Lesna's record for the fifty kilometers, which stands at 1:05:59⅓. This makes ten consecutive wins for the little Englishman.

"Choppy" and Barden, Sr., Race.

After the race "Choppy" and Barden, Sr., began wrangling over the respective merits of their "boys." Naturally, they could not agree. Words ran high, and at one time it looked as if the discussion would end in blows. "Choppy" said he would not fight, but expressed his willingness to race Barden, Sr., once round the Buffalo track on foot. Barden consented, and to the intense delight of the officials and of those who had lingered behind in the stands the two big fellows set about to prepare for the fray After several false starts the men were sent off on their journey, Barden making the pace. They ran down the backstretch in fine form, "Choppy' waving his arms like a windmill. The race ended in a dead heat, a result which appeared to fully satisfy both men.

Racing Notes.

Edwards is still winning in Italy. He was first in the international scratch race in Milan last Sunday beating Buni and several other good men.

A few days ago H. Desgrange did a very fine performance on the new Mondesir track at Bordeaux, of which he is the manager. He lowered the world's 100-kilometer record for tricycles. His time was 2:41:58. This is Desgrange's last appearance on the track.

G. A. Banker, after a couple of weeks' rest, started training again last Monday, and hopes to be in proper shape for the forthcoming classic events.

Records are to receive a big shaking next week in Bordeaux when Huret is to go for the twenty-four-hours, Michael for the hour, and Zimmerman himself for the kilometer and mile.

Another team match between the French and Belgian riders will take place on Sunday next at the Seine track. This time the Belgian team will comprise both Protin and Caen, and it is very likely that the struggle will be a finer one than was the case last month.

It is rumored that "Choppy" Warburton will soon pay a visit to the United States, taking with him several of his "boys."

GOOD WORK AT LOCKPORT.

LOCKPORT, N. Y., Sept. 7.—The Lockport Wheelmen held their annual meet today. The opening feature was a fifteen-mile road race, in which Edward F. Leonert came in first and also won time prize. W. H. Williamson was second and E. L. Mills third. Leonert's time was 41:22½. Paced by a tandem, he lowered Goodman's record for a half-mile, made on this track in August, from 1:03⅘ to 1:01⅘. F. F. Goodman, with a flying start and paced by tandems, cut the local one-mile record from 2:17 to 2:12. The summaries:

Half-mile open.—C. H. Werick, first; A. F. Mundie, second; F. F. Goodman, third. Time, 1:13.

One-mile tandem.—C. H. Werick and G. A. Miller, first; E. Denniston and W. D. Cleland, second. Time, 2:32⅖.

One-mile city championship.—A. A. Price, first; F. Paige, second; F. J. Linz, third. Time, 2:46.

One-mile handicap.—C. W. Davis, first; W. D. Cleland, second; W. G. Geoghean, hird. Time, 2:32⅖.

One-mile open.—F. F. Goodman, first; C. H. Werick, second; A. W. Hughes. third. Time, 2:23⅘.

Five-mile handicap.—A. F. Mundie, 30 yards, first; W H. Williamson, 100 yards, second; W. D. Cleland, 275 yards, third. Time, 13:05⅕.

MARRIED WHILE RIDING.

UTICA, N. Y., Sept. 5.—There was a "new woman" wedding at Unadilla, near this city, last evening. It was brought about by the opposition of a prospective mother-in-law to bicycles and bloomers. Early this summer Florence Moss became the possessor of a wheel and she at once made a bloomer costume, contrary to the wishes of her mother. The girl's father liked the bloomer idea, and, as it became a matter of frequent discussion, there was often a jolt in the Moss domicile. Once or twice Mrs. Moss strewed tacks on the walk. The punctures were repaired and then Mrs. Moss put paint on the saddle, with the result that Florence had two large daubs on her bloomers. The girl was undaunted and fashioned another bloomer suit.

In the mind of Mrs. Moss bloomers were bad enough, but her daughter's young man, Jerome Snow, was an abomination in her sight. She thought Jerome was responsible for her daughter's inclination toward the mannish suit, as she regarded it. When Mr. Snow called last evening, Mrs. Moss ordered him away from the house to return no more. Just then the girl appeared clad in her bloomer suit and the couple went away for a moonlight ride. They traveled several miles, discussing the unpleasantness, when Snow said:

"Let's have a bicycle wedding tonight and settle this question."

"All right," responded his companion. "Where is the minister?"

A short time later a party of wheelmen came along and among them was Rev. Mr. Mead, of a nearby town. He was made acquainted with the desires of the young people and agreed to perform the ceremony. With the wheels making ten miles an hour the one of the cloth repeated the marriage ceremony, received the proper responses, and declared Mr. Snow and Miss Moss husband and wife. Then every one wheeled to the home of farmer Moss, where differences were patched up and a reconciliation was brought about in the house that had been divided against itself.

OLDFIELD GETS A RECORD.

GOSHEN, IND., Sept. 5.—The Goshen races were a success in every way, except the attendance. A new competition record for Indiana was made in the mile open race by Barney Oldfield, of Toledo. Time, 2:10⅘. The summaries:

One-mile novice.—J. W. Donovan, first; R. S. London, second. Time, 2:31½.

Half-mile open.—W. Peltier, first; B. Oldfield, second; Chas. Kolb, third. Time, 1:06.

One-mile open.—B. Oldfield, first; W. Peltier, second; O. H. Bartley, third. Time, 2:10⅘.

Three-mile handicap.—O. H. Bartley, 50 yards, first; Lee Heller, 250 yards, second; B. Oldfield, scratch, third. Time, 7:32½.

One-mile consolation.—J. Clarke, first; J. J. Bezenek, second; B. O. Adams, third. Time, 5:07.

Half-mile unpaced.—Clarke, Bezenek, and O. H. Bartley tied for first. Time, 1:05. Clarke won the toss.

SANGER SHOVED IN B.

STEVENS POINT, WIS., Sept. 6.—William F. Sanger, of Milwaukee, was about to start in a race with Harry Crocker and Edward Roth today in the meet held here, when the referee received a telegram announcing that the trio had been transferred to Class B. A special Class B event was then arranged for Sanger, who, paced by Roth and Crocker, lowered the state record from 2:08 to 2:06½. The result of the races is as follows:

Half-mile open.—Virum, first; Harkins, second; Wilson, third. Time, 1:10½.

One-mile, 2:50 class.—Dewey, first; Welty, second; Furro, third. Time, 2:41¾.

One-mile open, time limit 2:35.—Virum, first; Harlins, second; Williams, third. Time, 2:29½.

One-mile tandem.—Wilson and Virum, first; Welty and McGlachin, second. Time, 2:23.

Five-mile handicap.—Virum, 400 yards, first; Harkins, 500 yards, second; Dewey, 750 yards, third. Time, 13:57½.

Two-mile handicap.—Harkins, 175 yards, first; Furro, 350 yards, second. Time, 4:56½.

THE HUMBER MEET.

WESTBORO, MASS., Sept. 7.—One of the most successful and interesting race meets of the season was held here today under the auspices of the Humber Cycle Club. The entry list was large, and the attendance of such stars as Wheeler, Sanger, Conn Baker, Porter, Berlo, Murphy, the two Butlers, Barry, Earl, and many other noted riders made close finishes and fast time the order of the day. The track at Westboro is an exceptionally fine one, and the prizes were commented upon by the winners as being the best offered this season. There were about 1,600 enthusiastic people on the grounds. The races were run promptly, and a better managed meet has not yet occurred. The notable features of the day were the wins by Murphy and Earl in the one-mile open and one-mile handicap, Class B, respectively; by Sanger, Wheeler, and Porter, in the professional events; and by Herbert H. Parker in the Class A events. This last young man is a physical giant and possesses speed and stamina. Wheeler rode an exhibition mile, paced by a Humber tandem, in 2:02⅗, and Murphy followed suit, making two-thirds of the distance in 1:19, but, being badly paced, could not finish the mile under 2:07⅖. The strange machine known as the Humber Eiffel Tower was ridden around the track, and with its rider perched ten feet six inches in the air presented a curious spectacle.

Solomon Couldn't Have Done Better.

A peculiar situation came up in the Labor Day races at Syracuse in which Chairman Gideon was asked to take a hand. The case is unparalleled in the annals of class racing. A year ago E. C. Stearns & Co. made an offer to the local clubs of a $250 trophy to be contested yearly in a three-mile lap race, until finally won by one organization three times. The offer was accepted, and the second race run this year. Now, the Century Cycling Club won the event in the initial trial, but its fastest riders had been transferred to the moneyed class, and they had no competitors. Then a scheme originated in the mind of some member. It was to enter a Class B man, the rules governing the contest barring no such rider, and none of the Class A men would dare to compete against him, which, of course, would result in a victory for the C. C. C. F. H. Fellows, the B, came on the track when the event was called, and then every Class A man withdrew. They protested against Fellows and appealed to Referee William Spalding. Fellows insisted that the race was for riders of local clubs, and that he had a right to compete. The A men could not see it that way. Referee Spalding decided that no B man could compete in a race with amateurs, and agreed to take chances on a ruling Chairman Gideon would make. The latter's decision was to the effect that it was originally a Class A race, and no B man could compete. That settled it, and the trophy was turned over to the S. A. A., whose team won it.

Well, now, isn't this funny?

It's from a circular describing the method of repairing a hose=pipe tire:

"Under no circumstances put in a number of plugs where minor leaks show themselves. By so doing you will probably ruin the tire altogether. Send it back to our factory, prepaying the expressage, and we will endeavor to repair it."

When you buy a pair of those tires you are given a handful of plugs of assorted sizes, but, dear reader, don't make the fatal mistake of trying to repair a minor leak; tackle the major holes only, they will give you enough to do.

For instance, now, suppose you are riding along a quiet road in, say, California, and your tire punctures. First thing you do is to find out whether the hole is a major or a minor by listening to the wind whistling through it. Let us suppose the sad cadence of the note shows it to be a minor. Do you sit down and repair it? Not at all. "You would probably ruin the tire altogether" No, the remedy is much simpler than that; all you have to do is to take the tire off and send it back to the factory, on east, where the makers will endeavor to repair it.

In the meantime you sit down by the roadside in California and wait for your tire to come back.

If you get tired waiting,

GO AND BUY A PAIR OF DUNLOPS==

YOU CAN REPAIR THEM YOURSELF.

NO TIRE CAN BEAT THE DUNLOP FOR SIMPLICITY.

Get our catalogue.

American Dunlop Tire Co.

Chicago, 266 Wabash Ave. **504-506 West Fourteenth St., New York City.**

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



ARTHUR GARDINER.

Arthur Gardiner, the star of the Morgan & Wright team, began to shine when he won time prize in the Chicago road race in 1894. In 1895 his light is very bright, and but for an unfortunate fall in Indiana, at a period when, in the vernacular of the track, he was "having things his own way," he might at this time have far outclassed his chief competitor for the premiership in Class B. Gardiner's comparatively rapid rise has been due not so much to experience in the tricks of the track as to his sheer merit as a rider. He has those physical and other qualities necessary to mow down time and men in masterful style. He did some good road work in 1893. In 1894, beginning with his Chicago road race performance, he made cycling history in the Cedarburg (Milwaukee) road race; also in classic events at Louisville, Detroit, and other places, winding up by winning time in the big Denver road race during the national meet. At that meet he made his bow among the bigger bugs of the track, winning sundry open and handicap races in sensational finishes. On the southern circuit, this year, he won his races hands down. On five dates in the national circuit, following Asbury Park, he won seven firsts, one second, and one third out of eleven starts. But there is no need to tabulate his history here in detail. In the racing history of the year his name will figure prominently, and unless all signs fail he will be still more deserving of the honors of a champion in 1896.

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ARE GOOD TIRES

MORGAN & WR
(331 to 339 We

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An army contract

It was during the war, when men earned fortunes by furnishing the armies with great quantities of supplies.

A large, rawboned man, with trousers tucked into an enormous clay-covered pair of boots, wandered into Washington and asked an urchin to give him a "shine." The boy looked at the boots, then at the man, and shouted across the way to another bootblack: "Hey, Jim! come over 'n help. I've got an army contract."

* * *

To suitably advertise as many as half of the weekly winnings on Morgan & Wright tires, without swamping the reader and thus losing his attention, is also an army contract. "Put as few words into the center of as much white space as possible," is good advertising advice, and in following it we have been obliged to place on this page only the essence, and encroach on the reading pages of this journal in order to give winning riders and wheels the public notice they deserve.

Morgan & Wright percentages on the Canadian circuit, covering eight meets, were very large. The biggest Class A showing was **80 per cent** at Montreal. The same percentage was won in Class B at Brantford. The average percentage was 67 in A and 62 in B. There was still something left to be divided among all our competitors.

For a very remarkable week's winnings, see the reading pages. Below are summarized a few meets:

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80 per cent, "A." 8 out of 10 places.

55 per cent, "B." 6 out of 11 places.

ROCHESTER, N. Y.

56 per cent, "B." 5 out of 9 places.

38 per cent, "pro." 3 out of 8 places.

HASTINGS, NEB.

60 per cent, or 6 out of 10 open events.

TWENTY-FOUR RECORDS.

The following records have been made on the "good" tires since the list of 19 was printed last week:

World's record, paced, s. s., :30 1-5 ---- quarter mile
World's record, quad, unpaced, 1:48 ---- one mile
World's record, competition, 23:31½ ---- ten miles
Indiana record, :59½ ---- half mile
Iowa record, unpcd., f. s., :23 4-5 ---- quarter mile
Iowa record, unpcd., flying start, :582-5 ---- halfmiie
Iowa record, standing start, :59 ---- half mile
Iowa record, open, 1:00 2-5 ---- half mile
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Iowa record, tandem, 2:20 ---- one mile
Iowa record, unpaced, 2:28 4-5 ---- one mile
Iowa record, competition, 4:48 ---- two miles
Maine record, 2:22 ---- one mile
Maine championship ---- one mile
Mighigan record, 12:09 ---- five miles
Nebraska record, competition, :32¼ ---- quarter mile
Nebraska record, competition, 1:05 ---- half mile
Nebraska record, competition, 2:12 ---- one mile
New York record, unpcd., s.s., :30 4-5 ---- quarter mile
Rhode Island record ---- half mile
Rhode Island record ---- one mile
Wisconsin record, 2:12 ---- one mile
Canadian championship, Class B ---- half mile

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"Wheel Talk."

Dealers and repair men whose addresses are not upon the mail list of *Wheel Talk* (present circulation over 15,000 weekly) are missing the means of saving many a dollar. Its illustrated repair hints are invaluable.

HT, CHICAGO.
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ARE GOOD TIRES

THE COAST CIRCUIT.

Several Records Lowered—Foster Riding in Surprising Form—The Races.

PETALUMA, CAL., Aug. 25.—The cycle racing circuit, comprising the principal towns in northern California, and known as the *Pacific Cyclist* circuit, opened in this city yesterday and was a flattering success.

Walter Foster rode a half-mile exhibition paced by a quad in :51⅗, reducing the coast record made by Wells by one second. It was, to all practical purposes, a straightaway performance, Foster starting from the five-eighths pole and finishing one-eighth beyond the regular finishing point. There is a drop of seven feet in the homestretch and a heavy wind was blowing down the stretch, but for all this the quad team could not go fast enough for the old timer, who beat the big machine out at the finish.

In the first heat of the mile, Class A, scratch, Floyd A. McFarland, one of the best Class A men in this part of the state, fell and broke his shoulder-blade. The accident was caused by the carelessness of another rider, who was ruled off the track for the rest of the day. Several last quarters were ridden under :28, one in :26⅘.

Summaries.

One-mile scratch, Class A, final heat.—Ed Chapman, first; C. D. Bates, Jr., second; D. G. Hayne, third; M. Simmons, fourth; F. M. Byrne, fifth. Time, 2:33⅘.

One-mile scratch, Class B.—W. F. Foster, first; E. Ulbricht, second; A. N. Jones, third. Time, 2:22⅖.

One-mile handicap, Class A.—P. R. Mott, 50 yards, first; Ed Chapman, 25 yards, second; N. Ackerman, 40 yards, third; H. Metcalfe, 60 yards, fourth. Time, 2:22⅘.

One-mile handicap, Class B.—F. S. Hall, 100 yards, first; H. C. Smith, 85 yards, second; R. Cushing, 70 yards, third. Time, 2:28⅕.

Against time, half-mile.—W. F. Foster in :51⅘; record, :52⅘.

FOSTER RIDING STRONG.

DIXON, CAL., Aug. 26.—The Crescent Wheelmen had the second meet on the *Pacific Cyclist* circuit, and when the first race was called the grand stand was filled by an enthusiastic crowd. The race of the day was the one-mile open, Class B, and was hotly contested throughout, although the time was not very good owing to the strong wind which blew in the faces of the riders on the homestretch. Foster started the pace and made it pretty hot for a quarter. At the three-quarters Jones started the jump, but the wind was too strong for him and he was passed by four men, but all finished in a bunch. The A men are all riding exceptionally well—Byrne, Chapman, Metcalfe, and Mott being the stars, no one having the advantage. The race promoters made one mistake; they put Wilbur F. Knapp, the old-time professional, in to referee the meet, which is against the rules of the L. A. W.

Summaries.

One-mile county championship.—J. L. Nagel, first; Charles Kraft, second; T. T. C. Gregory, third. Time, 2:35.

One-mile handicap, Class A, final heat.—P. R. Mott, 40 yards, first; P. Metcalfe, 60 yards, second; C. D. Carman, 100 yards, third; J. E. Edwards, scratch, fourth. Time, 2:26⅖.

One-mile scratch, Class A, final heat.—F. M. Byrne, first; J. E. Edwards, second; E. Chapman, third; P. Metcalfe, forth. Time, 2:24⅕.

One-mile open, Class B.—W. F. Foster, first; W. A. Burke, second; Horace Slater, third; E. Ulbricht, fourth; A. N. Jones, fifth. Time 2:35⅖.

One-mile handicap, Class B.—Horace Slater, 35 yards, first; W. F. Foster, scratch, second; E. Ulbricht, 25 yards, third; W. A. Burke, 25 yards, fourth. Time, 2:17.

LARGE ATTENDANCE AT WOODLAND.

WOODLAND, CAL., Aug. 28.—This is the third town visited by the circuit chasers who are following the *Pacific Cyclist* circuit and judging from the large attendance at Agricultural Park this morning the circuit is destined to be very popular with the sport-loving people of the interior towns. The racing was of the highest order, some of the finishes being very close. The track was soft and too damp for fast work.

In the mile open, Class B, the finish was terrific, Burke winning, with Foster and Slater finishing with handle-bars locked. Slater got the decision, justly. The mile handicap, Class B, was a beautiful race from start to finish. At the three-quarter pole the men were all bunched when Jones made Bald jump, gaining twenty yards on the field, but he was too confident and when about forty feet from the tape slowed up, allowing Emil Ulbricht, who started after him, to take first place.

Summaries.

One-mile county championship.—Harry Adams, first; William Zimmerman, second; William Husted, third. Time, 2:45⅕.

One-mile scratch, Class B.—W. A. Burke, first; Horace Slater, second; W. F. Foster, third. Time, 2:42⅘.

One-mile scratch, Class A.—Byrne, first; Metcalfe, second; Chapman, third. Time, 2:29.

One-mile handicap, Class B.—Ulbricht, 35 yards, first; Jones, 55 yards, second; Slater, 25 yards, third; Foster, scratch, fourth. Time, 2:29⅗.

One-mile handicap, Class A.—Metcalfe, first; Kraft, second; Conger, third; Adams, fourth. Time, 2:20.

Mile exhibition by the quad, manned by Foster, Burke, Jones, and Bedle. Time, 2:05

RECORDS BROKEN AT CHICO.

CHICO, CAL., Aug. 29.—A three-day bicycle tournament under the the auspices of the Rose City Wheelmen, and the final of the circuit, opened today with a rather slim attendance at the track, but nevertheless the racing was probably the best ever seen in California. This is the opinion of all the circuit chasers and other authorities. The track had been worked into lightning fast condition, as the lowering of three coast records will attest. The last quarter is without a doubt the fastest stretch in California.

Walter Foster is riding in wonderfully fine form and his sprint is getting faster every day and his jump more terrific and blood curdling. It is doubtful if there was ever a more exciting finish than that put up by the B's in the mile handicap. Foster made the jump at the quarter, pursued by Ulbricht, Slater, and Burke, who fought the race inch by inch, the positions only changing once during the last eighth. In spite of the fast work of the four men named the race was won by Russel Cushing from the 85-yard mark, Smith, 100 yards, second, and Foster, scratch, third.

F. M. Byrne lowered the standing start, unpaced, Class A quarter-mile by one-fifth of a second. His time was :31⅕. Chapman, of Napa, rode a third in :39⅖ and Metcalfe succeeded in bringing the Class A half-mile record down to 1:01⅕. Previous record 1:03.

Summaries.

One-mile novice.—Gundy, first; Kirkpatrick, second; Benson third. Time, 2:41⅖.

One-mile open, Class A.—Byrne, first; Metcalfe, second; Chapman, third. Time, 2:27.

One-mile county championship.—Thiel, first; Lockerman, second; Cook, third. Time, 3:01⅖.

One-mile handicap, Class B.—Cushing, 85 yards, first; Smith, 100 yards, second; Foster, scratch, third. Time, 2:20⅘.

One-mile open, 2:40 class, Class A.—Ravlin, first; Jarman, second; Conger, third. Time, 2:31½.

SECOND DAY.

CHICO, CAL., Aug. 30.—The attendance at today's racing was much larger than yesterday and much more interest was displayed by the spectators. The weather was very warm and the circuit chasers were in fine fettle. Russel Cushing rode one-third of a mile, paced, in :36⅘, and Emil Ulbricht rode twenty-five miles against a team of five men, each man riding five miles and relaying, Ulbricht had the men, who are local riders, at his mercy, and, to use his own words he had a "pudding." His time for the twenty-five miles was 1:12:37⅗. All of the races were well contested and some of the finishes were remarkable. All of the riders vote this track the fastest in the state.

Summaries.

One-mile handicap, Class A, final heat.—Mott, first; Byrne, second; Thiel, third. Time, 2:25⅗.

One-mile scratch, Class B.—Foster, first; Jones, second; Slater, third. Time, 2:42.

Twenty-five-mile relay.—First relay, Kirkpatrick, 14:34; second relay, Small, 15:09⅖; third relay, Benson, 14:56⅕; fourth relay, Cook, 13:58⅕; fifth relay, Thiel, 14:00. Total time, 1:12:37⅗.

THIRD DAY.

CHICO, CAL., Aug. 31.—The three-day bicycle meet of the *Pacific Cyclist* circuit ended today, and, with the closing, the first half of the circuit has been run off, to the satisfaction of all concerned. More records were lowered, and the Chico track is more highly thought of than ever. Ed Chapman was the star of the day, winning both Class A events, and making a new record for the unpaced third.

Emil Ulbricht, who has recently developed a killing sprint, made a new coast record for the same distance under the same conditions, doing the distance in :36⅘, a new Class B mark. Allan Jones won the Class B mile open in the prettiest finish ever seen on this track, and showing more grit and determination than he has ever shown before. Frank Byrne rode an unpaced quarter in :27⅗.

Foster was to have gone for the half-mile world's record paced by the quad, but at the last minute the four-seated machine was found to be out of order, and the attempt was abandoned.

Some doubt has been expressed as to whether the records made by the men would be counted, and, although all were fairly made, it is not likely that the records will be applied for, as most of the tracks on the circuit have a down grade at the homestretch.

Summaries.

Half-mile open. Class A.—Chapman, first; Metcalfe, second; Mott, third. Time, 1:23⅕.

One-mile open, Class B.—Jones, first; Foster, second; Slater, third. Time, 2:30.

Two-mile handicap, Class A.—Chapman, scratch, first; Metcalfe, 40 yards, second; Smith, 70 yards, third. Time, 5:27.

Two-mile handicap, Class B.—Ulbricht, 65 yards, first; Foster, scratch, second; Jones, 80 yards, third. Time, 5:15⅕.

Third-mile unpaced, against time.—Ulbricht, :36⅘, coast record.

Third-mile unpaced, Class A, against time.—Ed Chapman, :38⅕, world's record.

Quarter-mile unpaced, Class A, against time.—Frank Byrne, :27⅗.

EDWARDS AGAIN RACING.

SAN JOSE, CAL., Sept. 9.—The annual state meet of the California Associated Cycling clubs at the track of the Garden City Cyclers this afternoon was attended by the largest concourse of people that ever attended a meet on the Pacific coast, fully 7,000 people being present. Wilbur Edwards made his reappearance in the Class B events and was given a great reception but was not in form and failed to win either heat or race. The day was perfect with the exception of a slight wind that blew in the faces of the riders on the straightaway on the homestretch. The feature of the meet was the lowering of the coast Class A, half-mile, competition record by F. M. Byrne, of San Francisco, to 1:01. The summaries:

One-mile handicap, Class A, final heat.—John Wing, 125 yards, first; N. Ackerman, 30 yards, second. Time, 2:14.

One-mile scratch, Class B, final heat.—Allan Jones, first; R. L. Long, second; Russell Cushing, third. Time, 2:20⅘.

One-mile tandem, Class A.—Dow and Smith, first; Benson and Hardenbrook, second; Reid and Birdsall, third. Time, 2:11⅘.

Half-mile scratch, Class A, final heat.—F. M. Byrne, first; H. H. Squire, second. Time, 1:01, coast record.

Two-thirds-mile handicap, Class B, final heat.—T. Delmas, 65 yards, first; W. F. Foster, scratch, second; R. L. Long, 25 yards, third. Time, 1:34⅘.

ON LABOR DAY

HUMBER QUALITY MEANS SPEED.

Harry Wheeler won the 5-mile professional race at Manhattan Field in

11:30 4-5

A WORLD'S RECORD.

C. T. Earle won the 25-mile road race at Jamaica, L. I., in

1:09:23

THE NEW YORK STATE RECORD.

Billy Hamilton rode from scratch in the 25-mile road race at Denver in

1:05:12

THE COLORADO STATE RECORD.

OF COURSE THEY ALL RODE HUMBERS

HUMBER & CO., AMERICA, LTD.

WESTBORO, MASS.

Mention The Bearings

NEARLY SPOILED BY RAIN.

RIVERTON, N. J., Sept. 7.—Owing to the threatening aspect of the weather, and the rains of the previous night, the race meet of the Riverton Athletic Association was not the success it might have been if the elements had been more favorable. The track was heavy, and while the racing was fairly good no fast time was made. The summaries:

One-mile open.—Frank Turner, first; Joshua Lindley, second; C. W. Pierson, third. Time, 2:17⅘.

Half-mile handicap.—A. Hendrichs, 50 yards, first; C. F. Erp, 65 yards, second; Frank Turner, 15 yards, third; W. E. Dickerson, 15 yards, fourth. Time, 1:05⅕.

One-mile 2:40 class.—H. W. Eckhardt, first; J. P. Williams, second; A. K. Bernhouse, third; George Moore, fourth. Time, 2:31.

Three-mile handicap.—Joshua Lindley, first; A. K. Bernhouse, second; Frank Turner, third. Time, 7:24.

HE BLAMED THE HANDICAPPER.

"To err is human," and handicappers are no exception to the rule. S. A. Miles deserves the reputation of being one of the best handicappers in the country, and yet he has been known to make mistakes. Doubtless the worst one that he was ever guilty of occurred recently. Kennedy was placed on scratch in a one-mile handicap, with Dasey—who had just been transferred to Class B—and Gus Steele was given 100 yards. Miles had somehow gotten the idea into his head that Steele was not riding up to his usual form, when exactly the reverse was the case. The handicap was started, and Steele did the "scared rabbit" act and rode for all he was worth, never looking around, and won by more than his handicap in 2:09⅕. A little later in the day he went after the Illinois state record and got it, going the route in 1:57⅗. Of course Miles had to stand considerable good-natured chaffing, all of which he took in good part.

After the races were over he accepted a friend's invitation to take supper with him. It so happened that this friend's father had been a spectator of the racing. While the party was waiting for supper he commented on the races. He expressed considerable indignation over the fact that a man like Steele, who was capable of breaking a state record, should be given such a liberal handicap, and asked his son how it happened. The son gravely explained that the handicapping was done by a paid official of the League of American Wheelmen, but that he sometimes made mistakes. When the old gentleman learned that, he waxed more and more indignant.

"Why, a man who does not know any better than that should not be allowed to hold his office a minute. It is ridiculous. It looks as if he had an understanding with the racing man. He ought to be fired instanter." Then, turning to the handicapper, he added, "Don't you agree with me, Mr. Miles?"

Mr. Miles did agree with him, and the critic was about to continue his philippic when his son told him that it would be better to defer his criticisms until Mr. Miles had departed, as the latter was the handicapper.

It will profit nothing to repeat here the excuses, apologies, and retractions that were made.

P. J. DASEY SERIOUSLY INJURED.

ELKHART, IND., Sept. 9.—In the fall horse and bicycle races, which opened here today at the Barney Driving Park, P. J. Dasey, of Chicago, was forced into the fence by two Toledo riders in the last lap of the half-mile open, Class B event, and in the fall that resulted was seriously hurt. He was going to the front when the accident happened, and would probably have won the race. He had to be carried off the grounds and will be unable to ride again for some time.

FUHRMAN BREAKS A CENTURY RECORD.

BUFFALO, N. Y., Sept. 8.—F. C. Fuhrman, the speedy professional, of the Rambler Bicycle Club, today made a century run in 5:32:20. The course selected was from here to Le Roy, the record for which was held by Bill Steimal, who rode the distance in 6:35:00 last fall. Fuhrman's time also reduces Jack Linneman's record of 5:37:15 for a straight 100 miles.

TWO LOCAL MEN WIN.

ST. PAUL, MINN., Sept. 9.—In the bicycle races held at the fair grounds here today Charles Hofer won the half-mile open and the five-mile handicap events, and R. H. McCleary took the one-mile open and the one-mile championship for St. Paul and Minneapolis.

A wheelman on a recent tour noticed that he was being followed by a setter dog. He tried to drive the dog back but the latter insisted on following him, and when the rider stopped, so did the dog, but only then. It was only after the dog had followed the rider for several days and was so footsore and lame as to be scarcely able to walk that the wheelman took forcible measures to prevent the faithful canine from running himself to death. He was crated and expressed to the residence of the cyclist, where he found a home.

A. A. McLain, of Aurora, won the mile open race at Yorkville, Ill., September 6 in 2:34, with Y. M. Hoard, second; Will Dutton, third; Harry Bunnell, fourth, and Guy Clark, fifth.

Charles Miller, whose creditable performances on the Chicago boulevards are chronicled in another part of this paper, rides a Monarch.

TRADE PAPER PUBLICITY.

Look out for the trade paper solicitor who says his circulation numbers tens of thousands.

He's lying.

There is no trade paper on the face of the globe with a paid circulation exceeding 25,000, and there are few trade papers which can prove a circulation of 10,000.

The business man advertises in his good trade paper because it pays him to.

Even if the circulation be only 1,000, that circulation represents *probable* buyers, not possible buyers.

A good trade paper with a circulation of a few thousands is a better advertising medium for a wholesaler, if he only advertises to reach the retailer, than a paper of a national circulation of half a million, because every copy of the trade paper reaches men who want, or may want, the goods the advertiser is advertising.

A single order may pay for a quarter of a century of advertising.

Understand, I refer exclusively to the advertiser who is not attempting to reach the consumer.

The advertiser who wants to reach the public must use the national medium, whether or not he includes the trade paper.

The advertiser who desires to reach the retailer, the jobber, or the agent, has only two methods of advertising—the trade paper and the mail.

The advertisement in the trade paper costs less than the mailing of circulars, and is profitable whether circulars are mailed or not, for the one can not interfere with the other.

Every business man reads the advertisements of business men.

He may say that he doesn't.

He may claim that he seldom reads the trade paper.

He is deceiving himself.

He does.

Many a time he listlessly turns over the pages of his paper and his eye lights upon the announcement of this, that, and the other firm, and by and by, perhaps five years afterward, he will remember it, turn to the trade paper, and, if he finds again the advertisement, order the goods advertised

Trade paper advertising, more than any other kind, must be continuous. If an advertisement is worth anything, it is worth insertion in every issue of the paper.

The one great criticism on all trade paper advertising is that the advertiser almost invariably advertises his name more prominently than the goods he sells.

Reputation is business.

The firm name counts, but that which the firm sells is of more consequence than the name of the firm which sells it.

If a firm is advertising something that somebody wants, the firm name will be found if it is in the smallest type in the most obscure corner.

The business card in the trade paper is all right, and frequently brings business, but the advertisement that prominently announces some particular article will attract more attention and sell more goods than the advertisement which simply tells people that there is such and such a firm somewhere.

Don't advertise,

JOHN SMITH & CO.,
WHOLESALE DRY GOODS,
No. 44 Smith Avenue, Smithville,

for while that advertisement more or less familiarizes the retailer with the firm name, it does not convince him that John Smith & Co. have anything in particular to sell, although they may have everything in general.

Announce some particular article, some collection of articles, some particular condition, or some particular attraction or specialty.

Give the retailer to understand that it will pay him to write to the firm advertising.

Don't let the advertisement sell goods. Let the advertisement place the retailer in connection with the advertiser.

It is the advertiser's business to sell goods.

The advertiser who expects his trade paper advertising to sell his goods is mistaken.

If that advertising does sell goods, something is the matter with the advertising, for it is the business of that advertising to connect buyer and seller, that the seller may have better opportunity of selling more goods to the buyer.

The advertising, then, should simply create correspondence, and if correspondence and salesmen can not sell them there is something the matter with the firm, the salesmen, or the goods.

No wholesaler or manufacturer can afford not to advertise in the best trade papers of his line, for such advertising costs comparatively little, and may be the means of connecting him, sooner or later, no matter if it be later, with some firm or firms, or combination of firms, which will bring him an extra profit, which he could not have received had he not been a regular and continuous advertiser in trade papers.

The fact that the most conservative, as well as the most enterprising wholesalers and manufacturers are, and always have been, trade paper advertisers, is more than sufficient argument to prove the value of good trade paper advertising.

I have no connection with any trade paper.

It doesn't make any difference to me whether the reader advertises or not.

I am telling what I know to be the truth, for it is my business to make the business of my clients pay, and none of my clients have ever yet brought to my attention any evidence that will prove that good trade paper advertising does not pay, while their advertising is constantly convincing me that well-written and well-displayed trade paper advertising fills in a gap in the economy of business, which can not be filled by any other medium of business.

The old-fashioned, conventional advertisement is liable to pay something, but the modern, progressive advertisement may pay ten times as much.

In writing trade paper advertising be as careful to avoid over-originality as under-originality.

Don't write literature.

Write fact, and write it in the fewest words.

Remember that brevity is the soul of advertising as well as of everything else, and that the advertisement which may read well to the advertiser, because he wrote it, may not read half as well to the business man who reads it, for he cares nothing about the literary ability of the writer.

He does not appreciate quotations from the poets, but he does care for clean, well-cut, hard-driven sentences, written by business, of business, and for business.—NATHANIEL C. FOWLER, JR., in the *Trade Press*.

SEARLE MAKES ANOTHER START.

R. P. Searle, the indefatigable, left Chicago last Sunday morning on another chase after the Chicago-New York record. Things were more favorable this time, the roads being good. He reached Kendallville, Ind., at 9:20 Sunday night and left for Toledo, where he had breakfast. He



R. P. SEARLE.

arrived at Cleveland at 2 a. m. Tuesday morning, four hours behind his last week's time. He reached Ashtabula at noon Tuesday, having ridden 454 miles.

Searle's knee, which was injured in his previous ride, began to trouble him at this point, but he pluckily kept on his journey. He wired his friends in Chicago on Wednesday, saying that he was feeling good, and expected to reach New York under five days.

THE STATE FAIR'S MAIN FEATURE.

GRAND RAPIDS, MICH., Sept. 9.—Bicycle races were one of the main features of the annual state fair which opened here today. The numbers of starters in some of the events were so large that the races had to be run in heats. E. C. Schultz fell in the half-mile open event and broke his collar-bone. S. C. Cox, of Chicago, won the half-mile open and three-mile lap race and ran second in the quarter-mile.

Lost in the Alps.

The Lagan brothers, who are members of the touring party of the Century Wheelmen, of Philadelphia, had a remarkable experience recently. During their rambles they strayed from the remainder of the party and got lost in the Alps. It was very cold and in order to keep from freezing they had to keep moving all night. They were finally found by the sisters of the Convent of St. Bernard and put on the right track for Antwerp.



"Yankee Brains Lead the World."

(Uncle Sam's Soliloquy.)

"Here's the 'Defender,' a Yankee boat, built partly of aluminum, a triumph of ingenuity and skill.

"A costly boat, but she has already proven **the fastest in the world.**

"Here is the Eagle, a Yankee bicycle, the fastest in the world. Has **aluminum rims,** which make the wheels light running. They are strong, too; have been tested on Eagle bicycles for four years. More expensive, but better. Any one can build a boat or a bicycle, but it takes Yankee brains to turn out a Herreshoff boat or an Eagle bicycle."

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

Representatives now in the west making '96 contracts write quick to factory or care "The Bearings."

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, SEPTEMBER 12, 1895. No. 2.

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THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

FALSE CLAIMS.

In a recent number of that pamphlet "The Yellow Fellow," a list of wins and alleged creditable showings made on Stearns' bicycles this year was printed.

Among them our attention was accidentally called to one, claiming the first time prize and thirty-ninth place in the last Waukesha road race, which two positions were won by A. C. Mertens of Minneapolis, *on a Fowler Wheel.*

We are not unsupported in this statement, as Mr. Mertens himself in a recent letter to us lauds the merits of his Fowler to the skies and voluntarily says that no other wheel on which he has ever ridden ran so easily or was capable of being pushed so fast as the Fowler.

We have photographs of Mr. Mertens mounted on his Fowler and he is recognized throughout the entire northwest as being an ardent admirer of that wheel.

Some time ago we were erroneously informed from a distant point that a Fowler rider had won a third prize in some remote part of the country. As a matter of fact it was a Stearns rider who rode into that position, and we were promptly called down for our unintentional error. Our's was purely an error, whereas this one regarding Mertens could scarcely have been other than purposely printed.

We trust that our friends in the trade will in future "keep off the grass."

SWELL PEOPLE—SWELL WHEELS.

During the past week, the Fowler Cycle Mfg. Co. have closed a contract with Meyer, Bannerman & Co., 616-618-620 North 6th street, St. Louis, Mo., for 500 Fowler wheels.

This deal was only consummated after Meyer, Bannerman & Co. had carefully and minutely examined eight different lines of high-grade wheels, their ultimate decision being that the Fowler stood head and shoulders above the other seven, whereupon an order for 500 machines was straightway placed with the makers of "the most highly finished bicycle in the world."

Meyer, Bannerman & Co. are rated at over 1,000,000 "plunks" and only chose the Fowler wheel as their leader because the reputation of their concern was at stake and *the best* was the only thing they were willing to tie to.

THE NEW WEST SIDE STORE.

What promises to be the grandest event in the way of cycle store openings, ever celebrated in Chicago or anywhere else in America or the world, will be the reception and entertainment tendered the cycling public hereabouts by the Fowler Cycle Mfg. Co., on the occasion of their West Side Store's opening, Saturday evening, September 21.

The new store is to be located at Nos. 83-85-87 Ashland Boulevard and will have over 80 feet frontage, almost entirely of glass.

On the opening night musical and theatrical features will be offered all who come, as well as a chance to win any one or all of several prizes to be put up, in all amounting to $750.

These prizes will be a Fowler Tandem, three Fowler Bantams, and one or more ladies' models. They will be distributed as follows: The tandem will be presented to the club having the largest number of members present. To the cycling club presenting the neatest and most uniform appearance, a Fowler Bantam or King Bee racing wheel will be given, while to the holder of the duplicate to the coupon drawn from a cylinder, a choice of any Fowler wheel will be given gratis.

Several other offers will be made during the coming week and it is safe to state right here that never before in the history of cycling will there ever have gathered so great a crush of cyclists as will meet on this all-important occasion.

At least a dozen of the local clubs have assured us at this early date of their intention of getting that tandem and by September 21 it is thought that the interest and excitement will be at the boiling point.

There is a difference between a $20 Gold Piece and a Silver Dollar

although they both look alike to a blind man in the dark. All bicycles have frames, handle-bars, saddles, wheels, and tires, BUT

"The Fowler"

IS LIKE UNTO THE GOLD PIECE COMPARED WITH THE SILVER DOLLAR IN GENUINE VALUE.

Apply quick for '96 agency.

Address
FOWLER CYCLE MFG. CO.,
142-148 W. Washington St.,
CHICAGO, ILL.

A Mad Bargain.

In one of the eastern cycle papers there is printed each week a list of the various Class B teams' standing, so far as points won in racing are concerned, which we would safely wager is bitter medicine for many of the manufacturers who have been shoveling "dough" into the furnace door labeled "Class B Representation," ever since the present season began. Of course some few of the teams, with the advantages of scientific training and specially constructed wheels—100 per cent better than those palmed off on the gullible public—have been enabled to score more points than others, backed with less gold and no real training whatsoever. We wonder how these manufacturers feel, who, after several months of disbursing funds to their hired servants on the circuit glance over the list in the eastern paper and mournfully read that so far their riders have scored but seven, nine, eleven, and in one case but fifteen points. Where is the game to reward such an extravagant chase? What benefits do these weak-minded cycle makers derive from the expenditure? How many improvements could they make in their wheels with the dollars burned in trying to hoodwink the public, devoted to the bettering of their output?

These are queries that can be answered in but one truthful manner.

The offices of the Fowler Cycle Mfg. Co. are daily besieged with local riders who desire Fowler wheels with which to race, knowing full well that there is more fun for them in winning a first prize alone, taking with it the glory so dear to the heart of the average Class A rider, than in receiving a stated amount for riding some other bicycle and finishing among the "also rans," or breaking down during the race. That's why Fowler's win so much in the way of time prizes and races, and the fact that we do not pay the men who ride our wheels salaries for so doing, enables us to profit by the advertising given us thereby, and improve our bicycles by devoting the money thus saved on the racing account.

Catch the idea?

Are you on?

It's only common sense.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

London New York Philadelphia.

FORBES & CO. (LIMITED.)

MANUFACTURERS OF

TRADE Kolako MARK

A Kola compound, endorsed and used by the leading Cyclists, Athletes, and Sportsmen in Europe and America

CHICAGO OFFICE. 160 ADAMS STREET

Chicago, September, 7, 1895. 189

Editor The "BEARINGS",

Chicago, Ill.

Dear Sir:--

It may interest you to know that the number of answers to our small card in "Bearings" for the last two weeks has been remarkable.

Through it we have opened correspondence with dealers in almost every State in the Union. The returns from cash mail orders alone have amounted to five times the cost of the advertisement.

You may rest assured that "Bearings" will be decidedly "in it" for our 1896 advertising.

Yours truly,

Forbes & Co. Ltd

BUSINESS CHANCES VS. BUSINESS CAUTION.

Business caution is certainly an admirable quality and particularly so in the bicycle business which in so many cases of phemomenal success has lead new comers into fatal mistakes. Firms that have experienced one or two years of good business are apt to think that there is no limit to the success that they can make, and go ahead recklessly. On the other hand business caution can be carried to such an extreme that it becomes a fault. Our sermon today is against this very kind of caution. There are firms in the trade who are desirous of largely increasing their outputs for 1896, but who are afraid to go ahead enlarging their plants and contracting for the necessary material until they have, not a reasonable assurance that they will be able to dispose of the increase, but until they have that assurance made an absolute certainty.

The jobbing business, which was seriously proclaimed to be dead two years ago, is still very much in evidence. It is not a difficult matter to dispose of bicycles to thoroughly responsible houses in lots ranging from hundreds to thousands, if "the prices are right." What is meant by prices being right is that the bicycles must be sold at a very small per cent above their factory cost. If the manufacturing concern is catering merely to the jobbers it will not be amiss to sell its product on a small margin to cash buyers; but if, as is very often the case, the house has already established a line of agents whose trade pays well, this policy is faulty if it is allowed to interfere with the agency business, and it almost always does. We have in mind a house that did a splendid business last year, in common with many others had more orders all season than it could fill, and made a handsome profit. With the desire to extend its business this season, but without the nerve to take business chances, it set about making sure that it could dispose of its increased output. It has already accomplished this (to it) happy end. It has closed contracts on a cash basis with thoroughly reliable houses for enough wheels to much more than make up for all its increase, and has contracted, under a heavy penalty, to deliver these wheels early.

At the first blush this plan seems an admirable one. But let us take a closer glance. It is a well established axiom of the bicycle business that those firms that have plenty of wheels to deliver early in the season, when every one wants wheels, are the ones who get the cream of the business. Our cautious firm will have to devote all its energies to getting out wheels for the jobbers with whom it has contracted and by the time the trade of next year is fairly on will have few wheels for its regular agents. The argument may be advanced that, if it has sold, delivered, and gotten its money for a large part of its output by that time, it has done well. Not so. The profit on each wheel that it sells to the jobber represents only cents, where wheels sold to the retailer represent dollars. The retailers will have lost many sales because they have been unable to get wheels and will have become disgusted with the treatment received from the manufacturer and in many cases will take up the goods of some manufacturer who can supply them when they are wanted. We will grant that the total number of wheels sold by the manufacturer will be far in advance of his output this year, but there is almost sure to be a decrease in his sales to retailers—and a small decrease in this class of sales will more than offset the large sales to the jobbers. Added machinery and added room will have been provided and in the end the books of the concern will not make as good a showing as they did this season. Not only that, but, if the energies of the maker had been devoted to increasing the number of retail dealers handling his goods, the foundations for business for years to come would have been laid, while the jobber, when he comes to buy another year, will go to the firm offering him a shade better price. It does not matter to him whether or not he gets his wheels from the same factory two years in succession. In any case they will bear the same name-plate.

Let us repeat: The business of selling to jobbers is all right for such firms as confine themselves to that class of business but for firms that are largely dependent on retailers for their profits the jobbing trade had best be left severely alone.

QUAKERS PREPARING FOR FALL TRADE.

PHILADELPHIA, PA., Sept. 7.—With the advent of September business among the local dealers has begun to pick up, and at the present writing there is a brisker trade than that of the same period of last year. Orders are being forwarded to the various factories throughout the country, and large shipments are being received every day. On last Monday one dealer alone—R. J. Walker—received a carload of Eclipse wheels which will insure prompt delivery to those purchasing these popular machines. Mr. Walker, who has just returned from a two weeks' vacation, spent a good part of his time at the Eclipse factory, and while there had a glimpse of the '96 model. He declares that it will stand the test of previous years, and that for finish and construction it will be one of the best wheels on the market.

Since removing to Arch Street the Cleveland had been rapidly rising in popularity, and if the orders received since the first of the present month count for anything the sale of these wheels this fall will be the largest known in this city. The Chestnut Street house is also doing well, and in addition to the Cleveland is selling the Standard wheel in large numbers.

Jack Greer, of the Union company's branch, is now doing business at 804 Walnut Street, he having been compelled to vacate the old stand on Penn Square on account of rebuilding. The present location is only temporary, the Union company's intentions being to secure one of the largest stores in the city for the sale of its popular wheels. All of the stock and sundries of the Penn Square store have been disposed of.

In addition to handling the Rambler and Stormer wheels, Charles S. Smith & Co., of 10th and Arch streets, is now selling the Pennant wheel. It is a strictly high-grade machine, fitted with G. & J. tires, and promises to become very popular. The price is $55.

At the Norristown meet today the Stearns wheel won four firsts, one second, and one fourth prize. It is just such performances as this and the superior qualities of the wheel that have made the Yellow Fellow so popular in Philadelphia. Weise & Bowen, the agents, are well fixed for the fall trade, and predict a big business.

The branch store of the Hart Cycle Co., at Broad Street and Columbia Avenue, has been completely renovated and will be opened to the public next Wednesday. With the Arch Street store and the Broad Street addition, the firm will have more floor space than any other retail store in the city and perhaps in the country. A riding-school will be run in connection with the new store, while the Belmont riding-school in West Philadelphia will also be retained. Columbias and Hartfords have always been popular here, and an increased business will certainly follow.

Sager Company Doing Well.

A pneumatic saddle that is not a freak is being made by the Sager Mfg. Co., of Rochester, N. Y. The two tubes which coil around the saddle prevent the air from shifting. The saddle will be on the market in a few days. The Sager company has contracts from twenty-six manufacturers of high-grade machines for Sager saddles. These saddles will be delivered by January 1. The Sager company claims to have supplied three-fourths of the saddles used by the high-grade makers this year. Next week this concern will move into its new factory.

Everything is "on the jump" at the Fowler Cycle Mfg. Co.'s factory, preparatory to the huge increase in the volume of trade, which is already coming in for '96. A new addition to the factory, 50x150 feet in size, has been made and carpenters are rapidly fitting it up with new offices, etc., which, when completed, will be models of luxurious comfort.

SYRACUSE'S LARGE FACTORIES.

The Stearns, Syracuse, and Barnes Companies Working on Next Year's Models—A Glance at the Works.

SYRACUSE, N. Y., Sept. 9.—Comfortably seated in one of the luxurious chairs on a west-bound New York Central train the traveler will notice, as his journey brings him into the hustling town of Syracuse, the immense plants of the salt producing concerns; and as he views the acres of vats and sheds he will dimly recall that his geography sets forth that Syracuse is



chiefly famous for its production of salt. The compiler of the geography for the coming generation will have an addition to make, and that addition will be bicycles. In the last few years this has become the principal industry of this well-known city.

All is now activity among the factories, and the wheeling population, which is a large percentage, is anxiously awaiting the production of the '96 mounts. The Barnes people are the first in the field and already have a number of machines completed and on the road being exhibited to agents. Starting in March of this year the Barnes wheel made an immediate bid for public favor and its many distinctive features and improvements at once created a demand that has been of such vigorous growth as to compel an addition to the factory that is now being rapidly pushed and when completed

Will Double the Floor Space.

The improvements will also include a modern office finished in quarter-oak and on the palatial order. Road wheels will scale from 19 to 21 pounds and be finished in black enamel, beautifully striped. The racing wheel



will be pure white, from which it gets the name of the White Flyer. A. R. Peck, the manager, is enthusiastic over the prospects of the wheel, and so confident is he of success that material has already been secured for 15,000 wheels.

The traveling end of the business will be in the hands of C. Arthur Benjamin and Malcom Troupe Ford, assisted by a number of other men. Work has already been begun on stock wheels for next season, and agents for the White Flyer will have no difficulty in securing wheels in quantities by December 1.

At the Syracuse factory all were in a pleased frame of mind when THE BEARINGS' representative called, and in response to an inquiry about next year's models Mr. Bowe winked in a knowing manner and said they were not saying much, but intimated that something would be sprung in the near future that would be a little on the sensational order. Several improvements are promised, and the first machines will be completed in a few days. Syracuse wheels to the number of 30,000 will be made next year, and, large as these figures look, they hardly seem sufficient to satisfy the wants of the

Three Enormous Jobbing Concerns

that will use their entire traveling forces to push Crimson Rims to the front. The oldest of these agencies is the Shapleigh Hardware Co., of St. Louis, and its contract calls for the delivery of 10,000 wheels, with a clause providing for an enlargement of these figures if necessary. This deal embraces the southwest. The northwest will be looked after by Farwell, Ozmun, Kirk & Co., whose only complaint has been an inability to get wheels enough. If the record of this year and the agency applications that are already swarming in are any criterion of what '96 business is going to be, there will be many a car load of the crimson rims headed for the northwest. The Supplee Hardware Co., of Philadelphia, completes the triumvirate, and its report of central and southern trade is of the most encouraging kind. The prospects are that Mason & Dixon's line will be utterly obliterated by the wheel tracks of Sycamore Indians of southern origin. The central and northeastern country will be handled from Syracuse, and, judging by the satisfied smile which spread like the rays of the morning sun over the countenance of the president when asked about this section, all is well in New England. After a casual inspection of "scalps" that hung in the order department the newspaper man's departure was taken and a visit made to the

Home of the Orange Rims.

It is to be regretted that every one entering the bicycle business can not



visit the factory of E. C. Stearns & Co., as every step would add useful and valuable information. H. E. Maslin, immaculate, and with his face wreathed in a smile that is only born of prosperity and contentment, was on hand, and in response to a request to visit the plant affably gave his consent, and turned THE BEARINGS' man over to Frank Riggs, who proved a most able guide.

Work is just being begun on an enlargement of the office, which, when completed, will allow the office force to be doubled. Not far from the office a new power house is in course of construction, which, when finished, will furnish 400-horse power. Rising above the boilers is a smoke stack 125 feet high, which enjoys the distinction of being the largest in Syracuse.

The factory itself is a model of neatness and system. The stock-room, which is as long as some factories, is fairly groaning under its weight of material for the 20,000 wheels which will be the product of this factory for next season. The rims used on Stearns wheels are all made of rock elm, although some hickory is used. The many processes through which the wood has to pass before it is ready for use proved an interesting lesson in the wood benders' and turners' craft. Each process which the making of a bicycle requires is done in a room by itself, and is then examined by inspectors.

Not the least interesting part of the plant is

The Automatic Machine Room,

where are to be seen a great number of machines that require but to be fed with a bar of tool steel, and in a constant flow of oil the many different tool-steel parts of a wheel are turned out with but the occasional glance of an attendant. Here, too, are to be found the ponderous steel stamping machines which, with one blow, cut out sharp and clean a piece of thick steel plate and leave little else to be done except the dressing down of the surface.

A complete description of all that is to be seen would fill a volume, so the scribe had to pass rapidly on, visiting the stock room, where are kept

Windsor Bicycles

THEY ARE

THE MOST BEAUTIFUL BICYCLES.
SUPERBLY BUILT.
GLORIOUSLY FINISHED.

THE AMERICAN BEAUTIES FOR 1896.

Windsor Bicycles

PROVOKE LOVE AT FIRST SIGHT.

OUR BIG FACTORY IS HARD AT WORK ON 1896 STOCK. WE ARE BUILDING 15,000 WHEELS. ONE HALF OF THIS NUMBER WILL BE READY FOR JANUARY DELIVERY. SECURE AGENCY EARLY. YOU WILL WANT IT BADLY LATER.

Sieg and Walpole Mfg Co
KENOSHA WIS

CHICAGO RETAIL - 285 WABASH AVE.

Address all mail to the factory.

Windsor Bicycles

....The Cleveland

EVERYBODY
ADMIRES
A SUCCESS EXCEPT
THOSE
INFLUENCED
BY JEALOUSY AND
ENVY.

The Success of '95

The Cleveland

The Success of '96

The Cleveland

Success is success, and success
is yours if you
secure the sale of the

SLICK SELLING, SOLID, SAFE, SPEEDY,
SATISFACTORY CYCLE,

The Cleveland

Address, for particulars,

H. A. Lozier & Co., Cleveland, Ohio.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
1724 No. Broad St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

in quantities all of the finished parts; and the enameling and striping room, where is applied the famous orange enamel which distinguishes a Stearns wheel. The brazing room is open on three sides, and is so placed as to be thoroughly ventilated and well lighted. The nickeling plant, the last process through which the parts pass, is a model of completeness, and a pleasant half hour in this department reveals why Stearns bicycles are famous for their finish.

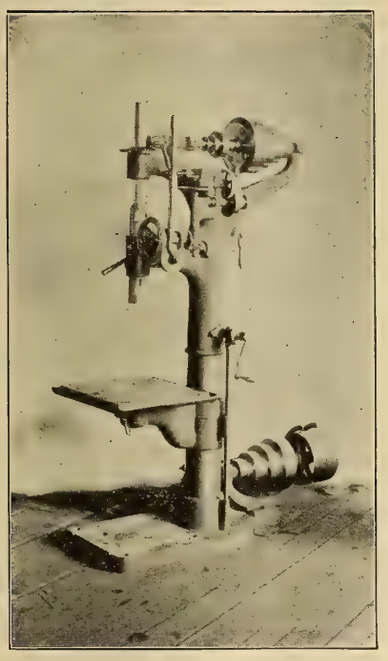
Next Year's Models

are well under way and in a short while will be ready in quantities. Several improvements are promised for '96, but at present Stearns & Co. are very reticent about exhibiting their product, as they desire to keep Stearns improvements for Stearns wheels.

Syracuse can also boast of a factory for the making of parts. The I. A. Weston & Co. has a large plant and its hubs, sprockets, cones, and spokes will figure prominently in a number of wheels this coming season. I. A. Weston is not a new figure in the business, having formerly been located at Janesville, which business he sold out to engage in a similar business on a larger scale at Syracuse. The present company—composed of I. A. Weston, president; C. R. Jones, vice-president, and F. Land, secretary-treasurer—was incorporated July 10 and has already booked contracts for a large amount of parts. It will also job sundries on a large scale.

BARNES' UPRIGHT DRILL.

This drill was recently placed on the market by the W. F. & John Barnes Co., of Rockford, Ill., in response to a demand for a drill intermediate in size between the 20-inch and 25-inch drills. It is a very strong and stiff tool; thoroughly well made; high-grade in every respect, with a 22½-inch swing. Messrs. Barnes are prepared to furnish this drill arranged in several styles, as follows: Without back gear, with hand lever feed; without back gear, with combined lever and worm feed; back geared, with hand lever feed; back geared, with combined lever and worm feed; back geared, with self-feed, automatic stop, combined lever and worm feed. All have quick return lever for spindle. The dimensions are as follows: Height of drill, 74 inches, diameter of column, 6½ inches; diameter of spindle, 1½ inches; vertical travel of spindle, 11 inches; diameter of large pulley on cone, 10 inches; diameter of small pulley on cone, 4 inches; diameter of bevel gear, 7 inches; diameter of bevel pinion, 3½ inches; distance from spindle to base, 43 inches. The cones carry 3-inch belt and have four steps. Weight, 850 pounds.



PIERCE'S PLANS.

A number of changes will be made in the wheels manufactured by George N. Pierce & Co., of Buffalo. The Pierce line will include juvenile, ladies', and gentlemen's models, weighing from 18 to 23 pounds, and listing at from $75 to $100. Pierce & Co. will use 1⅛-inch tubing, and will build 15,000 wheels, having contracted for material for that many. The factory is 170x100 feet, and five stories high. E. C. Potter, the general traveling representative of the company, is about to start on the road with samples. Mr. Potter has been with Pierce & Co. for two years, and has had most phenomenal success. He was with Walbridge & Co., of Buffalo, for three years before going with his present employers. If Mr. Potter has his usual success he will dispose of a large number of wheels next year, and he reports that he has many applications already for agencies.



E. C. POTTER.

The second match race between Adams and Hufstetter, the southern riders, was again won by Adams and his Yellow Fellow. This decides to the satisfaction of all the special merits of the two men, regarding which much has been said of late. The race created a great deal of excitement through the south, and Adams and his wheel are receiving congratulations from all sides.

MORGAN & WRIGHT WINNINGS.

HARRY ALEXANDER, wheel unknown, won two-mile cup race at Lamar, Mo., August 29.

G. T. ATLEBERRY, ON A STERLING, won half-mile race, and was second in one-mile and two-mile at Edina, Mo., August 27.

A. J. BANTA, ON A SYRACUSE, won half mile at Danville, Ill., September 2.

J. J. BEZENEK, ON A UNITED STATES, won Plzen Cycling Club's ten-mile road race over the Garfield-Park-Palmer-Square course, Chicago, in 23:31½, August 31, lowering the world's competition record.

H. M. BIRD, wheel unknown, won five straight races, one a handicap from scratch, at La Crosse, Wis., September 2.

J. P. BLISS, ON A MONARCH, was second in the half-mile handicap at Montreal, August 31; second in mile open at Rochester, N. Y., September 4; second to Cooper in mile open (heats) at Buffalo, September 5.

W. C. RODE, ON AN AMERICA, rode a mile against time in 2:14 at Dixon, Ill., September 5.

J. K. BOWMAN, wheel unknown, won mile handicap from scratch, and second in mile open; also rode an exhibition half in 1:03 at Wheeling, W. Va., September 2.

F. W. BRAGGINS, wheel unknown, won half-mile open, and second in quarter-mile open, afternoon; and won quarter-mile and half-mile open, evening, Cleveland, September 2.

D. COBURN, ON A SYRACUSE, won three-mile handicap at Kansas City, August 31.

J. W. COBURN, ON A SYRACUSE, won mile invitation, third in mile lap, and third in mile open, August 31, and second in two-mile handicap at Kansas City, August 30.

TOM COBURN AND A. G. HARDING, ON A SYRACUSE tandem, won the mile race at Kansas City, August 30.

W. COBWIN, ON A SYRACUSE, won mile open and fourth in mile invitation at Kansas City August 31.

TOM COOPER, ON A MONARCH, won mile open and two-mile open at Montreal, August 31, making a record for the week of nine firsts, and for thirty days past of twenty-two firsts. He also won quarter-mile open and mile open at Rochester, September 4, and the mile open (heats) at Buffalo, September 6.

C. R. COULTER, ON A FALCON, third in quarter-mile open at Rochester, N. Y.

HENRI COUSSERAT, wheel unknown, won the two-mile provincial championship at Montreal, August 31.

ARTHUR COYLE, ON A SYRACUSE, won two-mile handicap, second in quarter-mile, and second in mile open at Newton, Iowa, August 30; also won five-mile handicap and was second in two-mile lap race at same place, August 31.

T. H. CUMMINGS, wheel unknown, won five straight races, including a half-mile and five-mile handicap, all from scratch, also a mile and two-mile open; lowered the half-mile state competition record on regulation track to 1:07⅜, and the two-mile record to 4:48. With S. H. Rowland he won the first tandem race ever won in Iowa, one-mile, time 2:20, all at Oskaloosa Iowa.

HARLEY DAVIDSON, ON A BRANTFORD, rode an exhibition mile in 2:18, establishing track record at St. Johns, N. B., September 4.

A. H. DAVY, ON A SYRACUSE, won mile handicap, second in mile open, and second in five-mile open at Ballston, N. Y., August 29.

JAMES DRURY, wheel unknown, was second in two-mile provincial handicap, Class A, and quarter-mile open, Class A at Montreal, August 31.

A C FENTON, wheel unknown, second in half-mile open, third in two-mile lap race, and fourth in mile open at Le Roy, Ill., September 3.

T. FOULDS, wheel unknown, second in mile open, Class A, at Brattleboro, Vt., August 29.

H. D. FREDERICKSON, ON A STERLING, won quarter-mile open in :32¼, half-mile open in 1:05, mile open in 2:12 (all state competition records); five-mile handicap in 12:20, also winning time prize; second in two-mile open, all at Fremont, Neb., September 2 and 3. He also rode an unpaced mile in 2:28⅘, breaking the state record of 2:30¼ at Le Mars, Iowa, September 6.

A. T. FULLER, wheel unknown, won mile race in 2:14⅜, and half-mile in 1:05 at Woonsocket, R. I., August 31, breaking state record in each race.

JOSEPH GRIEBLER, ON A SYRACUSE, won half-mile open in 1:00⅘, breaking Iowa record also won mile open in 2:25, at Le Mars, September 5.

FRANK HARBACH, wheel unknown, won ten-mile handicap of the North Side Cycling Club, Milwaukee, September 2.

C. M. HARRINGTON, ON A STERLING, was third in half-mile, mile, and two-mile races at Edina, Mo., August 27.

B. J. HARTWELL, ON A SYRACUSE, second in five-mile handicap from scratch at Tucson, Ariz., August 27.

F. H. HARVEY, wheel unknown, won half-mile open and quarter-mile open at Le Roy, Ill., September 3.

O. O. HAYMAN, wheel unknown, won quarter-mile open, third-mile open, and second in two-mile handicap from scratch, at Omaha, September 6.

L. N. HEBNER, wheel unknown, won mile novice at Brattleboro, Vt., August 29. Time, 2:45⅖.

CHARLES HOFER, ON A SYRACUSE, won three-quarter-mile open in 1:43, and mile and one-and-one-quarter mile open in 3:32 at Independence, Iowa, August 20; also second in mile handicap from scratch, August 21; also mile open, three-quarter mile open, and half-mile handicap from scratch in 1:02½, on August 22.

E. E. JOHNSON, ON A SYRACUSE, won mile open and second in quarter-mile open at Tucson, Ariz., August 27.

JOHN S. JOHNSON, ON A SYRACUSE, won the $1,000 mile special from Sanger at Buffalo, September 2. Time, 2:12⅕.

F. A KELLER, ON A SYRACUSE, won mile Forest County championship and five-mile open at Pigeon, Pa., August 20.

W. E. KENYON, ON A THISTLE, won half-mile open in 1:08½, and mile open in 2:18, at Danville, Ill., September 2. He rode a mile against time in 2:14 at Dixon, Ill., September 5. He won mile handicap in 2:24½, second in two-mile handicap, second in five-mile handicap, and third in mile open, same place.

OWEN KIMBLE, ON AN ORIENT, started in three events at Lexington, Ky., and won them.

CHARLES LEWIS, wheel unknown, won mile handicap from scratch, two-mile handi

cap from scratch, second in five-mile handicap, second in 2:40 class mile, and third in half-mile open, at Akron, Ohio, September 2.

W. R. LANDIS, ON A BARNES, won mile professional at Utica, N. Y , September 2.

L. E. LANGE, ON A FOWLER, won open quarter, B, in :35 and second in two-mile open, A, at La Porte, Ind., September 2.

FRED LOUGHEAD, ON A STERLING, won quarter-mile open, A, and mile handicap, A, at Montreal, August 31, closing a week's record with ten firsts, in addition to place in nearly every race entered. At Buffalo, September 6, he rode a standing start quarter, paced, in :30⅕, world's Class A record, and a standing start quarter, unpaced, in :30⅘, state record.

A. E. LUMSDEN, ON A MONARCH, won mile open, B, in 2:12, breaking track record, and first in half-mile open, B, in 1:12, at La Porte, Ind., September 2.

CHARLES E. MARSHALL, ON A FOWLER, lowered Iowa unpaced half record from 1:05⅕ to :58⅖, at Independence.

J. A. MOROSS, wheel unknown, won half-mile novice in 1:16, and second in two-mile handicap at Mt. Pleasant Mich., August 31.

O. W. MCBRIDE, wheel unknown, won half in 1:11½ on August 27, three-mile lap in 8:05 on August 29, and broke the state competition mile in 2:15⅖, August 30, all at Lincoln, Neb.

H. D. MCKELLAR, wheel unknown, won mile open, A, and was second in mile handicap, Class A, at Montreal, Aug st 31, closing a week at Montreal with five firsts, in addition to place in nearly every race entered.

A. A. MCLAIN, wheel unknown, won mile against time in 2:11¾, third in mile open at Dixon, Ill., September 5.

ANGUS MCLEOD, ON A BRANTFORD, won half-mile championship, B, in 1:02⅖, second in the mile handicap, and second in two-mile open at Montreal, August 31.

MARINUS NELSON, wheel unknown, won Columbia Wheelmen's five-mile road race in 13:17 in Chicago, August 31, over the Garfield Park-Palmer Square course.

PATRICK O'CONNOR, wheel unknown, second in mile open, professional, at Buffalo, September 2.

BARNEY OLDFIELD, wheel unknown, won two firsts, one second, and one third at Columbus Grove, Ohio, August 30; second in mile open at Tiffin, Ohio, August 29; two firsts and two seco ds at Lima, Ohio, September 3; third in ten-mile handicap, from scratch, at Jackson, Mich., September 4.

J. ONAGELA, ON A SYRACUSE, won the ten-mile open at Tucson, Ariz., August 27.

BERT ORNDORFF, ON A SYRACUSE, won five-mile handicap from scratch at Tucson, Ariz., August 27.

LEE ORNDORFF, ON A SYRACUSE, won half-mile handicap at Tucson, Ariz., August 27.

C. B. PIKE, ON AN ORIENT, won the mile handicap from scratch, at Rigby, Me., August 31. Also won the mile championship, and second in half-mile championship, at Sanford, Me., September 2. Also second in half-mile open at Lewiston, Me., September 3. Also won mile handicap from scratch in 2:22, at Lewiston, Me , September 5, breaking state record.

W. A. PIXLEY, wheel unknown, second in three open events, and with O. M. Hay an second in mile tandem at Kansas City, August 30 and 31; also won mile open, Class B, and third in half-mile open at Omaha, September 6.

CHARLES POWELL, wheel unknown, won quarter-mile open in :34, and mile open in 2:20 in Cedar Rapids, Ia., September 3.

R. P. RICE, wheel unknown, rode a mile against time in 2:14 at Dixon, Ill., September 5.

L. B. SAWYER, ON A FENTON, won quarter-mile and half-mile open at Dayton, Ohio, on Labor Day, and second in quarter-mile open at Carthage, Ohio, August 13.

W. C. SCHRADER, ON AN ANDRAE, won mile open in 2:12, breaking the state record, and third i . mile handicap from scratch, in 2:15⅖, at Waukesha, Wis., August 27. Won half-mile open in 1:13, and mile open in 2:14½, at Appleton, Wis , August 28. Won mile open in 2:14, second in mile handicap from scratch in 2:15⅕, and third in quarter-mile open at Janesville, Wis., August 29. He rode five miles in competition in 11:22½ at Marinette, Wis., August 17.

E. H. SNOW, ON A WARWICK, third in two-mile handicap, Class A, at Brattleboro, Vt., August 29.

F. A. STEARNS ON AN ORIENT, won half-mile open, and second in mile novice at the state fa r at Lewiston, Me., September 3.

O. L. STEVENS, ON A SYRACUSE, lowered the Iowa quarter-mile record, unpaced, flying start, from :28⅕ to :23⅘, and the half-mile, standing start, from 1:04⅗ to :59 flat, paced, at Independence.

F. BARON STOWE, ON A SYRACUSE, won half-mile open in 1:10⅗ and mile open in 2:15⅕, at Albany, N. Y., August 24. Won mile open, two-mile open, five-mile open, and second in mile handicap, from scratch at Ballston, N. Y., August 29.

W. J. STUEBE, ON A LOVELL DIAMOND, won mile novice in 2:33 at Danville, Ill., September 2.

W. A. TERRILL, ON A SYRACUSE, won mile (2:25 class) August 30, and second in two-mile lap August 31 at Kansas City.

FRANK M. TESSIER, wheel unknown, won the three-mile open in 8:12 at Hastings, Neb., August 31· also second in half-mile open at Omaha, September 6.

GLEN P. THAYER, wheel unknown, won five-mile open at Mount Pleasant, Mich., August 31; time, 12:09, breaking former state record of 12:36.

JNO. TOMAN, wheel unknown, won Chicago Public Library Cycling Club five mile race in Chicago, September 2. Time, 14:57.

O. E. TOWLE, ON AN ORIENT, won the mile handicap at Sanford, Me , September 2; also third in half-mile open at Lewiston, Me., September 3.

OSCAR TRIMMER, ON A STEARNS, won half-mile open, mile open, and two-mile handicap from scratch; also rode an exhibition half-mile un aced, in 1:04, local track record, at Portsmouth, Ohio, September 2.

WALTER TUFF, wheel unknown, won five-mile open at Montreal, August 17.

H. C. TYLER, ON A UNION, won two-mile professional handicap in 4:55, and third in special race at Buffalo September 2.

A. E. WEINIG, wheel unknown, won mile handicap, professional, in 2:13⅗ at Buffalo, September 2.

C. S. WELLS, ON A SYRACUSE, second in mile open, and third in mile invitation at Kansas City, Mo., August 31.

HARRY WHEELER, wheel unknown, second in two-mile handicap, professional, and fourth in mile open, professional, at Rochester, September 4.

HARRY C. WHITE, ON A SYRACUSE, won half-mile boys, and second in five-mile handicap at Newton, Iowa, August 29 and 30.

C. F. WILLIAMS, wheel unknown, won quarter-mile open at Stratford, Ont., August 27. Won mile open and second in quarter-mile open at London, August 28. Second in mile open at Brantford, August 26. Second in quarter-mile, and second in mile at Woodstock.

B. T. WRENN, ON A CRESCENT, won the twenty mile handicap of the Washington Road Club at Washington, D. C., August 28.

VARIOUS WINS.

At Marshalltown, Iowa, August 30, 29 out of 35 entries were riders of M. & W. tires, and all the winners of the six events were M. & W. tire riders, except a third in one race.

In the twenty five-mile handicap of the Comrades Cycle Club, of Buffalo, N. Y., August 31, the first, second, and third prizes were won on Morgan & Wright tires.

Fifty per cent, or 29 out of 57 wheels in the Waukegan, Wis., road race were fitted with Morgan & Wright tires.

At Woolam's Lake, Tex., on Labor Day, three of the races were won on M. & W. tires. —[ADV.]

J. Will Boyd, of St. Louis, Mo., is the guest of the Syracuse Cycle Co., at Syracuse, where he will remain several weeks. Mr. Boyd is manager of the bicycle department of the Shapleigh Hardware Co.

ENGLISH TRADE NEWS.

Coventry Machinists' Co. Loses Money—The Narrow-Tread Controversy—Two-Speed Gears.

LONDON, Aug. 31.—The annual report to the shareholders of the Coventry Machinists' Co., Ltd., has just been issued. The report is up to September 30, 1894, and the loss on the year's trading amounts to no less than $135,000, which amount has to be added to the deficiency of $100,000 on the previous account. The loss is said to be chiefly attributable to the depreciation in the stock and the large amount which it has been found necessary to write off machinery, patterns, and models, and to reserve for bad debts. It is also admitted that the volume of the year's trading was not sufficient to produce any profit on the trading account. The depreciation on the machinery has been rather more than usual, and the patterns and tools, which were valued in 1893 at $7,045 have been reduced to $500. It also appears that the American business was most unfortunate, and that it failed to realize the sums estimated by the managers in Boston and Chicago, and has, therefore, resulted in a still further loss. It is said that this season's trading has been more successful since the appointment of W. Radford as general works manager. Mr. Radford has been appointed a director; Robert Watson, one of the largest holders of preference shares, has also been appointed a director. I hope to see the old firm come round from the bad time it has been having lately.

Humbers are not Employing any More Racing Men,

but Sam Brown will shortly tour on the south coast on the Humber Eiffel. It may be this gentleman's peculiar fancy to risk his life on the public roads on the monstrosity during his holidays, but — well, what do you think?

The export returns for the first seven months of the year are $4,041,-160, as against $4,648,615, for the corresponding period of 1894, so that we are once again well ahead of record.

A rumor has been going round this week to the effect that a settlement has been arrived at in the action of the North British Rubber Co. and the Pneumatic Tire Co. The *Cyclist* flatly contradicts the statement and says there is positively no foundation for the rumor.

On the occasion of the recent visit of the members of the Iron and Steel Institute to Birmingham, an exhibition of the manufactures of that town was arranged. Only one display in each department was permitted. and the

Cycle Industry was Represented by the Osmund Cycle Co.

An Osmund safety and a handsome case of parts occupied a prominent position, and the honor done to the young firm by being chosen by the committee of the exhibition is certainly a feather in the cap of F. J. Osmund and his colleagues.

The narrow tread controversy goes on merrily, and I fully indorse the views expressed by that practical rider and writer, W. S. Holding, in this week's *Wheeler*. He says that the method of reducing the tread by placing the crank-bracket out of the center is radically wrong and most unmechanical. There are certain limits to treads which are determined by the size of the tire and the necessary clearances. In America narrower treads are possible, because gear cases are not in general use. Hence the width recently given in THE BEARINGS as having been used with success. I still maintain that four inches, or even 4½ inches, is too narrow, and that with treads of even the latter width

The Bracket Can not be Placed Centrally

unless the tire used be of very small size.

I have just been experimenting with the Collier two-speed gear, which has now been on the market for some considerable time. I have found it to work very well and smoothly, but I question whether such contrivances will ever become popular. The machine I had was geared to 59 inches and 74 inches, and I found that it ran very well with either gear. Perhaps the tourist in very hilly districts might find it of use, but I think that the average cyclist will be better suited with a moderate gear which he can use on all occasions.

At last signs are manifesting themselves that the trade for the season is nearly over, and many of the Coventry firms are arranging for annual stock taking, during which several of the most important factories will be closed. It is evident that this could not be done were orders still coming in fast, so I take it that we may look upon the season as nearly closed, and the manufacturers will be devoting themselves to next year's patterns. As I have said before, the principal alterations will be in the fitting of dust-proof hubs of the same type as the crank-axle bearings of the Humber bracket. This is a step in the right direction, and in acknowledging the advance full credit should be given Mr. Mushing, of the Centaur Cycle Co., who has throughout the season been fitting hubs of this pattern to all the best machines turned out by his firm. I have for years recommended the adoption of hubs of this type, and I am pleased to see that the change is coming about at last. Like large chain wheels and undropped handle-bars, it has taken time.

WILL O' THE WISP.

The Gilbert & Chester Co., of Elizabeth, N. J., is doing a snug manufacturing business with its Gilchester, a wheel which has a good local reputation, and one which is being established and extended in New York, at 81 Cortlandt Street. Mr. Chester is one of the old timers that one delights to meet. The 1896 model is a good serviceable mount that retails for $85.

FROM EVERYWHERE

come the reports of the winnings of the Sycamore band. All points of the compass are included. It's in the very air they breathe, this ambition to strive for the glory of the Crimson Rims. Where'er you go the shout rends the atmosphere that Crimson Rims are on deck and rolling up prize lists that will be gigantic when figured at the end of the season.

COUNT AND SEE.

Note where the SYRACUSE is crossing the tape first, second, and third with great regularity. Look here and judge for yourself:

CANANDAIGUA, N. Y., Aug. 29.

One-mile open (boys)	first
One-mile handicap	second
One-mile open	second
Two-mile handicap	third

SYRACUSE, N. Y., Sept. 2.

Riders of a "crimson hue" took TWELVE FIRSTS (including FIVE CHAMPIONSHIPS), FIVE SECONDS, and SEVEN THIRDS.

SCHENECTADY, N. Y., Aug. 31.

One-mile Schenectady County championship	first
One-mile open	second
Half-mile open	second
Two-mile handicap	second

HAMMONTON, N. J., Sept. 2.

One mile, 2:40 class	first

GREENFIELD, MASS., Sept. 2.

One-mile Franklin County championship	first and second
One-mile open	third

HASTINGS, MICH., Sept. 2.

Three-mile lap race	first
Two-mile handicap	first
Two-mile open	first
One-mile open	first
Half-mile open	first
Half mile, 1:20 class	first

MANHATTAN BEACH, N. Y., Sept. 2.

One-mile handicap	first
One-mile tandem	second
Half-mile tandem	third

BANGOR, ME., Sept. 2.

One-mile handicap,	first
Five-mile handicap	first
Five-mile handicap	third

AKRON, OHIO, Sept. 2.

Five-mile handicap	first
One-mile open	first
Half-mile open	second
Two-mile handicap	second
One-mile, 2:40 class	third

CORTLAND, N. Y., Aug. 31.

One-mile handicap	first
Two-mile handicap	third
Half-mile open	third

OSKALOOSA, IOWA, Aug. 29.

One-mile handicap	second
One-mile open	third

OSKALOOSA, IOWA, Aug. 30.

One-mile tandem	second

ROME, N. Y., Sept. 2.

Half-mile open	first

MINNEAPOLIS, MINN., Sept. 2.

Fifteen-mile road race	first time
Fifteen-mile road race	fourth place
Fifteen-mile road race	third place
Five-mile consolation	first

ROCHESTER, N. Y., Sept. 4.

Quarter-mile open	first
One-mile handicap	third
One-mile open, "A"	second
Quarter-mile open, "A"	second

NORWICH, N. Y., Sept. 4.

Half-mile open	first
One-mile handicap	second
Two-mile handicap	third

HORSEHEADS, N. Y., Sept. 6.

SYRACUSE WHEEL won four first prizes.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

THE VELOCIPEDE IN 1869.

An article on the velocipede in 1869 was recently discovered in *L'Illustration*, published in Paris in that year. It is very interesting to read the views of this writer in the early days of cycling. His predictions are realized at the present day. It was a sort of divination on his part, when we take into consideration the crude machines and the infancy of cycle building twenty-five years ago. He must have been an enthusiast and a clairvoyant to predict that the heavy machines of the time would conquer the world.

In 1869 there was a grand cycling school of the "Paris Velocipede Co." in the Rue Jean Goujon. It was the beginning of what is now a cycle track. The people laughed at these early wheelmen. They called the sport a childish amusement. One writer says of them:

"This first impression did not last long. In a few days velocipedes were seen in all parts of Paris. The single cyclist at first seen was succeeded by groups passing through the great arteries of the capital like hurricanes, distancing the pedestrians, carriages, and horsemen, and appearing to the astonished eyes of the crowd like a fairy cavalcade. Velocipede riding was first laughed at, then became the style; the style became a fever and an infatuation of the public. See what it is today! The velocipede is seen in all cities and will soon be found in the country."

The writer spoke and argued emphatically, and also

Prophesied the Growth of Cycling,

and then continued:

"Reflect a few moments and think of the great importance that the velocipede is called upon to take in universal locomotion. In their researches the inventors were much occupied with this machine that enabled the pedestrian to double his speed.

"The pedestrian, the unfortunate walker, since the days of the Greek Hemerodrome where they raced—what has been done for him? Nothing, absolutely nothing. It is because the public has understood from the first that the velocipede filled this want—for two reasons, speed and comfort—that the new invention has run everywhere like a train of powder. One can not be deceived as to the real worth of the new vehicle. There are travelers on foot everywhere as well as in wagons, and the velocipede responds to a necessity as great as that of the railway. Now it is to travelers that the velocipede offers an apparatus that lessens fatigue and triples the speed."

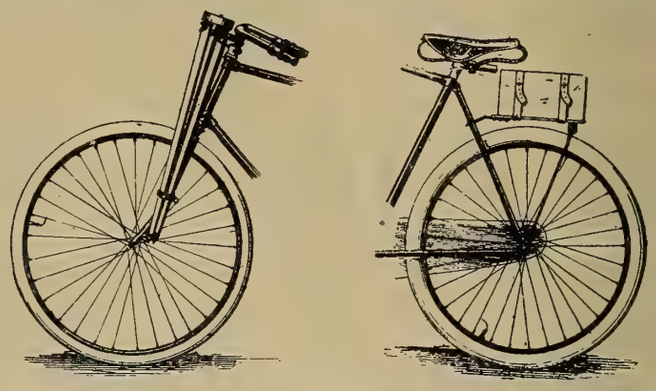
We could not say more today to explain the great success of the new method of locomotion. The writer concludes as follows:

"Briefly, what does the velocipede represent? A useful and indispensable invention, economizing time and furnishing a vehicle to every person. After having studied the advantages of the attractive invention we can say with the faith that would move mountains: 'In ten years every man will have his velocipede.' "

It was not ten but twenty years. The author was a little ahead of time. This was mainly owing to the Franco-Prussian war of 1870. This will show to the incredulous that cycling is not a mere passing whim; it has entered our lives and has come to stay. What would the author quoted think of our light and rapid safeties of today if he was so enthusiastic over the bone-shakers of 1869?—*Le Veloce.*

PHOTOGRAPHIC CARRYING APPARATUS.

More than one wheelman has abandoned photography, claiming that it was too much trouble to carry the apparatus, and that it took up too much space. Some cyclists think that it interferes with the running of the machine, but the facts are that it need neither hinder the movement of the machine nor tire the wheelman, if he will carry it properly. There are several ways of doing this, but the following seems to be the most convenient: Take off the mud-guard and use the same bolt and nut at the upper part of the rear fork to attach a small piece of board, the rear being held by two upright rods fixed under the nuts of the wheel axle. This kind of support is preferable to parallel steel bars, because the apparatus is subjected to less jolting, especially if it is wound in the dark cloth used for getting a focus. Of course the camera is placed in a waterproof box. Two straps passed under the board complete the carrier for the camera. Tall riders can, by reason of the space between the saddle and the wheel, slide it under the former. The apparatus carried in this manner does not



The Standard Cyclometer

is wonderful, in respect of the relations of quality and price, but

The New York Standard Watch

is a greater marvel still.



A perfect timekeeper, beautifully cased, and sold at a lower price than (alleged) equal grades of other makes have ever been offered.

All sizes, in a dozen styles, at all live jewelers.

The New York Standard Watch Co.

Mention The Bearings

hamper the motions of the cyclist or interfere with steering, as it does when it is placed in front. The tripod can be carried with the top resting upon the lantern carrier, and the legs placed upon the side and strapped to the tube of the fork in such manner that it will not injure the enamel; or it may be attached to the handles—but this is inconvenient, owing to the length of the tripod.

MINNEAPOLIS TRADE PROSPECTS.

MINNEAPOLIS, MINN., Sept. 9.—C. D. Velie, of the Deere & Webber Co., who has been in the east for some weeks past, has returned to the city and is planning for next year's trade. Mr. Velie has placed an order for 5,000 wheels of one make, and his firm will be in the field early for business. Farwell, Ozmun, Kirk & Co. is also making extensive preparations for its 1896 trade, with prospects for a big year's business. The agency of the Victors will be with the New England Furniture & Carpet Co. for next year, and the possibilities are that more Victors will be ridden next year than this. The firm is one of the wealthiest in the city, and has extensive business connections that will enable it to push Victors next year.

An effort is making to incorporate the Svensgaard Bicycle Co., of Winona, with a capital of $50,000. Harry Svensgaard, the present proprietor, will be retained as manager if the deal is finally consummated, of which there is at present a very good prospect.

Two more new clubs have been organized in the city during the last week; one of them—the Columbia—it is claimed will be the largest in the city. The Spaldings have selected a uniform of navy blue, the coat ornamented with a deep stripe of orange braid. The uniform is a striking one and gives the club a distinctly military appearance. Other clubs are the Warwicks, the Ramblers, the Andraes, and the Crimson Rims.

WILL MOVE INTO LARGER QUARTERS.

The first of next month the Rochester Cycle Mfg. Co., which manufactures the Rochester, will move into its new factory. The new building is six stories high and 40x100 feet. This will allow the Rochester company to double its capacity. It will add new machinery and will make 9,000 machines next year, the output this year reaching 3,500. Five models, listing at $75, $100, and $125, and weighing from 17 to 23 pounds, will be made. Inch and one-quarter tubing will be used. Three-eighths inch balls will be used in the bearings. The sprockets will be screwed on to the crank and barrel hubs will be used. A neat transfer will take the place of the name-plate. The Rochester company claims to have contracts for 3,000 machines.

Knows How to Make Wood Rims.

The Pratt Mfg. Co., of Coldwater, Mich., is one of the new concerns in the cycle parts business, having just completed a plant for the manufacture of wood rims at the rate of 1,000 sets a day. Although new in the rim business the Pratt company is well and favorably known in the vehicle trade. Its knowledge of woods and wood working is extensive, as is best attested by the rim which it is turning out. The material used is strictly rock elm of the finest grade and the joints are so constructed as to be the strongest part of the rim. The finish is of exceptional brilliancy and can be made hard in a number of different styles, one of which is a carriage black which will not fail to attract the attention of some manufacturer looking for a distinctive feature.

Faxon & Co. Rebuilding.

A large force of workmen are rebuilding that portion of the factory of the Puritan Cycle Works, of Boston, which was visited by fire on August 10. With their usual enterprise, O. J. Faxon & Co. have placed large orders for new machinery of the most improved design, which will begin to arrive and be set up next week as soon as the floors are ready to receive it. By October 1 everything will be ready to start up on full time, and the Messrs. Faxon intend to have several thousand Puritans ready before the winter shipping season begins.

A New Chain Lubricant.

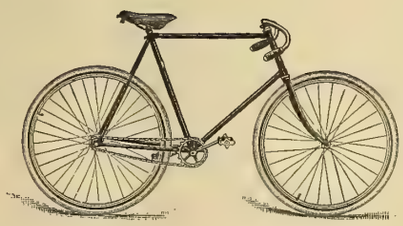
"Snowflake," is the name of a new bicycle lubricant just put upon the market by the Enterprise Mfg. Co. It is put up in sticks and the claim is made for it that a trial will prove it to fill a long-felt want by its superior lubricating qualities. It is highly perfumed and will not soil the hands or clothing.

C. S. Dykeman and F. E. Weaver, of the Eagle Bicycle Co., are in the west with samples of the '96 Eagle. They also have a model of a $75 wheel which they intend to push this year. A branch of the Eagle company will be opened in Chicago in a week, with G. J. Duffett in charge.

Word has just been received from Washington that the examiner of interferences has decided in favor of Cushman & Denison in the suit brought by them against the company, who are making an oil can similar to C. & D.'s Star oiler.

The Deere & Webber Co., of Minneapolis, and the John Deere Plow Co., of Kansas City, have closed big deals with the Peerless Mfg. Co. for wheels for the 1896 jobbing trade.

THE TRIBUNE



THE WHEEL OF WHEELS.

Easy to Ride.

Easy to Sell.

Holds all American records from 100 miles to 24 hours.

All orders can now be filled promptly. Write for catalogue. Apply for agency.

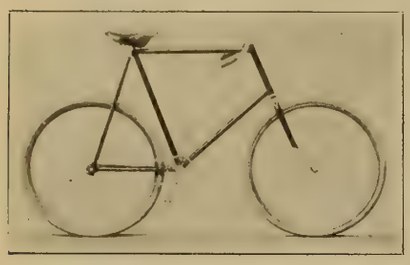
This is the bicycle that has the cycloidal sprocket.

The Black Mfg. Co. = = Erie, Pa.

FIVE NEW MODELS.

Samples of the Peerless, Windsor, Fowler, Shirk, and Royal Exhibited in Chicago Last Week—Pickups.

With a contented look on his smiling face and an air of pride Charley Sieg conducted a BEARINGS' representative up two flights of stairs and ushered him into a room containing the '96 models of the Windsor, made by the Sieg & Walpole Mfg. Co. Sieg had good reason to feel satisfied with the wheels, which were two handsome specimens. The man's wheel weighs 21½ pounds, and is made of 1⅛-inch tubing, the head being made of 1¼-inch tubing. Barrel hubs are used, and the tread is but 5⅛ inches, measuring 4⅞ inches from center to center. The fork crown is something new, and looks strong and serviceable. The ladies' wheel has beautiful lines and weighs 21½ pounds. The dress guard is new and of a unique design. The wheels list at $100. Sieg expects to build 15,000 of them at the Kenosha factory.



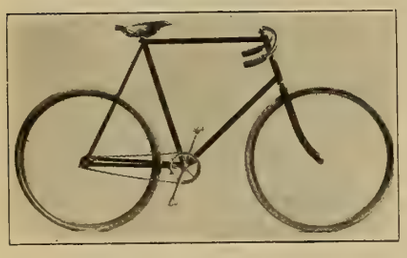
The Windsor.

A New Thistle Factory.

The Fulton Machine Works, makers of the Thistle, are moving into a larger factory, where they will be able to more than double their capacity. The new building is on 20th Street, between May Street and Center Avenue. It is two stories high and will be fitted up as a complete bicycle factory. New machinery is now being put in and the works will be moved in a week or so. The Fulton Machine Works made about 2,500 Thistles this year and have had phenomenal success.

The Peerless Without a Peer.

E. C. Bode was in town this week and while here placed the Chicago agency for the Peerless with A. H. Revell & Co. Bode is very enthusiastic over the '96 Peerless, and claims that it is a '97 wheel built for '96 trade. Certainly it is one of the best looking machines shown so far this fall. The Peerless line next year will consist of eight models. The Special, which weighs 18½ pounds, is made of nickeled steel tubing, the Peerless company controlling all of this material that will be drawn next year. Bode says that government tests have shown that this tubing is 50 per cent stronger, weight for weight, than any other on the market. The Special will list at $125 and will be built in two models.



The Peerless.

The Regular Peerless will list at $100 and will weigh from 20 to 21½ pounds, according to specifications. Then there will be a special tandem, weighing between 32 and 34 pounds, and made of nickeled steel tubing. The list price has not yet been determined, but it will be either $150 or $175. The regular tandem will list at $125 and will weigh 38 pounds. The tandems will be built with both drop and diamond frames. The Triumph line will list at $85, and will comprise a gentleman's and ladies' models. The machines will be thoroughly bigh-grade and made in the same manner as other high-grade wheels—with forged connections.

The feature of the Peerless line is the invisible connections. As in all manner of work, not only in bicycle construction, joints and connections are made in a manner that will leave a smooth finish with the requisite amount of strength, and so it is with the Peerless invisible connections. This connection is made so that the joint is the strongest portion of the frame. Tests have shown that to break the joint or sever it from the machine frame it is necessary to tear the piece of tubing that the joints are connected to from the whole.

Fowler's Reception.

The Fowler Cycle Mfg. Co. will tender a reception to Chicago wheelmen at the formal opening of its new West Side store at 83, 85, 87 Ashland Avenue Saturday evening, September 21. A fine entertainment will be provided and $750 worth of prizes distributed as follows: A Fowler tandem to the cycling club having the largest number of members in attendance; a Fowler Bantam or King B racer to the best appearing organization; a Fowler Bantam or King B racer to be drawn for by those present. The Associated Cycling Clubs have taken charge of the distribution of the prizes.

Raymond Back from the Coast.

H. E. Raymond returned this week from a very successful trip to the Pacific coast where he went to sell Sterling bicycles. Mr. Raymond brought back with him contracts calling for 25 per cent of the company's output next year. He opened a Sterling branch in San Francisco and left W. V. Bryan and "Pop" Field in charge. He also placed agencies in Denver, Colorado Springs; Phoenix, Ariz.; El Paso, Tex., and Omaha. A new company, composed of Messrs. Hilton, Kennedy, and Gerwig, has taken the Denver agency and ordered 400 wheels.

The new offices of the Sterling Cycle Works, at the corner of Van Buren Street and Wabash Avenue, will be opened Saturday. They are fitted up in magnificent style, for here will be the general offices of the company and also the retail salesroom. There will be no radical changes in the '96 Sterling. The tubing used will be neither large nor small, but between the two. Ten thousand wheels will be made. The old Sterling factory, which was fitted up for bicycle building, is now empty. Mr. Dickerson is anxious to rent it to some reliable bicycle maker.

The '96 Shirk.

The new factory of the Shirk Mfg. Co. at Peru, Ind., is nearly ready for occupancy. The machinery is now being put in and work on the '96 wheels will soon be begun. It is expected that 1,000 wheels will be ready for delivery by January 1. C. R. Gorman is superintendent of the new factory. A sample of the '96 Shirk is now on exhibition at the Chicago store. It is a light roadster weighing 19½ pounds, actual weight. It has afive-inch tread. Inch-and-a-quarter tubing is used in the head and three-quarter-inch in the back stays, the rest of the wheel being made of inch tubing. Barrel hubs and crank-hanger are also features of the wheel. An adjustable handle-bar will be put on every wheel. The wheel base is 44 inches. The heavy roadster will weigh 22 pounds and the racer 18. The latter wheel will list at $110, the other wheels at $100.



The Shirk.

The '96 Fowler a Beauty.

Reinforcements on the outside are among the many features of the '96 Fowler. The wheel this year is certainly a little beauty, and a credit to the hustling and energetic Fowler company. Henry Larsen, manager of the retail store, left last week for an extended trip to the Pacific coast. Before he left he took the new model out of his trunk and showed it to THE BEARINGS' man. The tread has been narrowed three-quarters of an inch, and now measures 5⅛ inches. One-and-one-eighth-inch tubing is used, while a neat adjustable handle-bar adds to the beauty of the machine. Mr. Fowler is evidently not a believer in barrel hubs, for he still sticks to the ones used this year.

The New Royal.

A sample of the '96 Royal is on exhibition at A. H. Revell & Co.'s. The Royal Cycle Works have a beautiful wheel for next year, one that will stand comparison with any other on the market. It is made of 1⅛-inch tubing throughout and weighs 22 pounds. The lines are graceful and the finish is of the finest. Barrel hubs are used. A feature of the wheel is a clever detachable sprocket which is put on with a left-hand thread and held in place by a right-hand circular jam nut.

Columbias Sell Well on the Coast.

James Joyce, of the Pope Mfg. Co., who went to the Pacific coast last October to establish a Columbia branch in San Francisco, passed through Chicago on his way east last Friday. Joyce reports that trade on the coast is just as brisk now as it was in May. The 'Frisco branch has sold 2,000 Columbias this year, while the total number of wheels sold by the Pope company on the coast will foot up to 3,500 before the season is over.

Chicago Trade Notes.

Gleason & Schaaf will have '96 models of the Belvidere in a month.

The Rev. Dr. Henson bought a Monarch of Bliss & Lumsden last week.

H. A. Githens is going on the road this week with an advance model of the '96 Rambler.

The Adlake is the name selected by the Adams & Westlake company for its new wheel.

W. D. Hawley, the "mild little man" from the Syracuse Cycle Co., was a visitor in Chicago this week.

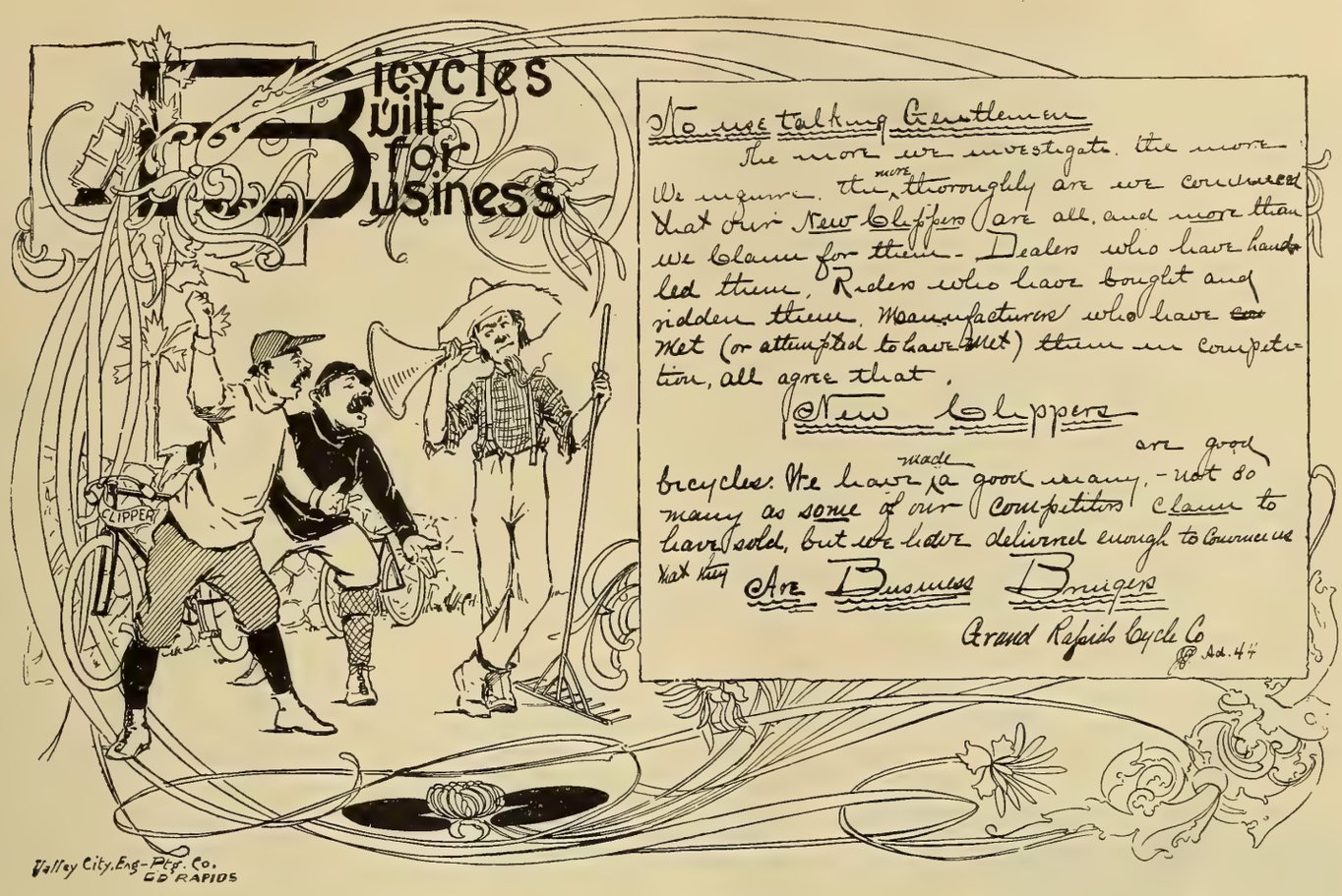
Manager Jackson, who lately returned from his vacation, reports that trade has dropped off somewhat. He is still selling Columbias, though.

C. D. Bennett, of G. & J.'s Washington branch, has taken charge of the Rambler's Brooklyn branch, vice Alex Schwalbach, resigned.

Sid Bowman, T. F. Merseles, and W. Rightmeyer, of New York, were visitors at the factory of the Western Wheel Works last week.

It is rumored that R. B. Abbott will leave A. H. Revell & Co. He will probably connect himself with some big manufacturing concern. He says that he is through with the retail business.

The Monarch company turned out a wheel last week for a Chicago giant. The frame is forty inches, probably the largest ever built. The wheel is now on exhibition at the retail store.



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ALL HIGH GRADES EXCELLED.

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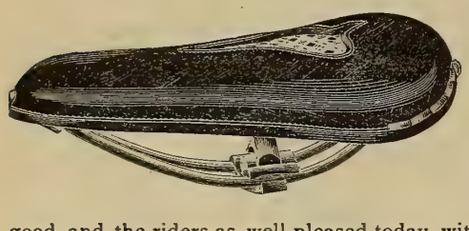
Bellis CYCLES

TRANSFER OF THE WILHELM BICYCLE CO.

Circular letters issued from the works of the Wilhelm Bicycle Co. state that W. H. Wilhelm, sole owner of the works, proposes to transfer to his son, W. I. Wilhelm, who has always been his father's superintendent, the whole plant, together with all machinery and stock, for a nominal sum, on the condition that the latter will assume all indebtedness of the concern and release the former from all further liabilities. W. H. Wilhelm makes this proposition because his age and condition of health make him unable to stand the strain of a business requiring the management of 300 men The factory, it is stated, is perfectly solvent, the stock, not including the expensive machinery, footing up $110,000, while the factory, including the machinery, is worth an additional $75,000. Against this there is an indebtedness of less than $100,000. The factory has a capacity of 25,000 wheels annually, and is now full of work, keeping 200 men at work so as to be able to get out the models for next year. Creditors are asked to extend more time to W. I. Wilhelm so as to permit him to carry on uninterruptedly the work of reorganizing the concern and filling the orders, and he promises to pay up every dollar that is owing by the company. At a meeting of the creditors representing 80 per cent of the liabilities, it was agreed to accept the obligations of W. I. Wilhelm for the payment of all the debts and liabilities of W. H. Wilhelm & Co., payable in two years with interest at 5 per cent, and a copy of the resolutions was sent out to each of the remaining creditors requesting their signature to the agreement to grant the above extension of time and to accept the terms of the resolutions. If the proposition fails to go through the only course left will be an assignment, which would be ruinous to all parties, whereas if the extension of time is allowed it is believed all the debts will be paid inside of the two years.

THE MESINGER SADDLE.

In putting the Mesinger saddle, manufactured by Hulbert Bros. & Co., on the market, great care has been taken to avoid the grievous error so often made, that if the mechanical principles were right the articles would also be right; and so, while the principle of this saddle has been known for over a year, only 1,000 were manufactured, in order to perfect the principle and demonstrate absolutely that the saddle would have the necessary strength and durability, at the same time keeping its shape properly; and, with ten exceptions out of this thousand, they are all as good, and the riders as well pleased today with them as the first day they were ridden. Recognizing the lasting qualities of cane or rattan from its extensive use for chair seats, the base of the saddle is made of this material, well and substantially woven, avoiding any angles in making the turn of the strip. This rattan base is covered with felt one-quarter of an inch thick, to which is sewed a cover of the very best quality leather one-sixteenth of an inch thick. A V-shaped hole cut through both gives perfect ventilation. The saddle is wide in the rear, short in length, and the curves conform exactly to the shape of the body.



The rear cantle is made of the very best bent second-growth hickory, giving lightness combined with strength. The felt lining makes the saddle very soft in front. The rattan will not allow sagging, and is more durable than any other material known for the purpose. In fact the general appearance is one of neatness, strength, and comfort, and the manufacturers feel that they have at last found materials which will make a more comfortable saddle than any on the market, at the same time being light in weight and strong. The saddles retail for $4, and are made in russet and black, the lightest weight being ten ounces. This ten-ounce saddle is particularly adapted for long tours and century runs, for while it weighs less than a pound, the seat is just as large and comfortable as the heavier saddle, the difference in the weight being entirely due to the fact that a wooden spring is used in place of a metal one.

STENOGRAPHER WANTED.

A typewriter operator who can do a good day's work without appearing to hurry. One who is not nervous and one who understands how to compose a good letter. Stenographer is a secondary consideration; neat typewriting work is necessary; also good hearing. The right salary to right man.—L. J. BERGER, care Morgan & Wright, 333 W. Lake Street.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season s better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

TRADE NOTES.

E. C. Stearns & Co. has just appointed new agents for its wheels in Honolulu. These agents are taking up the matter on a large scale, and intend to do a big business.

A Toledo cigar factory is turning out the Viking cigar, named after the wheel made by the Union Mfg. Co. Like its namesake, the cigar is one of the best on the market.

At Jacksonville, Fla., on August 27, R. V. Connerat, on a Stearns, rode a mile in 2:10⅘, breaking both the southern and track records. This is quite remarkable, inasmuch as Connerat has not been riding for some time.

There was a jolly party on board the sloop "Arrow" last Saturday at New York to witness the first cup race, consisting of John C. Bowe, Alexander Strauss, E. E. Buckleton, Walter Drummond, Walter Kressy, H. C. Crowther, F. A. Egan, Arthur Merrick, Chas. E. Fenner, E. J. Willis, J. H. Becker, Samuel A. Harms, and Commodore Edwin Oliver.

The great house of R. H. Macy & Co., of New York, who have long been noted for their bargains, seem to be in the bicycle business to stay. They retail the Webster at $54.99, and throw in riding lessons free at that. Sundries are also cut to the lowest notch. While it creates a big kick in the trade, no effectual remedy has been suggested.

The New Era Iron Works, of Dayton, Ohio, manufacturers of gas engines from three to forty horse power, are working day and night on orders, and during the past month have turned down orders for ten or twelve engines on account of not being able to deliver them. The natural consequence of this increased business is the addition of new machinery, which they have just ordered from the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio.

The Henry Sears Co., of Chicago, has secured the agency for a new improved bicycle fork manufactured in Germany. The great advantage claimed in this fork is that it obviates the use of reinforcements, as the metal is rolled tapering inside and outside, so that the wide, or upper, end is thickest, being 18 gauge; the lower or small end is lighter—22 gauge—thus giving strength where the crown is brazed on. The fork is formed out of one piece of steel brazed on one side only.

Frank Weston, formerly traveler for Hulbert Bros., of New York, has gone with the Keating Wheel Co. The selecting of the best travelers in the country by the Keating company is but one move in the new era which is being inaugurated by Mr. Keating. Various departments are being established in charge of first-class men, and if the Keating wheel does not experience the greatest boom of any high-grade wheel in '96 it will not be the fault of the live and energetic management which is making every man in the establishment of the Keating an enthusiast.

Americans will all remember F. J. Osmund, once English champion and a visitor to America during the World's Fair. He is now at the head of the Osmund Cycle Co., Ltd., of Birmingham and his firm was recently honored by being selected as the representative cycle maker of that manufacturing center by the Iron and Steel Institute, which has selected one firm from each industry to represent that industry at an exhibit designed to show the scope of the manufactures of that city.

THE MONON ROUTE TO THE G. A. R. ENCAMPMENT.

Are you going to Louisville to attend the twenty-ninth annual encampment of the G. A. R., September 11 to 14? The Monon route is the national official route, Chicago to Louisville, and the battlefield line from Louisville to the south.

Special accommodations will be provided for all those who attend.

In addition to the two regular trains daily (morning and evening), special trains will be run at such hours as will best accommodate the veterans, and special cars will be furnished posts of twenty-five or more members if so desired. Also special sleeping cars can be arranged for.

The fare from Chicago to Louisville will be $6 for the round trip, and from Louisville to Chattanooga $6.35 for the round trip.

Tickets will be limited a sufficient length of time to enable members of the G. A. R. to visit Chickamauga battlefield. The National Park at that place will be dedicated with imposing ceremonies after the encampment at Louisville.

For rates special trains, special coaches, sleeping cars, and further information, address SIDNEY B. JONES, City Passenger Agent, 232 Clark Street, Chicago; L. E. SESSIONS, Traveling Passenger Agent, Minneapolis, Minn., or FRANK J. REED, General Passenger Agent, Chicago.

WANTED.

Position by experienced traveling salesman, good rustler, capable, and with large connection, bicycles, sundries, and specialties; highest references.—Address, ALEXANDER, 92 7th Street S., Minneapolis, Minn.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

BICYCLE SADDLES.

Spring saddles are still to be seen, although the real spring from the motion of the modern machine is the softest owing to the pneumatic tires, and is least subject to vibrations. Spring saddles are objectionable because they absorb part of the wheelman's power. To lean forward a little does not seem to please beginners, especially women. It seems ungraceful to them. Some instructors, encouraging this idea, teach their pupils to sit as upright and stiff as an armored knight of the middle ages. To do this they lower the saddle and raise the handles. Handles have been built so raised at the end as to force the cyclist to almost lean backward, making it difficult to steer.

Is anything gained by this? It is very doubtful. It is not healthful, because nature has given us two bones to sit upon called ischions, more or less covered with muscles. Now the rider who leans moderately to the front sits only upon the ischions, and the saddle should be raised slightly in the rear, and the handles placed a little low, so that the body will be oblique without being arched. This is the healthful saddle position and the best with which to obtain the maximum of efficiency with a minimum of fatigue.

The saddle has been neglected and there is room for great improvement. The maker who will bring out a saddle which can be used by cyclists of any age and by women without injury will render a great service to the riding public. Saddle springs are useless with good pneumatics. The softness of the saddle depends upon its shape and its position. The wounds imputed to the saddle are caused mainly by the unskillfulness of the rider.

TRADE HAPPENINGS.

PHILADELPHIA, PA.—The F. H. Dampman Cycle Co. has been incorporated by F. M. Dampman, Joseph and Thomas Holbrook, John H. Draper, T. Busehard, and other, with a capital stock of $25,000.

BRIDGEPORT, CONN.—The Premier Cycle Co. has been incorporated by Llewellyn H. Johnson, Henry C. Douglass, William F. Case, and Clifford S. Rutan, of Newark, N. J., to manufacture bicycles, tricycles, etc., capital stock $55,000. The sum of $20,945.77 has been paid in cash, and $28,861.73 in property, consisting of bicycles, tricycles, machinery, tools, and other equipments.

ST. LOUIS, MO.—The Mississippi Valley Cycle Co. has been incorporated by Mark Levenworth, Frank J. Kaiser, and John McCargo to manufacture and deal in bicycles. Capital stock $50,000.

BIRMINGHAM, ALA.—A. F. Bridewell, safes, invites propositions from bicycle manufacturers, looking to accepting state or local agency.

WASHINGTON, D. C.—Robert Noble has opened a new bicycle store, at 443 G Street, N. W.

COLUMBUS, IND.—The Williams Mfg. Co., bicycle manufacturers, mechanics' lien of $800 placed on record.

POTTSTOWN, PA.—The Pottstown Nickel Plating Co., which was recently organized, has purchased the manufacturing plant of the Light Cycle Co.

NEWARK, N. J.—Reed & Marsh, bicycles, reported to have dissolved copartnership.

NEWBURG, N. Y.—George Meyer is organizing a company to commence the manufacture of bicycles.

SHEBOYGAN, WIS.—Jenkins Machine Co. has commenced the manufacture of high-grade bicycles, embodying a number of new improvements.

VINELAND, N. J.—Christian Gaul, bicycles, reported to have placed on record chattel mortgage for $1,500.

BOSTON, MASS.—The Fairbank Wood Rim Co., recently burned out, will build its new factory at North Tonawanda, N. Y.

SAN FRANCISCO, CAL.—The Golden Gate Bicycle Mfg. Co., 550 Mission Street, contemplates the enlargement of its factory.

BROOKLYN, N. Y.—C. J. Cook, at 676 De Kalb venue, is endeavoring to interest capital in manufacturing and placing on the market an improved sprocket wheel, which is said to have several unique features.

LOUISVILLE, KY.—Kentucky Machinery Co. has commenced to give its attention to the manufacture of bicycle machinery.

NEW YORK, N. Y.—M. A. Sullivan, at 776 Madison Avenue, bicycles, contemplates enlarging business, and is seeking a partner, with capital.

JAMESTOWN, N. Y.—The Fenton Metallic Mfg. Co. has contracted with the Fox Machine Co., the Baird Machinery Co., the Hendy Machine Co. for a complete bicycle manufacturing equipment, which is meant to increase its already large capacity.

SAN JOSE, CAL.—Rice, Mitchell & Co., bicycles, has opened a new store at 16 S. 2d Street, handling the Lovell Diamond, the agency for which has been discontinued by Henry C. Smith.

WILLIAMSPORT, PA.—The Demorest Mfg. Co. reports enough orders already booked to keep running during the next year. In its '96 model it has discarded the cotter pins in the crank. It also has a special device for attaching the stays at the top of the seat-post bracket.

WASHINGTON, D. C.—S. S. Fraser, 503 G Street, agents for the Zimmy and Shirk wheels, closed out. This business was only opened a few months ago.

SAN FRANCISCO, CAL.—Fred R. Cook, corner 19th and Guerrero streets, has commenced the manufacture of bicycles, devoting special attention to low-frame diamond wheels for ladies.

YORK, PA.—L. S Cladover, hardware, bicycles, etc., opened new store corner Belvidere Avenue and Philadelphia street.

SAN FRANCISCO, CAL.—William Jennings, bicycles, will open a new store at 18½ S. Park Street, and will handle the Falcon.

COLUMBUS, GA.—Frazer & Bozier, hardware, bicycles, etc., succeeded by the Hardware (Frazer) Co., of which L. C. Frazer is manager.

TORONTO, ONT.—The A. D. Fisher Co., bicycles, reported to have dissolved copartnership, A. D. Fisher continuing the business.

RECENT PATENTS.

545,455. Valve for pneumatic tires or other articles; Clements Courtney, London, Eng.; filed November 16, 1894; serial No. 528,982. (No model.) Patented in England March 16, 1894.

545,475. Powder-duster for cycles; Selig Franken, Jr., Arnheim, Netherlands; filed March 4, 1895; serial No. 540,463. (No model.)

545,492 Brake; Edward S. Hall, New York, N. Y.; filed October 5, 1894; serial No. 524,966. (No model.)

545,506. Metallic fastener for pneumatic tires; James L. Johnson, Fort Madison, Iowa; filed February 23, 1895; serial No. 539,409. (No model.)

545,513. Apparatus for rolling seamless metallic tubes; Max Mannesmann, Remscheid, Germany; filed January 28, 1895, serial No. 536,442. (No model.)

Indorsed and used by the leading cyclists of England and America.

TRADE **Kolako** MARK

Prevents Exhaustion. Sustains Strength. Accelerates Speed. Perfectly Harmless. No Subsequent Reaction.

A Kola Compound

From Mr. C. M. Fairchild, 334 Dearborn Street, Chicago, Secretary Century Road Club.

Mr. Fairchild has made more "centuries" than any other cyclist in the United States, "I have made several tests of your Kola Compound, ***Kolako,*** and I find it very beneficial. It is certainly very strengthening and sustaining. I have given it to several weak riders making their first 'century,' with the most remarkable results, they finishing strong and in good condition, I shall certainly use it and advise others to."

From Miss Adaline Cole, 1839 Indiana Avenue, Chicago.

On Sunday, August 25, a friend and myself rode sixty-seven miles. I hadn't been on my wheel for two weeks. I used Kolako—one tablet every hour—and finished comparatively fresh. My friend, a young lady, did not use it and was laid up for two days from overexhaustion. For the first time since riding I had no lameness the next day. It did not interfere with my digestion or was there any subsequent reaction. I am not a strong rider, having never ridden over forty miles before, and that only once and with considerable fatigue.

SAMPLE BOX POSTPAID 50 CENTS.

FORBES & CO., Ltd., 168 Adams St., Chicago

LONDON. NEW YORK. PHILADELPHIA.

MENTION THE BEARINGS

Representative Wanted in Every City.

WE PROTECT BICYCLES FROM THEFT.

Cost to Register, $1.00.

Annual Dues, $1.00.

ESPECIALLY GOOD OFFER.

Write for particulars.

American Wheelman's Protective Association,

Home Office, 1522 Marquette Building, Chicago, Ill.

Mention The Bearings

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PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL. INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

SPAMER'S HANDLE-BAR COVER.

Something you long have needed.

Takes the place of tire tape round hand'e-bars.
Made of soft goat skin in different sizes and shapes.
Write for particulars and illustration to
Mrs. Richard Spamer, 3351 Morgan St., St. Louis, Mo.

Price 75c.

THORSEN & CASSADY CO. } CHICAGO, ILL.
or EXCELSIOR SUPPLY CO. }

WANTED.

Position as traveling salesman or office work with some reliable bicycle manufacturing company. Retail trade experience. C. W. MACKENBACH, Portland, Ind.

A TIRE THAT IS A TIRE

AN INNOVATION!!!

Speed, durability, and resiliency in one. A trial of the Indianapolis Single-Tube Tire is our best evidence.

INDIANAPOLIS RUBBER CO,, == Indianapolis, Ind.

OLD FORT WOOD RIMS. OLD FORT WOOD RIMS.

Old Fort Wood Rims, the strongest and best made, with Old Fort Interlocking Joint, forming a double lock and scarcely visible.

Our rims are made of carefully selected and strictly rock elm, well seasoned.

We make every style of wood bicycle rims. We have large capacity, and can guarantee prompt delivery, also quality.

OLD FORT MFG. CO., - FORT WAYNE, IND.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 8
CHICAGO, SEPTEMBER 19, 1895.

ON THE NATIONAL CIRCUIT.

Bald Fattening His Percentage—Cabanne Jumps from Fourth to Second Position—Cooper and Murphy Drop Back—Titus and Gardiner Advance—The Story of the Week.

The Springfield meet is over, and it has wrought not a few changes in the thermometer. Those who looked to see Cooper wrest honors from Bald were disappointed. The Columbia star still heads the list by a margin even more liberal than he had last week. He has scored the unprecedented feat of winning every open event for which he was eligible. It seems almost a certainty that he will finish the season at the top of the thermometer, which position carries with it the proud title of Competition Champion of America, the position once held by the redoubtable Windle and later by the only Zimmerman. Cooper went to Springfield worn out with continuous racing, which was carried on to the very day of the preliminary heats at Hampden Park, while Bald had taken a vacation and came on the track fresh and

Full of Life and Ginger.

Moreover, Cooper has not yet gotten over his nervousness, and when an event of unusual importance is on the tapis, hurts his chances by worrying, and worry is the worst of training. This was particularly noticeable at Springfield, the place of places where he wished to make a fine showing. The result has been that he not only failed to decrease the lead that Bald had over him, but allowed Cabanne to wrest second position from him. Cabanne's riding was superb, and considering all the hard luck that he has experienced during the season, which was capped by his suspension, which was raised only in time to permit of his riding at Springfield, it was nothing short of marvelous. Charlie Murphy, who was in the same boat with Cabanne in regard to being suspended, did not come out of the ordeal nearly so well. His riding at Springfield was

Decidedly Ragged,

and resulted in his dropping from third position to sixth, a big drop for one week. Titus, the other member of the suspended trio, also suffered and dropped back in his percentage. Much could not be expected from Gardiner, crippled as he was, and he dropped back a trifle. Titus dropped from .709 to .671, and Gardiner from .684 to the same figure, so that the two men are now tied, for the second time this season. Rigby's percentage suffered a little, but he still holds seventh position. Ziegler had not recovered sufficiently from his broken arm to be able to ride at Springfield, having only gotten so he could begin training again when the meet was on. Bliss, who was next to Ziegler in percentage, has dropped almost out of sight, sliding from .583 to .524, at the bottom of the tube. Coulter has also dropped, but he is excusable, for he was riding when he was not fit to ride.



W. G. DOUGLASS.

Work of the Teams.

In the matter of team standing there has been considerable change, too. The Humber one-man team has suffered with Murphy, its star member, and has dropped from first to second position, the Spalding team taking its place at the head of the list. The Monarch team still maintains third position. All of the three leading teams have suffered in percentage, the Humber the most of all. On the other hand the Columbia team has improved its percentage by a liberal amount, and bids fair to get to the top of the list. The Cleveland team is practically out of existence, owing to the desertion of Rigby, its star member, who has been signed by Stearns for the rest of this season and all of next. The Morgan & Wright team have also taken a drop in percentage. Never was a team in worse plight than the M. & W. aggregation. Gardiner rode at Springfield, but was suffering from an injured knee, and, while showing all his old-time speed,

He Lacked Stamina

to keep up a long sprint. Coulter is all cut up, having suffered from one fall after another, and being in nowise fit to ride. Ziegler has just gotten his arm out of a sling and recommenced training. Just before the meet "Mary" Anderson received notice of his suspension.

Considering the time the Monarch team has been in the field its showing is remarkable. In proportion to the number of starts made it has scored more points than any team on the circuit, except the Spalding team, which has been in the fight for a very much longer time. The good showing of the Columbia team has been due to the efforts of Bald, whose team mates, particularly MacDonald, have not done anywhere near their share of the work. During the entire year there has not been a time when the Stearns team was not weakened by accidents to one or more of its men.

The Johnson Brothers have Changed Places

regularly, one riding while the other was laid up. E. C. has just come to join the team after his seige with water on the knee as L. C. went home with a broken collar bone. Louis Callahan was off for six weeks with a fever, and Kiser has been off the circuit for long stretches at a time.

On a par with Bald's showing in Class B were the performances of Sanger in the professional races. The big fellow was invincible. His winnings at the meet were over $600, or more than a dollar for every second that he was on the track in actual competition. A dollar for riding thirteen or fourteen yards is pretty good pay. Sanger did more for professionalism at Springfield than will be realized. His win in the two-mile handicap was such a performance as is some times read of but seldom seen. He rode a perfect race. Slipping through the field of nineteen starters he made the four laps and

Crossed the Tape in Record Time,

and in a manner that has seldom been seen, although his erstwhile team mates, Titus and Cabanne, have ridden some remarkably clever handicaps this season.

In the Class A races Newton gave every indication of being a coming man. Interest in the Class A events, however, was lessened by the absence of some of the best riders in that class who lived outside the 200-mile radius and who could not get permits from the Racing Board. Among them were Winters and Foell, of Buffalo, who divide the honors of their section of the country between them, and Carroll B. Jack, the best of the Class A riders in the neighborhood of Philadelphia. W. G. Douglas, who has had things pretty much his own way around New York city, was thrown into Class B just before the meet and rode in that class. Douglas has made an excellent record in Class A, and another year will, if carefully handled by a competent trainer, make a good showing among the crackajacks.

The prospects for the California end of the circuit grow brighter every day. The Morgan & Wright team, now at Louisville after records, will stay there till they clear the slate of the present records or are driven out by cold weather. If, as they expect, they are able to accomplish the task of getting the records by the 20th of October, they will then join the western party, which will include most of the teams. It is probable that the Sterling team will soon be disbanded. Maddox is in no condition to ride, and

he sh owing of Brown has not been such as to encourage his employers to keep him on alone.

Individual Records.

The following table shows in points and actual value the winnings of the men on the national circuit:

NAME.	POINTS.	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Cooper	99	$3,455	Brown	33	$1,010
Bald	112	3,653	Coulter	30	360
Cabanne	71	2 770	Kiser	31	1,200
Murphy	55	1,853	M'cDonald	25	675
Titus	52	1,924	McLeod	23	487
L. C. Johnson	46	1,600	Sims	22	675
Gardiner	44	1,745	Scott	18	504
Bliss	41	1,296	Rigby	16	546
Ziegler	35	1,170	Kennedy	16	325
Maddox	35	1,145	Helfert	15	485
Jenny	43	1,200	De Cardy	14	410

Team Records.

The following table shows the total number of the members in the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started:

TEAM.	NO. OF MEN.	NAMES OF MEN.	NO. OF STARTS.	NO. OF POINTS SCORED.	PERCENTAGE.
Spalding	two	Cabanne, Titus	74	151	.709
Humber	one	Murphy	39	55	.666
Monarch	two	Cooper, Bliss	76	140	.641
Columbia	three	Bald, MacDonald, Sims	105	158	.609
M. & W.	seven	Gardiner, Ziegler, Coulter, Scott, De Cardy, Anderson, Bainbridge	146	160	.533
Orient	one	Jenny	25	43	.527
Stearns	five	Kiser, E. C. and L. C. Johnson, L. A. Callahan, Rigby	120	115	.520
Sterling	two	Maddox, Brown	77	70	.423
Syracuse	three	Wells, Terrill, J. C. Coburn	15	19	.380
Barnes	three	Allen, Barry, Fisher	88	20	.367
Globe	three	C. H. Callahan, Helfert, Leonert	15	28	.346
Lovell	one	Butler	4	11	.318
Brantford	wo	Davidson, McLeod	28	50	.317
America	two	Kennedy, Steele	23	16	.315

—F. Ed Spooner.

LAST CIRCUIT MEET IN THE EAST.

Waltham, Mass.—Sept. 14.—It was cold in Boston today, or at least the circuit chasers thought it was, judging by the crowd(?) which attended the tournament at Waltham, the last circuit meet in the east. The presence of Bald, Cabanne, Sanger, and other fast men failed to draw but a few hundred people. With no inducement for them to ride, the men did not put the usual snap into the races, and the result was that the Waltham meet was a "frost." The only redeeming feature was the half-mile open, in which Cabanne caught Bald napping, and the professional races.

Bald, Jenney, Cabanne, Johnson, Rigby, Helfert, Kiser, Murphy, Cooper, and Bliss qualified for the final heat of the half mile open, Class B. At the start Cooper went to the front and very obligingly took the pace.

Bliss Soon Relieved Him,

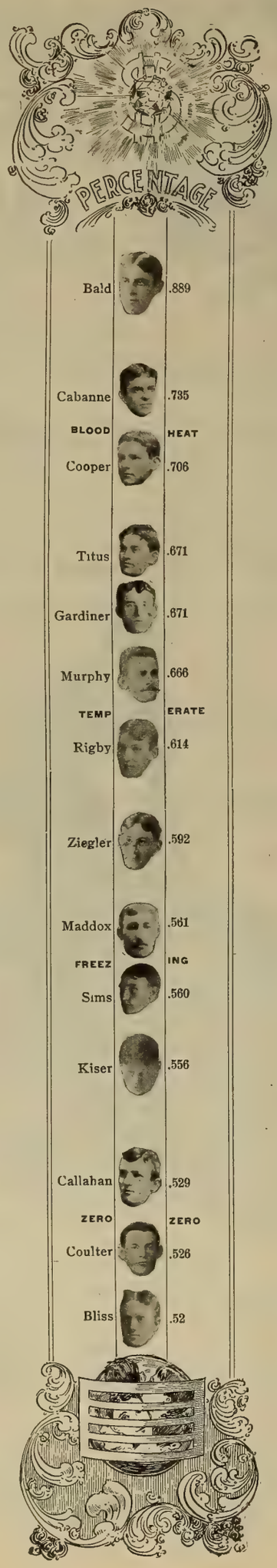
but at the training quarters Cabanne jumped the bunch, and got a big lead before the others were aware of it. Helfert started after him with Bald in tow, but Eddie saw that Cabanne still retained his lead and so started after him. But it was in vain, and Bald was forced to sit up in the homestretch and see Cabanne run away with the race. Jenney and Murphy tried hard to beat Bald out for second place, but the Columbia man safely held the lead until the tape was passed.

In the half-mile professional race a flying start was successfully tried. Sanger had the pole, but Mayo and Barnett took it away from him. At the turn Sanger came up from third, followed by Cutter and Eaton, and the three

Crossed the Tape in that Order.

In the second heat Coleman, Crooks, and Saunders qualified. Sanger set pace in the final until he was jumped by Eaton. The latter opened up a gap, and it killed Sanger to pull the bunch up to Eaton. Coleman beat out Crooks by two yards for first place.

Bald won the mile open, but Cooper and Jenny made him ride for it. McDuffie set pace until the quarter pole was reached, when Bald shot out with Cooper and Jenny in close pursuit. They could not catch the flying man however, and crossed the tape in that order.



Summaries:

One-mile handicap, Class A.—H. E. Walton, 40 yards, first; J Clark, scratch, second; J. P. Clark, 55 yards, third. Time, 2:21⅘.

One-third mile open, Class A.—W. Reynolds, first; H. H. Parker, second; James Clark, third. Time, :50⅘.

Half-mile open, professional, flying start.—Coleman, first; Crooks, second; Cutler, third. Time, 1:04⅕.

Half-mile open, Class B.—Cabanne, first; Bald, second; Cooper, third. Time, 1:10⅕.

One-mile open, Class B.—Bald, first; Cooper, second; K. Jenney, third. Time, 2:32⅕.

One-mile handicap, Class B.—Butler, 40 yards, first; Rigby, 50 yards, second; Jenney, 35 yards, third. Time, 2:10⅘.

One-mile consolation, professional.—Saunders, first; St. Onge second; Baker, third.

FOR SWEET CHARITY'S SAKE.

Syracuse, N. Y., Sept. 16.—Tom Eck's idea of holding a tournament for the benefit of charity was a happy one, and today saw a crowd of 2,000 at Kirk Park. But it was a chilly crowd and the riders got but little applause for their work. The prizes were simply ribbons, and it was a funny sight to see the racing men walk up to the judges' stand after each race to be decorated with a little bit of yellow, crimson, or white ribbon. The track was in poor condition, the rain of yesterday having made it heavy. Notwithstanding this, the men all did their best, and good racing was the result.

There were two B races on the programme, Harley Davidson winning one and Arthur Gardiner the other. In the mile open Davidson played his usual game and

Jumped the Bunch Unexpectedly,

passing the last quarter pole twenty yards to the good. De Cardy, Coulter, Gardiner, and Allen started after him, but it was too late. Allen beat Gardiner out at the tape for second. Davidson tried the same game in the half, but Gardiner was not to be caught napping again, and with Rigby and Coulter in tow sailed by Davidson.

The mile handicap, professional, was a good race. Johnson caught his field at the three-quarter pole, but in the sprint home O'Connor beat out the "white flyer." C. H. Werrick, of Buffalo, was the best Class A man, riding rings around the local talent.

Then there were exhibition rides. Johnson did a mile in 2:07⅘, having to ride the last third alone, owing to the tire on the rear wheel of the quad going flat. He did the first quarter in :30⅘ and the half in 1:00 flat. E. C. Johnson rode an exhibition half in :58, and W. H. Birdsall the same distance in 1:00⅘.

Summaries.

Half-mile open, Class A.—E. W. Murray, first; A. E. Hughes second; F. W. Knowland, third. Time, 1:04.

One-mile open, Class B.—Davidson, first; Allen, second; Gardiner, third. Time, 2:33⅕.

Quarter-mile open, Class A.—C. H. Werrick, first; L. H. Tucker second; F. W. Knowland, third. Time, :33⅕.

Half-mile open, Class B.—Gardiner, first; Rigby, second; Coulter, third. Time, 1:05.

One-mile handicap, professional.—O'Connor, 20 yards, first; Johnson, scratch, second; Weinig, 60 yards, third. Time, 2:26⅕.

One-mile tandem, Class B.—Lund and Van Herik, first; Callahan and Davidson, second, Pendergast and List, third. Time, 2:26⅖.

One-mile open, Class A.—E. W. Murray, first; A. E. Hughes, second; F. W. Knowland, third. Time, 2:13. Werrick won the race, but was disqualified for fouling Murray.

One-mile tandem, Class A.—Knowland and Tucker, first; Hughes and Murray, second; Bex and Williams, third. Time, 2:16⅕

ZIEGLER HAS ANOTHER FALL.

Louisville, Ky., Sept. 16.—For the first time since his accidentat Fort Wayne Ziegler mounted a wheel and rode around the track several times last week. Experiencing no bad results from it he commenced training again. Yesterday morning he started to ride around the track several times to ease his muscles. While he was riding around very slowly one of the local would-be racers came rushing down the stretch riding like a demon, with head down to his handle-bars. He was bearing directly toward Ziegler, and before any one could warn Otto there was a crash. Ziegler was picked up and examined by a physician, who happened to be present. No bones were broken, but the weak arm had been bruised and wrenched and the well arm was bruised and scratched quite severely. It is not likely that any serious results will come from the accident, except that he will be later in training than he expected. The man who caused the accident has been ruled off the track.

BAY STATE DOESN'T WANT THE MEET.

At Least that is What the Representatives of the Massachusetts Division Decide—A Warm Meeting.

BOSTON, MASS., Sept. 16.—Most interesting history has ofttimes been furnished by the board of officers of the Massachusetts Division, but never in all its career has that body made it in such a rapid manner as it did at the meeting held in Springfield last Wednesday. As is known, proxies have ever figured most prominently at all board meetings, and they did at this, the balance of power, three votes, being held by that section of the state officers opposed to asking for the national meet.

Spencer T. Williams arose to a question of privilege, which was accorded him, and he immediately commenced to attack Secretary-Treasurer Charles S. Howard.

He Charged Him with Malfeasance in Office,

in distributing from his office extra copies of the official ballot of the last election, and as also being implicated in certain ways with that now famous "Cape Circular." The gentleman made this statement, which he claimed he could prove, but made no charges against the secretary-treasurer, who later in the evening announced the statements to be untrue. In his speech Mr. Williams got somewhat "warm under the collar," and when J. H. Seward took the floor (also on a question of privilege) there was quite a set-to between them, which was only quieted by the board returning to business under the old rule.

Next came the election of a committee to nominate officers for the ensuing year. Proxy votes were used here, and the party holding the largest number of proxies was of course successful in returning its friends, and

The Head of Howard is Now in Jeopardy.

Seward moved that it be the sense of the meeting that it ask for the national meet of '96. This brought Williams on his feet in opposition to the movement and he talked far and wild, and said he believed that after the disgraceful way in which Massachusetts was treated she should not lower her dignity by again asking for the meet. Mr. Seward asked the gentleman if that was the way he did business, whereupon Mr. Williams informed Mr. Seward that it was none of his business how he did business, and again the tussle was brought to a close by the chair. Others there were who spoke for and against the motion, among the former being the chief consul, who stated the rank and file wanted the meet, as did also Vice-Consul Miller. However, the motion was put. Mr. Williams called for a proxy vote and Mr. Howard for a roll call. The roll call showed that twenty-two were in favor of again asking for the meet and twenty-five against, so



The Motion was Lost.

And here it was that Chief Consul Elliott showed what some persons would call executive ability and others craftiness. He asked that as a personal privilege those members personally present who had voted for the meet to stand. They did so; there were fifteen. He asked those who voted against the meet to arise, but before they could do so Mr. Williams arose, flourished a fan over his head, and said sit down, and they sat down like whipped curs. The chair, however, stated that it would make no difference as there were but twenty-seven persons in the room, fifteen of whom had voted for the meet, and it was quite plain that the other twelve opposed the motion. This caused a flood of eloquence from the opposition, which caused the chief consul to admit that what he

Had Done was not Just the Right Thing,

but he gave as his excuse the reason that he desired to see what part proxies had played in keeping the division from asking for the meet.

So that it can readily be seen that with divided forces, such as she today possesses, Massachusetts is not likely to ask for the meet. Although a term of three months may place a different aspect on matters in the Old Bay State, the chances are that the two forces will remain at loggerheads until the annual election has occurred.

MANY ENGLISH RECORDS BROKEN.

LONDON, Sept. 7.—At Herne Hill last Saturday the Anerley Club held a meeting in perfect weather, which, however, was very poorly attended. The feature of the afternoon was the fifty-mile race for the Roberts' shield. C. G. Wridgway, the holder, won the last contest on July 6 in record time—1:56:18⅕. The race was restricted to first-claim members of South Roads clubs only, and a sealed handicap was combined with it. Twelve men started, Wridgway at once glueing himself to a fast quadruplet and leaving the field after a lap. He got inside amateur record at three miles (6:31⅖), and, lapping all his rivals, made new records to fifty miles (1:53:33⅕). A. W. Horton rode well, but his pacers were inferior to Wridgway's, and he had to be content with second place. Only seven men finished, and F. Clarke, ten minutes start, won the sealed handicap, riding third in the actual race. Wridgway covered 27 miles 230 yards in the hour.

A Runaway Win for Palmer.

At Catford, the Blackheath Harriers held a mixed meeting in which the cycle events proved strong attractions. The ten-mile N. C. U. (London Center) championship brought sixteen men to the post. The race was paced and Cherry and Watson were in front at the first lap. Before the field reached the post again, however, R. Palmer, splendidly paced by his club mates on a triplet, dashed away, securing a big lead before the amazed Watson hurried in pursuit. The chase which followed after the Silverdale crack proved entirely vain. Palmer cut amateur record at two miles, making new times to the end and effacing the figures of Wridgway, just an hour old. At six miles only seven riders were left and Palmer won amid thunders of applause, after lapping Watson at nine miles, in the splendid time of 21:08⅗. Watson, Marples, Burnand, Hall, and E. Campbell finished in the order named. Here are Palmer's mile times: One mile, 2:11; two miles, 4:12⅘; three miles, 6:17; four miles, 8:20; five miles, 10:26⅗; six miles, 12:36⅕; seven miles, 14:43; eight miles, 16:52⅘; nine miles, 19:03⅗; ten miles, 21:08⅗. These figures are better than the unlicensed times from five to ten miles. The previous amateur best was W. Henie's 22:10⅗. Chinn made two attempts on the quarter-mile record, both of which proved abortive.

E. Oxborrow and E. Hale, both professional riders, beat the world's tandem record for 100 miles on Wednesday. The first fifty was done in under two hours, the total time for the 100 miles being 4:27:55.

Holbein and Bennett get Record.

Over an out-and-home course in the fen district, M. A. Holbein and J. A. Bennett accomplished a tall twenty-four-hour ride, commencing at 7 a. m. last Wednesday. By 7 a.m. on Thursday the pair had covered 397½ miles on their tandem. The former best was 377½ miles by Holbein and Stocks on July 5 and 6 last. The distance just accomplished only exceeds by half a mile the single safety ride by Holbein this season.

The *Paris-Velo*, in comparing the recent records made by Stocks and Betts at Catford, with the world's records of Michael on the Buffalo track on August 25, discovered an error of over forty seconds in the fourteenth mile by Betts, which was timed to occupy 1:23. E. A. Powell has explained the error which arose from a mistake in the preparation of his timing book, whereby the time of the fortieth lap was entered against the forty-first. As a result the hour scores when corrected stand as follows: One hour, 27 miles 1,268 yards, Stocks; two hours, 53 miles 218 yards, Walters.

It is certainly very singular that no one in England, including Powell, should have discovered this grave error until it was pointed out by the *Paris-Velo Wheeling* was very warm when it drew attention to a certain five miles in nine minutes odd, whereas lots of press men knew that no single mile had been covered inside two minutes. Possibly the lightning and the storm account for the distraction which allowed the slip to escape detection. Meanwhile, the *Paris-Velo* has scored one against the anglophobes who doubt French timing.

SEARLE GETS THE RECORD.

NEW YORK, Sept. 15.—This has been an off week in the Metropolitan district, the town being deserted for the Springfield meet and the racing at Manhattan Beach having been abandoned for the season. In fact, from now on the racing men will take a well earned rest, and the greatest activity among the clubs will be shown in century runs, and later the club smoker and bowling matches will attract attention.

Robert P. Searle arrived in this city Saturday at 3:30 a. m., having covered the distance from Chicago in 5 days 22 hours and 15 minutes. He selected another route than the one usually traversed in similar record rides, going south from Westfield, N. Y., and passing through Jamestown, Wellsville, Elmira, Binghamton, and Scranton. He did not attempt to follow schedule, owing to the miserable condition of the roads. A. P. Peck accompanied him, traveling by train during the day and riding with him at night. Searle slept only nine hours during the entire trip, but did not seem very much used up in consequence. He rode a Crescent scorcher geared to 80, with 7¼-inch cranks, and came through without a break. It is his intention to try for Huret's record of 529 miles in twenty-four hours on the Fountain Ferry track at Louisville some time in October, and thinks that with proper pacing he can beat the record.

Highwaymen at Work.

And now the highwayman has taken to holding up wheelmen in broad daylight. The road from Plainfield to Westfield is a particularly fine one and is much used by wheelmen from all quarters. One Frank Manchester, of the former town, had an encounter with a couple of the talent, which he will not soon forget. He was returning from a run to Westfield, and the pair tried to stop him, but putting on steam he ran directly into them and there was a general mix up of three men and a wheel. Manchester was the first to recover, and although bruised managed to mount and escape.

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GEO. K. BARRETT, EDITOR.

A RULING WITH CONSEQUENCES.

An apparently little clause in the latest bulletin of the Racing Board may result in no end of confusion if promoters of road races do not take cognizance of it. It has been the policy of the Racing Board to take no notice whatever of road racing. It will be remembered that when the two classes were inaugurated that there was much speculation and worry as to whether Class A and Class B men would be allowed to compete together on the road. In due course of time the Board ruled that they might so compete. At the present time it is a very common thing to have the finish of a road race on some track where there are facilities for taking care of the spectators, and incidentally, collecting an admission fee. It is right here that the innocent little clause above mentioned gets in its work. It reads:

By vote of the board, if any part of a race is ridden on the track, it is subject to all track rules and regulations.

These few words effectually put an end to the very common practice of having the finish of road races on tracks unless the races be confined to one class of riders, which they hardly ever are. The Racing Board may have the best of reasons for making this ruling, but what they are is not apparent. It will certainly work a hardship on a number of clubs who are in the habit of having their road events finish on the track.

BLESS THE COMMISSIONERS.

The phenomenal popularity to which the bicycle has attained during the past season has done more to gain concessions for its riders, and to establish friendly relations between the cyclist and the pedestrian and the guardian of the public peace than could have been accomplished in any other way. When one or more members of four-fifths of the families of a city ride the bicycle, they exert an influence upon the community as a whole that readily becomes perceptible. It is just this great missionary work that was needed to bring about the harmonious relations between the user and the nonuser, which have at last been established, and which will become strongly evident in 1896. At first the cyclist was disposed to demand too many privileges, and the public, through its legal representatives, to grant too few. The wheelmen had a fancy for riding on the sidewalks, which they were slow to relinquish, and were even more loath to conform to the not unreasonable request that they equip their machines with lanterns when riding at night. Demonstrations of disapproval were made in almost every city whose council passed an ordinance making the carrying of lanterns compulsory, but now the riders have come to realize that they are a protection to themselves as well as to the pedestrian, and willingly conform with the law. But necessity for carrying bells, whistles, or yelpers is not so apparent, and the laws requiring them have become dead letters in most cities. On the other hand, some action was needed to suppress the reckless scorching in the most frequented streets and boulevards, where such fast riding is dangerous; and however ineffectual such measures may be, a maximum speed limit has been prescribed for specified sections or thoroughfares in most cities of the civilized world. If such limit is not unreasonably low, the cyclists as a rule are not unwilling to conform to it, although it is obviously impossible for any minion of the law to determine at what speed a cyclist is riding.

So far the pro-cycling and the anti-cycling elements were at war, but when certain judges of the United States decided that the bicycle is a vehicle, and as such entitled to equal rights of the road with other vehicles, it was about the first concession the wheelmen were able to secure. Then the general interest taken in the good roads movement by intelligent people, after the subject was started by the united wheelmen, had a strong tendency to establish friendly relations.

But the latest evidence of a willingness to meet the cyclist half way, and one for which the wheeling fraternity will forever bless the Chicago park commissioners, is the passage of a rule by a board of the latter compelling the drivers of the sprinkling carts to leave unflooded a strip along each side of the drives and boulevards for the use of the bicycle riders. This is, indeed, a big concession, for the pet abomination of all cyclists is the macadam drive saturated to a degree of inconsistency, rivaling the methods of the watering-cart men with the needs of the street. The action of the West Side park commissioners should be recommended for emulation to those of the North and South sides of the city, and to the boards of park commissioners of other cities as well.

To be sure, the deluge of water with which the center of the streets is drenched will flow in rivulets across these supposedly dry pathways to the gutters, but in æons of time it may be possible to secure the further concession on the part of the commissioners of the adoption of watering carts which will serve the real object of laying the dust without flooding the road to a state of temporary uselessness.

A TERRIBLE CATASTROPHE.

It is reported that a large tobacco factory has contracted with a small bicycle factory for the purchase of no less than 35,000 bicycles to be given as premiums to consumers of its tobacco. Oh, this is most reprehensible! The fact that this small factory is not equipped to build one-tenth of 35,000 wheels in twelve months doesn't cut plug; they are determined to make a fine cut in the trade, and tobacco leaves them a way to dispose of all the wheels they can make—so the supplementary announcement is made that they will enlarge their (tobacco) plant and go into the thing on a large scale. Soon, alas, too soon, newspapers and billboards, magazines and wayside fences, tobacconists' windows and meet programmes—all, all will bear bold placards:

FOR EVERY 500 TIN TAGS FROM TRUMP TOBACCO WE WILL GIVE A BICYCLE OF STRICTLY HIGHEST GRADE.

Those signs will be like so many guilty consciences rebuking the nation for having so far encouraged the tobacco habit as to make this stupendous project possible and practicable. In view of the wide spread of the bicycle epidemic which is sure to come next year, this scheme will induce thousands of otherwise innocent people to consume tons of Trump Tobacco *with the hope of being rewarded.* And then think of the accompanying evils of the plague. There are 35,000 bicycles to be disposed of, and it takes 500 plugs to get a bicycle. Each plug contains, say, twenty delectable doses, and each delectable dose guarantees forty expectorations, or 800 per plug. Multiply these figures by 500, the price of one bicycle, and try and realize how much agony each winner is bound to inflict upon himself and others with his 400,000 expectorations. Being 35,000 *strong*, they will blacken the earth and breathe like Gila monsters and destroy vegetation with their total of 14,000,000,000 expectorations. Let us hope this wicked contract will be revoked.

Tricycle carriers are bound to find a large field of usefulness now that they have been recognized as useful to a few big concerns.

Searle is going for the world's record for twenty-four hours next month. The record stands at 529 miles, and if there is any man in America who can get it that man is Searle.

Race promoters will do well to take warning of the bicycle tournament held at Louisville during the G. A. R. meet in that city. The attendance was very poor. The counter attractions were too great. The same was the case with the championship races at Chicago during the World's Fair.

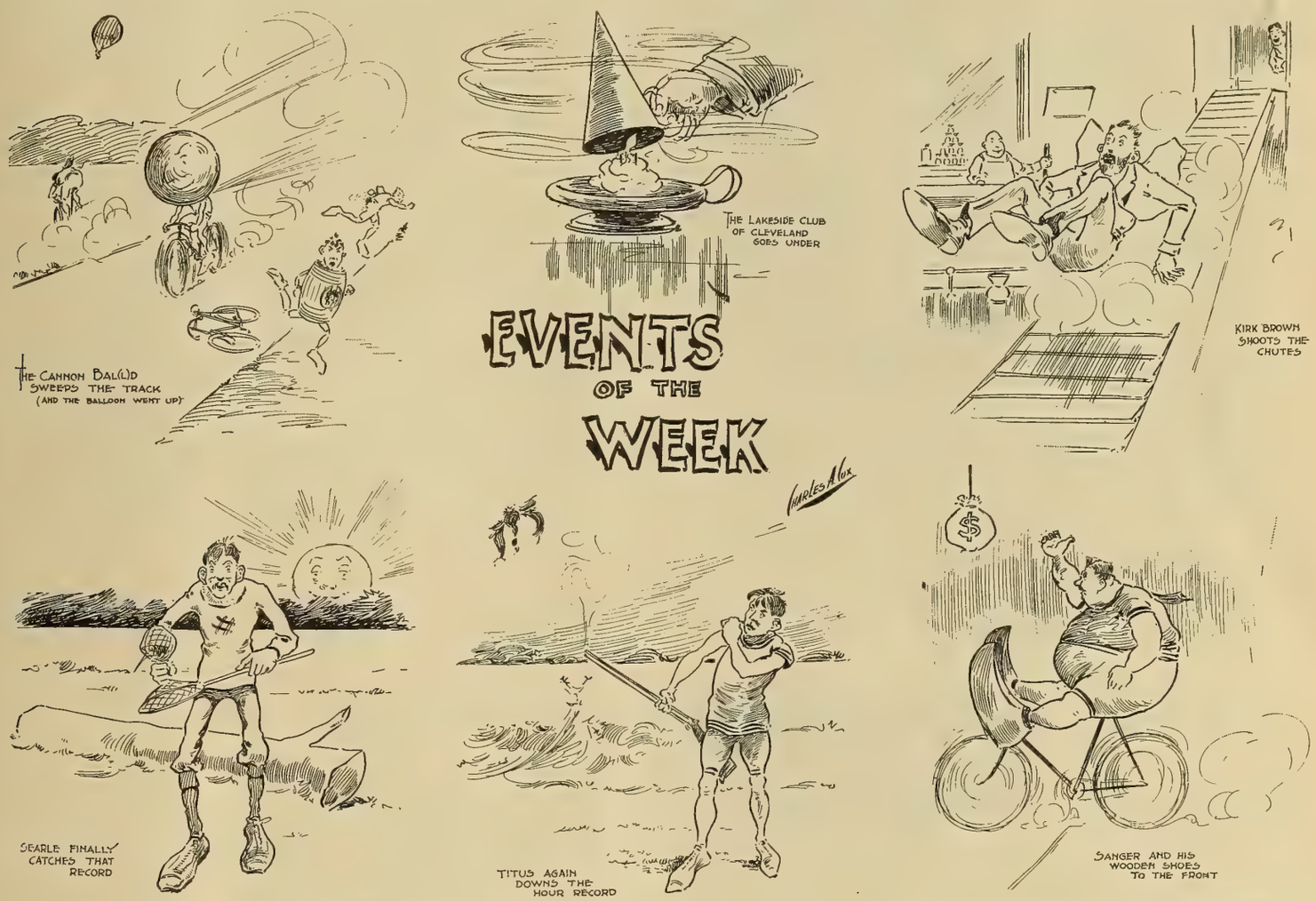


Linton, the Englishman, has declared that he will ride thirty miles in the hour before snow flies, and Tom Eck declares that his protege will do the same thing. Who will be the first to accomplish the feat?

Here is a sample from the editorial page of the *Wheel*. What does it mean?

The man who by an arrangement with others of his own kind wins from honest men a victory upon the track has always the fruition of his dishonesty followed by remorse. The core sticks in the throat after the apple is eaten, and the sated appetite loathes the interdicted gain for which true sportsmanship was bartered.

The more that St. Louis scandal is aired the worse it becomes. The public is prone to believe almost any story that is set afoot concerning men who make their living at athletic sports not excepting cycling. Incidentally it speaks volumes for that sport that charges of crookedness are of such very rare occurrence. As the St. Louis matter now stands it looks very much as though personal spite on the part of the St. Louis member of the Racing Board was at the bottom of it all.



RACING BOARD BULLETIN.

By vote of the board, if any part of a race is ridden on the track it is subject to all track rul s and regulations.

The following racing men have been transferred to Class B: W. A. Pixley, Omaha; O. O. Hayman, Grand Island; Frank E. Edwood, Omaha; J. M. Schmidtbauer, Milwaukee; H. A. Zerbel, Milwaukee; S. C. Cox, Chicago: Harvey Headen, San Antonio; J. A. Woodlief, Ottawa, Kan.; Sidney J. Harvey, New Haven; Frank Crowthers, San Antonio; E. A. Moody, San Jose; J. F. Griebler, St. Cloud, Minn.; Frank M. Tessier, Sutton, Neb.; L. C. Johnson, West Chester, Pa.; C. W. Sheldon, Ft. Worth; Henry Sweeney. Nashville; W. G. Douglas, Philadelphia: Otto Maya, Erie, Pa.; Eugene Bernatdiez, Springfield, Mass.

Those declared professionals are: L. P. Sweet, Norway, Me.; A. J. Dyer and Charles Hawes, Lewiston. Me.; Harry Laib, Baltimore; Horace Frick, Norristown, Pa.; A. Kerwin, Congers, N. Y.; S. Pollock, E. B. Leonard, F. Bodley, C. C. Barr, F. Ballow, New York; W. F. Saunders, Boston; L. J. Wyckoff, Newark; Fred Foster and Mason Hess, Guthrie Centre, Iowa; Ed N. Robinson, Casey, Iowa; Hugh A. Caperton, Louisville; R. N. Riblet, Aberdeen; W. B. Scherer, Manchester, N. H.

The following suspensions have occurred: Charles Bidwell, Plymouth, Ill.; Fred Stevens, Carthage, Ill.; Will Pickens, Augusta, Ill.; W. L. Becker, Wenona; T. E. Brown, Onarga; M. I. Stevens, Joliet, Ill.: J. C. Rowe, Saurenim, Ill.; L. F. Hyneman, Lexington, Ill.; George Peury, Cabery, Ill.; Lee E. Shaub, J. A. Abney, and R. B. Wallace, Pontiac, Ill., for thirty days from September 6. Benjamin Oakly, Harry Townsend, C. Moor. Charles Oakly, John Hill, and William Euten, Oyster Bay, L. I., for thirty days from September 11. C. S. Jones, Carlisle, Mass.; Arthur Sowden, Concord, Mass.; — Page, Carlisle, Mass.; S. E. Sawyer: Maynard, Mass.; C. Olsen, Concord, Mass.; — Sherman, Lincoln, Mass.; — Tryden, Lincoln, Mass.; C. E. Metcalf, Lincoln, Mass., for thirty days from September 10. C. C. Sandoz, Ike Marks, Nathan F. Roos, J. T. Skipper: Ryan Thompson, and G. A. Sandoz, of Opelousa, La.; T. Bienvenue, Lafayette, La.; J. G. Durant, St. Martinville, La., for six months from September 6. Charles Hofer, St. Paul; A. M. Burr, Rockford, Ill.; F. W. Underwood, Chapin, Iowa., for thirty days from September 6. A. W. Coote, E. J. Deschene, C. W. Wyman, R. H. Dorney, and H. J. Prince, St. Albans, Vt., for thirty days from September 11. W. F. Clark, Dorchester, Mass., for thirty days; Harry Markland, Salina, Kan., for six months; George B. Kuhlke, Brooklyn, for thirty days from September 9. F. G. Hall and Thomas McAleer, Los Angeles, until conditions imposed by the board have been complied with.

W. A. Kuykendall, Ed. McClannahan, Eugene, Ore., have been suspended for six months from August 27, and declared professionals; Will F. Parker. Alexander W. Archibald, P. J. Walsh, of Dorchester, Mass., have been suspended for thirty days from September 6 and transferred to Class B.

The following have been suspended pending investigation: John S. Grauch, Walter U. Cassel, Percy T. Dickey, Craig G. Stewart, Walter M. Trott, Charles J. Baker, Philip S. Davis, Edward Walter, Jr., Wiese Hammer, of Philadelphia; Carroll B. Jack, of Reading, Pa.; John Tansy and George Larrabee, Winchester, Mass.; P. T. Gstaider, Williamsport, Pa.

The following suspensions have been raised: Daniel F. Myers, Leslie Gleng, and Edward F. Feist, Ft. Scott; Henry Kamerzel, Pittsburg, Kan.; W. B. Jackson, Minneapolis; H. Leopold, Bridgeport, Conn.

JOHNSON WILL RIDE AT MINNEAPOLIS.

MINNEAPOLIS, MINN., Sept. 17.—John S. Johnson and the rest of the White Flyer aggregation will arrive in the city Thursday and will begin training at once for the first professional race ever held in this city, which will be given Saturday at Minnehaha track. Eck says Johnson will be allowed, for the first time this season, to ride as fast as he is able to go Johnson will go against his own records, paced by a quad, and Eck gives it out that it need surprise no one to see the record for a mile cut to the 1:40 mark.

NEW TRANSCONTINENTAL RECORD.

PROVIDENCE, R. I., Sept. 17.—The transcontinental record has just been reduced from 59 days 11 hours to 48 days 18 hours by Morton Duxbury, who reached this city at 2 p. m. today on his return trip from San Francisco, having left the Providence city hall April 2 for the Pacific coast. He is the first cyclist who has ever ridden from coast to coast and return, and is the first to cross the great American desert, although the latter feat was attempted some years ago by Thomas Stevens. Duxbury also lowered a number of local records between points along his journey.

FRANK CNAR WINS AT JANESVILLE.

JANESVILLE, WIS., Sept. 11.—The races at the fair here today resulted as follows:

Quarter-mile open.—Frank Cnar, first; C. Hodson, second; C. Reynolds, third. Time, :31.

One-mile handicap.—Charles Reynolds, 50 yards, first; C. Hodson, 75 yards, second; F. Cnar, scratch, third. Time, 2:39.

Three-mile handicap.—F. Cnar, scratch, first; C. Reynolds, 150 yards, second; G. Wright, scratch, third. Time, 10:02.

CHICAGO ROAD RACES.

There were few road races in Chicago last Saturday, and the crowds which gathered as usual along the different courses were in some cases disappointed by the failure of the racing men to appear. The Lake View course was the most favored of all. Over it was run the championship race of the Lake View Cycling Club, which resulted in some excellent riding, although the number of entries was not so large as the events of that club generally secure. There were but eight starters and these were paced by three tandem teams. O. F. Bohman won the race in the fast time of 11:22. C. Gruis finished second in 11:51, but the times of the others were not caught.

The Sons of Rest C. C. started a race at 5 o clock which was won by E. Schwartz in 14:21 with a two-minute handicap. J. Keller finished second in 13:20, handicapped forty-five seconds. Time was won by A. Manz, a scratch man, in 13:03, and second time by H. Wheeler, also from scratch, in 13:04.

Oarsmen try Bicycle Racing.

The cycling members of the Evanston Boat Club held the final race of their series in the afternoon. Only those who had qualified for this race by winning one of five previous handicap events were permitted to enter, so there were but five entries. W. W. Bartlett finished first and also took the time prize, his time being 20:02. H. R. Green finished in 20:04, and R. R. Shuman crossed the tape two seconds after him.

The North Chicago Junior C. C. ran a two-mile race which brought out a large number of starters. A. Willborn, scratch man, finished in 6:15, with J. Pauls, also scratch, one second behind him. A. Matteson was penalized by ten seconds, but finished in 5:45, while W. Forthman, with the same penalty, finished two seconds later.

The first ten-mile road race run over the Washington and Austin Boulevard course was won by Fairhead, a three-minute man, in 27:35. A. Williams started as a scratch man and won time in 24:58, while H. Bredies, also from scratch, took second time in 25:01.

The Road Race of the Oakland Cycling Club,

held at 6 o'clock in the morning, proved wholly unsatisfactory, as the officials were incompetent and failed to keep the results of the race properly. They had not put in an appearance Saturday night, and as a consequence those who rode in the race were ignorant of the results.

The Columbia Wheelmen ran another five-mile race Sunday in the series for the Plautz cup, those who qualified in it for the final race being J. E. Hurtubise, whose time from scratch was 14:13; K. H. Geist, who finished in 16:00 with a three-minute handicap; A. R. Manteuffel, who started from the two-minute mark and finished second in 15:08, and A. R. March, who finished in 14:53 with a handicap of 1:45.

The Viking Cycling Club ran a ten-mile road race around the Garfield Park loop Sunday morning, in which H. Strothotte finished first from the 2:30 mark in 27:40. A. Monson finished second in 27:04 with a handicap of 1:30, and O. Stenstrom was third.

Fred Weage and Hector MacLagan, belonging to the Morgan & Wright team, and members of the Thistle Cycling Club, started over the Elgin-Aurora century course at 5 o'clock in the morning and finished at 12:10 in the afternoon, having encountered wind and rain on the way. Thus they placed the tandem record for that course at 7:10:00.

PACIFIC COAST CIRCUIT.

The prospects for the fall circuit on the Pacific coast are very flattering. As the itinerary is for the most part a pleasant one, most of the racing men who belong with the circuit party want to undertake the trip. One car and perhaps two will be required to take the party across the continent. From Boston to San Francisco there are comparatively few jumps for the distance traveled, perhaps about a dozen in all. From Boston the circuit extends to New York for the races on the Clifton track; then to Reading, Pa., Philadelphia, Baltimore, Nashville, Louisville, and St. Louis. The great Chicago meet has been declared off, owing to the recent collapse of the Coliseum while in course of construction. No other building could be found in the city suitable for the purpose, and the weather will be too cold to hold the races out of doors at night. Council Bluffs will be able to catch all the circuit chasers who go west of St. Louis. Then come the races at Omaha and Lincoln, Neb., and following them the Denver and Pueblo meets in Colorado. Salt Lake City and Hot Springs, in Utah, come next, and then follows the long ride over the Rockies to San Francisco.

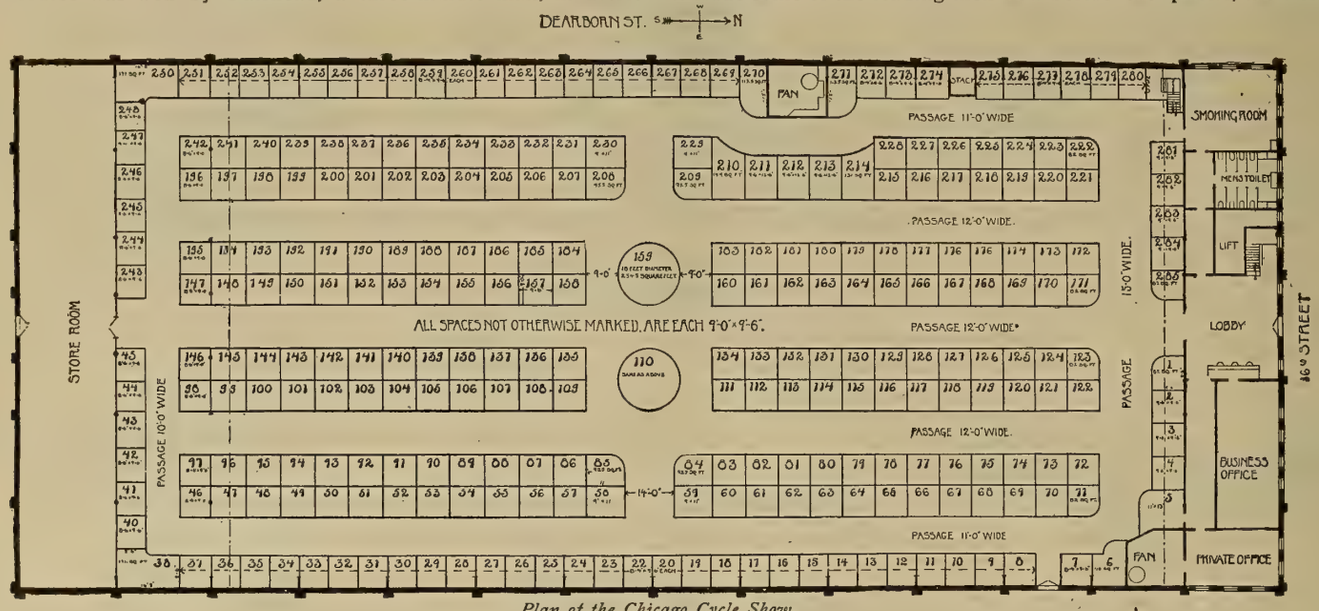
The Dates of the National Circuit in California,

as revised, will show how thoroughly this section of the country will be covered. They all occur in November and the intervening dates will be filled in from time to time. They are as follows: San Francisco, November 1 and 2; San Jose, 5 to 9; Santa Rosa, 16; Los Angeles, 21, 22, and 23; Santa Anna, 28, and Riverside, 30. Some of the party will stop for records at San Jose and will remain there all spring, while others will make a side trip to Arizona, where they will race at Phoenix and Tucson, whence they will go to Albuquerque, N. M. If the circuit can be successfully arranged, El Paso, San Antonio, Laredo, Houston, Dallas, Waco, Paris, and other Texas towns will have an opportunity to see the crackajacks ride. All of the latter country is so warm that successful meets can be held at any time of the year. The men who go to Texas will probably return to California and participate in the spring races there, after training.

Five Teams Have Been Ordered to the Coast

by the manufacturers, and from present appearances it seems likely that the party will comprise from one to two score of racers. As these teams include some of the leading men now before the public, the west is likely to see some good sport this fall. There is not a man on the circuit but wants to take this trip, and many are planning to go who will be unable to do so unless the manufacturers decide that it will not do to have their wheels unrepresented while others are being boomed on the coast, as will be the case if the present party goes to the coast, of which there can be no doubt now. It was definitely settled this week that Bald and Sims, of the Columbia team, would go, and that Kiser and Callahan and probably another of the Stearns' team, and two others from the most prominent teams, would be members of the party.

The west has become important to the trade this season, and the traveling men who cover that territory and the agents in that country demand a visit from the teams in order that interest may be stimulated and business increased. The expense of traveling at the season when round-trip excursion tickets can be purchased, and when one ticket will cover the entire trip, will not be so heavy as was expected. The returns will more than warrant the expense of a couple of men, and some makers realize the fact and feel that agents in the far western country must be assisted and protected.



Plan of the Chicago Cycle Show.

W. G. DOUGLASS.

The University of Pennsylvania crack made an enviable record in Class A this summer and was regarded as one of the best men in his class until old "Eagle Eye" spotted him and put him in Class B for winning a prize valued at over $50. Douglass made his debut into the crackajack class at Springfield and rode well. His mount is a Stearns.

Huret Gets the Hour Record.

A cablegram to a daily newspaper says that Huret has broken the hour record, riding twenty-nine and one-third miles in sixty minutes. The ride was made at Paris last Monday.



☞ See that yard stick?

MISS CONWELL,
Aged 3 years—the youngest cyclist in the world,
She rides a *Waverley* and recommends it as the most rigid, lightest, and easiest running wheel she has ever mounted.
SAN FRANCISCO, July 22, 1895.

That more

Waverley BICYCLES.

Have been built and sold during the past three years than any other make of high-grade bicycle in the world is an open index to their popularity. That dealers who sold the Waverley during the past season were never forced to wait for wheels to fill their orders more than ten days, while agents for other lines waited three months and then lost the sales, is also a matter worthy of consideration by dealers in unoccupied territory.

We have more than doubled our capacity during the past four months, and will make 50,000 Waverleys for '96, and can make 60,000 if the trade demands them.

Our agents will be taken care of without a moment's delay. You can't make money on wheels you can not get. ***You can get Waverleys.*** Dealers who are looking for the ***best paying*** line for next year's trade will lose no time getting their application in for the Waverley agency.

Advance catalogue ready in a few weeks. Don't delay this matter. The Waverley agency is the best asset in many a merchant's store.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

Mention The Bearings

BIG CANADIAN ROAD RACE.

TORONTO, ONT., Sept. 16.—The greatest road race ever witnessed in Canada was run off on Saturday afternoon on the Kingston road and Woodbine race track in this city. The big event was under the auspices of the Royal Canadian, Queen City, and Tourists cycling clubs, and was known as the R. Q. T. road race, and was open to all riders in the Dominion. The course was twenty miles; two miles on the Woodbine race track, then eight miles and return on Kingston road, finishing the last two miles on the track. About 5,000 assembled at the starting point, and as many more were distributed at the various points of vantage along the course. The magnificent list of prizes attracted riders from all parts of Canada, and there were no less than 301 entries, 269 starters, and 210 to finish.

The First Man Back.

John Robinson, a thirteen-minute man, was the first to enter the track on the return journey, closely followed by Green, Fred Robinson, and A. H. Wilson. This quartette had a hot scorch for the grand piano which was the first prize, and the team of horses and carriage, no less valuable, which went to the second man in. The scratch men were T. B. McCarthy, Angus McLeod, Radway, Carmen, and Wells, all men with big reputations—too much so, in fact, as they were never in it, being unable to pull down the big handicap accorded to the long markers. McCarthy was the first scratch man to arrive at the track, being 116th at the gate. He was riding in splendid form and finished 98th in the magnificent time of 59:43. This is the best time ever made over the course. Carmen and Radway fell and were badly bruised, and were out of the race for the time prize, a valuable horse and cutter. Wilson won the race; Robinson, the second man, would have probably been first in, but made a mistake as to the finishing line, and slowed up and was passed by Wilson.

Time Prize Winners.

The time prizes were won as follows:

1 T. B. McCarthy 59:43
2 John Anderson 1:00:21
3 Harry Thompson 1:00:28
4 Angus McLeod 1:00:42
5 R. O. Blayney 1:01:11

The Finishers.

The following is the order of the first fifty finishers:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	A. H. Wilson	10:30	1:03:27	26	W. H. Thompson	7:00	1:02:20
2	John Robinson	13:00	1:06:00	27	J. Anderson	5:00	1:00:21
3	R. Green	12:00	1:05:09	28	Geo. Clements	9:00	1:04:27
4	Fred Robinson	15:00	1:08:10	29	H. Thompson	5:00	1:00:28
5	J. H. Powers	12:30	1:05:41	30	R. F. Livesy	12:00	1:07:41
6	R. Hunter	15:00	1:08:12	31	N. Webster	6:30	1:02:51
7	J. Tucker	9:00	1:02:13	32	H. S. Salt	12:30	1:08:26
8	W. J. McBride	14:00	1:07:55	33	H. Love	10:00	1:05:57
9	G. W. Wrigley	12:00	1:05:56	34	Joe Hardy	11:00	1:06:58
10	E. Barbeau	14:00	1:08:12	35	W. G. Bartlett	13:00	1:08:59
11	Ingal W. Booth	15:00	.....	36	C. F. Bulmer	13:30	1:09:31
12	A. P. Gimbert	10:30	1:04:44	37	F. Bailey	10:00	1:06:02
13	A. Lennie	9:00	1:03:15	38	W. Rose	11:30	1:07:35
14	J. C. McIvor	15:00	1:09:16	39	W. Anstey	8:30	1:05:07
15	G. L. Nicholson	14:30	1:09:17	40	A. C. F. West	12:30	1:08:47
16	Fred Baird	15:00	1:09:35	41	W. G. Kidd	7:00	1:03:20
17	W. J. Martin	12:00	1:06:36	42	H. Parkins	6:30	1:02:52
18	M. G. Walker	7:00	1:01:37	43	Fred Pope	9:00	1:05:23
19	J. J. Wright	10:00	1:04:38	44	J. H. Eakin	13:00	1:09:24
20	G. H. Wincup	8:30	1:03:09	45	T. Southam	10:00	1:06:24
21	Geo. Capps	9:00	1:03:40	46	P. Humphreys	8:00	1:04:27
22	Fred Hendry	13:30	1:08:35	47	J. P. Clemes	14:00	1:09:24
23	Geo. Clifford	10:00	1:05:06	48	F. Brown	13:00	1:09:40
24	H. Gibbons	12:00	1:07:07	49	J. Graham	11:00	1:08:22
25	Fred J. Graves	10:30	1:05:46	50	M. Sinclair	14:30	1:11:18

FINEST CLUBHOUSE IN CYCLEDOM.

PHILADELPHIA, PA., Sept. 16.—The new clubhouse of the Century Wheelmen at Broad and Oxford streets was formally opened on Thursday night with the first of a series of three receptions given as a sort of "house warming." The house has been finished about a month, but since that time it has been in the hands of decorators and painters, who have just completed their work. As it stands, it is the finest wheelmen's quarters in the country, both as regards the building itself and its general arrangement and appointments, and is well worthy of this, the largest and richest club in the United States. The house is four stories in height and extends from Broad Avenue to Carlisle Street, with a depth of nearly 300 feet. The front is of Indiana lime stone and Pompeiian brick, and its handsome proportions make it a notable addition to the fine buildings on Broad Street. Immediately in the rear of the clubhouse proper is the wheel room (with accommodations for 500 wheels) and the club theater, which is fitted with all the paraphernalia of a first-class theater and has seating room for nearly 1,000 persons. A public reception was given last night and this evening a "stag" entertainment will be held.

A PECULIAR ACCIDENT.

A well-known English cyclist named Walne was making a coast tour in Ireland from Belfast to Portrush with his friend Marsden. They passed through Bushmills about 7 o'clock on the evening of August 26 and stopped to inquire the most direct route to Portrush. It was raining heavily at the time, but after a halt of a few minutes they proceeded on their way. They had not gone more than 300 yards beyond the power house where the electricity is generated for the tramway from Portrush to Giant's Causeway, however, before Walne, in an apparent attempt to cross from the roadway into the smoother path between the rails of the track, ran against the four-inch curbing and was thrown from his bicycle with some violence against a third rail used for conveying the electricity. His friend Marsden, hearing his shout as he fell, rushed to his assistance and, catching hold of his coat-tails, succeeded in pulling him free from the live rail, but sustained a shock through the wet cloth sufficient to benumb his arms. He carried Walne in an unconscious condition to the station and summoned medical aid. The two local doctors who responded did everything possible to restore animation but were unsuccessful. This tramway was the first electric road built in Ireland, and, instead of having an overhead trolley wire to conduct the power, a third rail, raised about a foot and a half from the ground and in no way protected, is employed for the purpose. Any one standing on the ground and touching the rail of course gets a severe shock.

A LIVELY SOUTHERN TOURNAMENT.

DURANT, MISS., Sept. 16.—The greatest race meet ever held in this section of the country took place on the famous Castalian Springs track September 9, 10, and 11. The fastest Class A men in the south were present. All open races were paced by tandems, but it was hard to hold the turns on account of the teams not being used to the track. This is the last meet of the season on this track, which will at once have a cement surface put on to make it the fastest track south of Louisville. Next season meets will be held at intervals of one month. The first day's summaries:

Half-mile open.—W. A. Brown, first; C. H. Collier, second; E. B. Hands, third. Time, 1:10.

Two-mile handicap.—J. P. Parker, 160 yards, first; Z. S. Oliver, scratch, second; W. A. Brown, scratch, third. Time, 5:26⅕.

One-mile open.—Z. S. Oliver, first; W. A. Brown, second; E. B. Hands, third. Time, 2:32⅕.

Three-mile open.—W. H. Pickens, first; W. A. Brown, second; Leon Martin, third. Time, 8:06 ⅕.

Second Day.

In the two-mile open event Brown came between Hands and the pole, throwing Hands and bringing Collier down, but escaping himself. Both wheels were demolished, and Hands' knee, which had hardly healed from a bad scrape, was torn open, Collier was also bruised. Brown was disqualified, and the race given to Hands. The summaries:

One-mile, 2:50 class.—C. H. Collier, first; W. H. Pickens, second; J. P. Parker, third. Time, 2:45⅕.

Quarter-mile open.—Z. S. Oliver, first; C. A. Collier, second; W. A. Brown, third. Time, :36⅕.

Two-mile open.—Hands, first; Collier, second; Oliver, third. Time, 5:36⅕.

Five-mile handicap.—Collier, 200 yards, first; Parker, 350 yards, second; Hands, yards, third. Time, 13:24⅖.

Two-mile open.—Brown, first; Pickens, second; Martin, third. Time, 5:20.

Third Day.

The weather was beautiful on the last day, and only one accident occurred to mar the pleasure of the races. In the 2:40 class Parker, Fransioli, and Martin went down. Parker was badly hurt and Fransioli's wheel was injured, but Martin mounted his wheel and finished third. The summaries:

One-mile, unpaced.—Oliver, 2:28⅕, first; Brown, 2:29⅕, second; Collier, 2:31⅕, third.

One-mile, 2:40 class.—Collier, first; Pickens, second; Martin, third. Time, 2:33⅕.

Third-mile open.—Collier, first; Brown, second; Hands, third. Time, :49⅖.

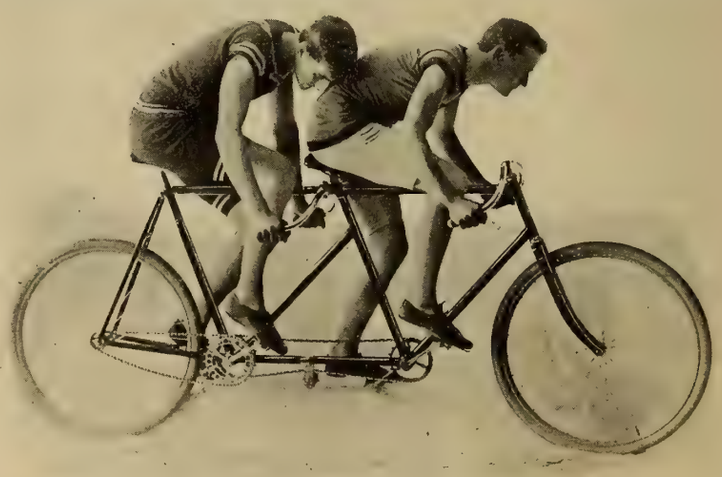
One-mile handicap.—Brown, first; Collier, second; Hands, third. Time, 2:29.

Ten-mile open.—Brown, first; Hands, second; Collier, third. Time, 28:30.

One-mile open.—Brown, first; Pickens, second; Martin, third. Time, 2:40.

The Dayton Tandem Team.

E. D. McKeon and P. J. Klinger are the two best Class A men in Ohio. They have scooped in nearly all of the best prizes in that state, and are



regarded as invincible. On a tandem they reign supreme. Lately they have won the tandem races at Wabash, Ind.; Warsaw, Ind., and Tiffin, Ohio. Their mount is a Dayton.

IN 1894 TWICE AS MANY PRIZES WERE WON ON PALMER TIRES AS ON ALL OTHER MAKES COMBINED
THE FABRIC IS THE TIRE
THE SAME IN ROAD AND RACING

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES.

WORLD'S RECORDS

BY STARBUCK AT SPRINGFIELD.

3 miles, 6:05 4-5. 4 miles, 8:08 3-5. 5 miles, 10:11 1-5.

First mile, 2:05 4-5; 2d, 1:59; 3d, 2:01; 4th, 2:02 4-5; 5th, 2:02 2-5.

The hour record falls before F. J. TITUS, 27 miles 185 yards; also records from 6 to 27 miles inclusive.

F. C. SHOBEL, long-distance champion of France, on PALMERS, makes a phenomenal ride, 24 hours, unpaced, 380 1-2 miles, WORLD'S RECORD; also 1,000 miles in 64 hours 35 minutes actual riding time.

C. C. INGRAHAM, Freeport, on PALMERS fitted to Sterling, Class A world's record 1-4 mile, flying, unpaced :25 4-5.

FACTS SHOULD BE FACTORS IN ADVERTISING.

F. BARON STOW rides PALMER TIRES, not "Good tires." Extract from his letter to us:

"I have used NO OTHER TIRES BUT YOURS in my racing this season. Have won 22 firsts, 15 seconds, 10 thirds, and 3 special prizes."

Palmer Pneumatic Tire Co., Cor. Lake and La Salle Sts, Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.

MILWAUKEE WANTS A CYCLE PATH.

MILWAUKEE, WIS., Sept. 16.—Milwaukee parks may shortly have cycle paths. For some time past it has been the custom of local wheelmen to spend a great deal of their time in the many public parks of the city. But there have been no accommodations for the riders. Lately the agitation for cycle paths started in this city, and the board of park commissioners is now figuring on the cost of constructing a cycle path in Lake Park, which is the finest public park in the city. It is very likely that the path will be built next spring.

That the professional bicycle riders are in the business for all the money in sight, members of the North Side Club, of this city, do not doubt. It will be remembered that recently the club secured a sanction to hold

A Semi-Professional Meet in this City.

Since that time the club officers have been in correspondence with all the fast professionals with the view of bringing them here. The riders' answers have taken the breath of the officials away. Each of them has demanded a big guarantee and the club has figured out that with the expense of advertising the meet, the prizes, etc., it will cost close on to $4,000 to hold a tourney. This would take 8,000 admission fees to cover expenses alone. That such a crowd will not turn out to see a meet is well known here, so the club has decided not to conduct one. This is the fourth meet that has been talked of in the city this year, but has not been held.

The Opposition of the Church to the Bicycle

in this state is gradually dying out, as the records of local dealers will show. There are in Wisconsin now scores of clergymen who ride wheels. One firm alone here has supplied twenty wheels to ministers. The Rev. Judson Titsworth, of this city, is probably one of the oldest riders in the state among the clergy. Rev. W. A. Hunsberger, of this city, who has the distinction of marrying more Chicago couples than any other minister in the world, also rides. In the state are found Revs. J. Faville, of Appleton, who has recently joined the League; Rev. George Steuber, of Butternut, is a good rider, and recently finished a tour of over 200 miles in three days. The Reverend Kirby, of Hermansville, beats them all. Several weeks ago he rode to Marinette, a distance of over fifty miles, in three hours, then rode fifteen miles on the track there and wound up by doing a half-mile on the track in 1:06. Sheriff Catlin held the watch. Fathers Huston and O'Hearne, of this city, and Father O'Brien, of Green Bay, also ride wheels.

Sanger Will Stay in Milwaukee.

Several days ago it was reported that Casper M. Sanger would move his family to San Francisco and that Walter C. Sanger also would make his home there. Members of the family say that it is not likely that the family will leave the city, so that San Francisco now will have to wait for Walter before she gets him. Rumor is also current here that Dave Shafer has proposed that Walter establish a billiard hall here. The report can not be verified, but his friends place little credence in the rumor.

THREE CLASS A CRACKS MEET.

ALLENTOWN, PA., Sept. 15.—The race meet of the Mercury Wheelmen at Manhattan Park this afternoon was largely attended. The event of the day was the half-mile open. Stevens, Krick, and Dawson were in a bunch the entire distance, and at the finish were close together, Dawson winning out, with Krick second. In the two-mile handicap Krick had a walkover, and won handily. The summaries:

Half-mile open, first heat.—C. W. Krick, first; Ray Dawson, second; F. H. McClellan, third. Time, 1:25¾.

Second heat.—B. B. Stevens, first; George A. Taylor, second; R. W. Crouse, third. Time, 1:28.

Final heat.—Dawson, first; Krick, second; Stevens, third. Time, 1:11⅕.

One-mile, 2:50 class.—Charles G. Kidd, first; George W. Danner, second. Time, 2:40½.

One-mile handicap.—F. H. McClellan, first; C. W. Krick, second; Ray Dawson, third. Time, 2:23¾.

Two-mile handicap.—C. W. Krick, first; Ray Dawson, second; R. W. Crouse, third. Time, 5:12.

One-mile tri-county championship.—W. J. Daubenspeck, first; H. I. Koch, second; H. G. Kinginger, third. Time, 2:37⅘.

Lee Richardson, of Chicago, who has a record of :46¼ for the quarter, riding backward, attempted to lower this record but failed. The wind was very strong, and he could not do better than :55¾.

ENDED IN A ROW.

SAN JOSE, CAL., Sept. 9.—The regular annual Admission Day race meet given by the Garden City Cyclers was a success. Fully 5,000 people were in attendance. There were over eighty entries in all, ten being for the Class B events. Frank Byrne established a new record for Class A riders in the half-mile open, his time being 1:01.

The final of the Class B open, which was the star event of the day, ended in a row. A tandem was put in to do the pacing, and four men lined up at the tape. Jones caught the tandem, with Long, Foster, and Cushing following in the order named. The tandem cut out a hot pace and Jones hung on for a lap and a half and then let the tandem go. Cushing's tire slipped, throwing him out of the race. The three men then commenced to wrangle among themselves until within an eighth of the finish, when Long jumped ahead, but as he has had no training could not hold the pace and Foster beat him in, with Jones third. The spectators saw in Jones' action of letting the tandem go a trick to job Long out of the race, and as Jones and Foster rode up past the grand stand they were hissed beyond description. The referee declared the heat no race and ordered the men to ride it over. Foster lodged a protest and refused to ride again. Long, Jones, and Cushing came out again but had not gone an eighth of a mile when Cushing was thrown by having his front wheel strike Long's machine. Undaunted by his bruises, he remounted and set out at a terrific clip to overtake the tandem. Jones and Long put up a fine race, especially in the last eighth, when they had it nip and tuck to the tape, Jones winning by a few inches after one of the best finishes ever seen on the track. The summaries:

One-mile handicap, Class A.—J. Wing, 125 yards, first; N. Ackerman, 30 yards, second. Time, 2:14⅕.

One-mile scratch, Class B.—A. N. Jones, first; R. L. Long, second; Russel Cushing, third. Time, 2:20⅘.

One-mile tandem, Class A.—Dow and Smith, first; Benson and Hardenbrook, second; Reid and Birdsall, third. Time, 2:11⅘.

Half-mile scratch, Class A.—F. M. Byrne, first, H. W. Squires, second; J. H. Dieckman third. Time, 1:01, an American record.

Two-third-mile handicap, Class B.—T. Delmas, 65 yards, first; W. F. Foster, scratch second; R. L. Long, 25 yards, third.

LETTER-CARRIERS ARE MAD.

The bicycle corps of the Chicago postoffice department is on the warpath. The trouble arose over the facts, as alleged by the letter-carriers, that when the bicycle service was undergoing organization the carriers having outlying routes were requested by the authorities in power to purchase wheels, with the understanding that the amounts previously paid the men for carfare, which varied from $4 to $9 per month, according to the route, and were paid monthly from the expense account of the department, were to continue to be paid regularly to maintain the bicycles in repair and to assist the carriers to pay for the machines, which they purchased on the installment plan. Up to July 1 most of the carriers received $6.75 a month, ostensibly for carfare, it being immaterial to the department how the letters were delivered, so Postmaster Hesing said, so long as the service was efficient. But somebody in Washington saw an opportunity to save a little over $100 a month to the government at the expense of the Chicago carriers, and reduced this amount to $2.50 a month, sufficient, as he thought, to cover the expenses of repairs. But this leaves the men to pay their monthly installments on the machines out of their own salaries, which many of them are unable to do. Some of them have therefore requested to be allowed to go back to the street-car service and receive the former amount for carfare, but inasmuch as the efficiency of the service has been increased by an extra trip a day for most of the mounted carriers, and the department saves about $4.25 per month for each such carrier, the privilege has been denied. The men are therefore hot under their collars and intend to enlist the sympathy of all the cycling clubs of the city in their cause, and then, if necessary, place the matter before the L. A. W., with the intention of influencing several hundred thousand votes of the cyclists of the country against the present administration of the department.

WILL TEST GIDEON'S POWER.

PHILADELPHIA, PA., Sept. 14.—The power of George D. Gideon as director of the Racing Board's doings has again been felt, and this time half a dozen of the fastest Class A riders in this section of Pennsylvania have been thrown into Class B. They are Walter G. Douglass, of the University of Pennsylvania; Carroll Jack, of Reading; Weise Hammer, P. C. Dickey, W. M. Trott, and John F. Grauch, of this city. The men are accused of racing for a diamond ring worth more than $50—the Class A limit—at the race meet at Norristown, Pa., last Saturday. It appears that after Chairman Gideon had heard of the event and prize, Walter G. Douglass, the winner of the race, brought the diamond to Mr. Gideon for his examination and appraisement. After examining the stone "Gid" visited three jewelers who valued the stone at $50, $45, and $60. After letting the matter rest for a day, Mr. Gideon thought that the stone was worth more than the allotted price and immediately suspended the three men, transferring them from Class A to Class B.

It is needless to say that the wheelmen deny that the ring is worth more money and furthermore were ignorant of its being valued at more than $50. The Norristown Wheelmen, under whose auspices the meet was held, had a meeting on Thursday night and a committee was appointed to test the decision of the case either by process of law or by an appeal to the League of American Wheelmen at the next National Assembly. The committee was appointed to begin work immediately and was allowed $100 for its expenses. The case is attracting great interest in this section and developments will be eagerly awaited.

GIMM WASN'T IN IT.

CLEVELAND, OHIO, Sept. 16.—The Cadillac Cycle Club gave a ten-mile road race Saturday afternoon that was quite a successful affair. C. Rush, a limit man, won the race hands down, and Geo. D. Comstock won first time. Louis Gimm started from the half-minute mark but could get no better than sixteenth place.

The recent annual century run of the Cleveland Wheel Club was attended by about 200 riders, of which about seven-eighths finished. The course was over a new route—to Wellington via Elyria and Oberlin. Nearly the whole town of Wellington turned out to see the parade, and the different churches banded together and hired the Opera House for the occasion, and reserved over 200 seats for the riders, fully expecting them to attend. The run was late in starting and the service was over when they arrived at Wellington, to the evident sorrow of the well-meaning residents

HOW BALD WON.

Story of the Great Race of the Year at Springfield, as Told by the Springfield "Union."

The rider who wins the most important race on Hampden Park track s rightly considered the leading rider in the land, and the men tried hard to qualify for it in the trials. The men who came to the scratch were: L. D. Cabanne, St. Louis; E. Kiser, Dayton, Ohio; C. M. Murphy, Brooklyn; E. C. Bald, Buffalo; Harley Davidson, Toronto; Tom Cooper, Detroit; F. B. Rigby, Toledo, and A. I. Brown, Cleveland.

No rider, up to this year, has succeeded in winning the tournament's chief event in two successive years, and those who notice such things closely wondered if the precedent would be followed again, or whether Bald would succeed in breaking that record of rotation in championships. At two times in the race it seemed very probable that the old state of affairs would prevail again this year and that a new champion would be cheered. The first time came at the very beginning of the race, and the second when it was about seven-eighths finished.

Bald came up the track talking with some friends, and did not show any sign of uneasiness about the race. George M. Hendee went out to congratulate him on having won the Silver King trophy in the previous Class B race, and Bald thanked him heartily. MacDonald and Callahan were on a tandem to do the pacemaking. Lon Peck said his little speech just as if he were starting an ordinary Class A event, but the men who were starting the riders watched his arm, and the moment it went into the air, and before he fired the pistol, Cabanne and Kiser were shoved off, and thereby gained a lead of a wheel's length over the rest of the men. Kiser used all his advantage and got under way so fast that he caught the tandem easily, with Cabanne second, and Bald sixth. Bald improved his position a couple of points on the backstretch, and then the men rode in a line for the first half mile.

The tandem was setting a rattling pace, and flew along so fast that Kiser knocked four-fifths of a second off the half-mile record just made by Bald in the half-mile open, making it in 1:01. The men passed the half mile in the following order: Kiser, Cabanne, Murphy, Bald, Brown, Cooper, Davidson, and Rigby. All along the backstretch there was no change in the leaders, though the rear men had a few sprints with each other, trying to get in a good position to jump with the bunch.

On came the riders around the turn, holding the tandem a trifle longer than usual. Away went Kiser all of a sudden on the upper turn, and the next two men hustled on after him. Bald did not. Down around the last bend they came, and still Bald had not quickened his pace as much as the three men ahead of him had. It was here that for the second time it seemed that there would be a new champion. Bald, however, knew what he was doing. Kiser, Cabanne, and Murphy hit up such a gait that they had to ride a few feet wide to get around the turn and into the stretch. That was just what Bald was waiting for. The moment the opening ahead of him appeared, into it he rushed, and in the twinkling of an eye the man who had appeared to be in a pocket and to be almost out of the race was seen to be coming down on the inside with that wonderful invincible spurt which can not be beaten by any rider Bald has met this year.

The people in the grand stand soon saw the situation, and again the mighty cry went up, "Bald wins! Bald wins!" He ran away from Cabanne, and took the heart out of the rest of the riders who were strung out along the stretch. They finished in this order: Bald, Cabanne, Kiser, Murphy, Cooper, Rigby, Brown, Davidson. Bald won the Warwick diamond, valued at $300, and the honor which every Class B man in the land aspires to. He rode around the track once, and on coming down in front of the grand stand received an ovation worthy of the pluck and science which he displayed.

WINNERS AGAINST THE FIELD.

No higher tribute could be offered to, and no more convincing evidence could be produced in favor of, Columbia bicycles than the universal recognition of them as a standard by which competitors make their comparisons. To convince the public that their bicycles are as "good as Columbias" is the acme of their ambitions, and to have them produce results on the racing path that will favorably compare with Columbias has brought about one condition—Columbias and Hartford single-tube tires against the field. The field was a large one, but the result was not affected thereby. The chief racing event of the year—the Springfield tournament—has passed into history. It was the old story—Columbia first. But one conclusion can be drawn—there are two classes of bicycles, Columbias and others.

Do you know the testing and proving that go to make the Columbia the standard machine it is? It is this costly experimenting, done before the customer gets his machine, that makes Columbia quality certain.

For the $100 paid for a Columbia you get a bicycle that will sell second-hand for more than the new price of the bicycles said to be "just as good."

SPRINGFIELD

"WON ON A COLUMBIA"

Mounted on a Columbia Bicycle fitted with Hartford Single-Tube Tires Bald is in a class by himself.

That **Bald** is the king of competitive riders, the **Columbia** the unequaled, unapproached bicycle of the world, and the famous **Hartford Single-Tube Tires** the fastest, safest tires on earth, was conclusively proved at the great three days' meet at Springfield, when this flying combination won every race in which it entered.

THAT PLATE MEANS Columbia THE BEST BICYCLE

If you would have highest pleasure and speed in bicycling,

Ride a Columbia

and Hartford Single-Tube Tires

HAS A REPUTATION TO SUSTAIN.

SYRACUSE, N. Y., Sept. 16.—Fulton is a little over two hours' ride from Syracuse, being tucked away among the hills, with a small river leaping and bounding along through the center of the town, turning the mill wheels for the jolly miller and by its force making Fulton a hustling manufacturing town. Near the outskirts of the village and on the banks of the river is the factory of the Hunter Arms Co., which has a world-wide reputation as the concern which manufactures the famous L. C. Smith shotgun. This reputation should greatly assist the Hunter Arms Co. in introducing to the trade the Hunter bicycle, which, in a few weeks, will be placed on the market.

Thomas Hunter will be at the head of the bicycle department and it is expected that through his management 3,000 as fine wheels as have ever been turned out will be made in 1896. There will be a number of special features in the Hunter, one of which will be the method of fastening the cranks so that they can be adjusted to overcome any spring that would throw them out of alignment. The Hunter will make its bow to the west at the Chicago show, where the Hunter Arms Co. will exhibit six models, including two tandems and an 18-pound ladies' wheel.

LOCAL TALENT GETS THREE RACES.

OSHKOSH, WIS., Sept. 16.—There were two days of interesting racing during the fair here last Monday and Tuesday. The summaries:

Three-mile open.—R. F. Chase, first; A. Stoltz, second; J. M. Wigginton, third. Time, 9:17.

One-mile handicap, local.—E. Comstock, scratch, first; F. J. Clark, 10 yards, second; H. N. Bacon, 175 yards, third. Time, 2:27⅘.

One-mile open.—H. Zerbel, first; A. M. Chandler, second; O. E. Virum, third. Time, 2:43.

Five-mile handicap.—C. Reinke, 125 yards, first; H. A. Zerbel, 100 yards, second; A. J. Weilop, 200 yards, third. Time, 10:50⅗.

Second Day.

Three-mile handicap.—E. S. Comstock, 225 yards, first; H. G. McWilliams, 275 yards, second; E. M. Worden, 300 yards, third. Time, 8:25⅗.

One-mile handicap.—J. F. Reitzner, 40 yards, first; E. Nugent, 150 yards, second; A. Weilop, 40 yards, third. Time, 2:20⅘.

Two-mile handicap.—E. S. Comstock, 150 yards, first; E. M. Worden, 200 yards, second; A. E. Trelevan, 200 yards, third. Time, 5:02.

TENNESSEE WILL BUILD A TRACK.

Nashville is to have a Coliseum. Work will begin on it at once and it will be completed by November 1, barring accidents. It will contain 9,000 seats, but the floor will be so constructed that it can be taken up at will and the capacity of the building enlarged enough to accommodate 20,000 people. It is intended for athletic sports of all kinds, but will be appreciated most by the cyclists, as it will have an eight-lap track built in the most substantial manner and according to the latest ideas on a scientific plan that will make it the fastest as well as the largest track in the world, so states the *Nashville American*. Following the opening night, which will be devoted to athletic contests of all sorts, an eighteen-mile state championship race will be run during three hours of six consecutive nights, by which time it is believed there will be enough crack riders present for the holding of a large tournament. Jack Prince is connected with the enterprise.

M'LAIN RIDES WELL AT FREEPORT.

FREEPORT, ILL., Sept. 12.—In the bicycle races run at the county fair here today, A. A. McLain lowered the track record for the paced mile, flying start, from 2:26 to 2:07½, and won both heats of the half-mile open event in 1:08⅖ and 1:08, respectively, with W. E. Kenyon second. J. W. Hodges took the two-mile handicap in 4:40, with 225 yards handicap, and the one-mile open was won by C. C. Ingraham in 2:40⅗, with Kenyon second. The half-mile handicap was secured by F. J. Blumer, 80 yards, in 1:03¾, but J. W. Hodges, who came in second, won the five-mile handicap in 13:08⅖, with 500 yards start. C. C. Ingraham rode a quarter-mile, flying start, against the Class A world's record, in :24⅘.

HOFER TAKES NEARLY EVERYTHING.

CRESCO, IOWA, Sept. 12.—The bicycle races run at the Howard County fair today resulted in Charles Hofer, of St. Paul, winning the half-mile open event in 2:24, the quarter-mile open in :36, and the five-mile handicap in 14:46½ from scratch. He also came in second in the two-mile handicap, with a handicap of sixty-five seconds, the race being won by Arthur Coyle, handicapped fifty-five seconds, in 5:03. Coyle also finished second in the five-mile handicap and third in the one-mile open. B. A. Stevens finished second in the half-mile open and third in the quarter-mile open. Harry White finished second in the quarter-mile open and third in the two-mile handicap.

LAKESIDE CLUB GOES UNDER.

CLEVELAND, OHIO, Sept. 16.—The all absorbing talk in wheeling circles yesterday was the assignment Saturday of the Lakeside Cycling Club Co. The crash was wholly unexpected by outsiders as the club had just moved into new and elegant quarters, and everything seemed to be going swimmingly. The cause of the trouble was the inability to meet obligations. Dues did not come in as they should, and rather than to further increase the debt the club decided to assign. The assets, as stated, are placed at $1,000 and the liabilities at $800. The club was organized in 1891.

DICKEY WINS A. A. U. CHAMPIONSHIP.

NEW YORK, Sept. 14.—At the championship games of the American Athletic Union, held at Manhattan Field today, a two-mile bicycle event was on the programme, the entries being confined to members of athletic clubs in the union. It was a close race to the third lap, in which W. L. Danner fell, but remounted and finished fourth. P. F. Dickey led at the bell and retained his position to the tape, covering the distance in 5:33⅘. W. A. Roome was second by a foot, and beat H. E. Hughes by six inches.

LONDONDERRY IS BACK.

Annie Londonderry, the woman who started out from Chicago fifteen months ago to ride around the world, returned to Chicago September 12. She had a fall at Gladbrook, Iowa, and is now nursing a broken arm. She traveled 28,000 miles, part of the way on her bicycle and the rest by rail and steamer. Miss Londonderry had numerous accidents which delayed her somewhat, being laid up at Stockton, Cal., five weeks on account of a collision with a wheelman. She will stay in Chicago a month. Miss Londonderry rode a Sterling, which stood the hard usage in good shape.

FULLER BROKE THE TRACK RECORD.

AMESBURY, MASS., Sept. 14.—A. T. Fuller broke the track record here this afternoon by riding a mile in 2:15½. He also holds the one-mile record for Rhode Island, Massachusetts, and Maine. William Barbeau rode a quarter-mile, paced, in :34, and a half-mile in 1:06½. The one-mile, 2:40 class, was won by J. F. McCarthy in 2:30. Erastus H. Nelson won the half-mile in 1:25¼. The one-mile open was won by A. T. Fuller in 2:26½, and the one-mile handicap was secured in 2:29¾ by H. E. Price, with 130 yards handicap. Cushman and Fuller finished first in the one-mile tandem. Time, 2:43½.

STRAY NOTES.

Fred Smith, of Chicago, won a five-mile bicycle race, run at the Crown Point, Ind., fair September 12, in 15:09. Charles Ferguson finished second, Arthur Davis third, and Harry Barr fourth.

Homer Fairmon, who won the Chicago road race Decoration Day, rode fifteen miles against a horse at Holstein, Iowa, September 12, and won in 41:22, the horse giving out in the fourteenth mile.

The half-mile Jefferson County championship race run at Fairfield, Iowa, September 12, was won by Mulford Burnett in :56. There were five entries. The one-mile handicap was won easily by Repin.

Following the Springfield meet came the announcement that Sanger and Shafer had parted company, Sanger to be handled by Dumbleton, while Shafer has a number of deals on that will result in his having a string of A's and B's in the near future.

On the first day at Springfield the trainers were posing for a picture The operator had just posed them when some one made a bluff. Like a flash every one was on their feet and each good right hand held a wad of green, while each left was gesticulating wildly. Three of the trainers were on chairs while the rest were holding a wheat pit session in the center of the gallery.

The Century Road Club members of the Lincoln Cycling Club have placed more than 420 century runs to their credit this year and will doubtless win the banner as they did last year. An individual prize is given each year to the rider making the greatest number of centuries. Bentley and Fairchild, of the Lincolns, and Rubey, of Louisville, Ky., are in the lead at present. The Century Road Club now has a membership of 2,000 from all parts of the country, and the work of filing claims and keeping the books has grown to such a volume that the auditor of records has had to give up a good-sized space in the Pullman Building for the purpose.

Eck Passes Through Chicago.

Tom Eck and his "white flyer" aggregation, consisting of Johnson, Weinig, O'Connor, Crooks, and Steenson, passed through Chicago last Tuesday on their way to Minneapolis, where Johnson races Saturday. Eck says that Johnny is far from being in first-class shape, but asserts that Johnson will, as usual, hold the mile record before snow flies. According to Eck, he will take charge probably of the pacing arrangements for Morgan & Wright at Louisville next month. If he does it is more than probable that the "good tires" will hold the coveted records. The M. & W. team is now in Louisville getting in shape for the attack on Father Time.

Road Records Accepted.

The following road records have been allowed by the Century Road Club of America: R. P. Searle, 12,300 miles during 1894; Illinois state record. H. Kohl, St. Louis to De Soto and return, 94 miles, 7:47:00, May 3; course record. L. C. Wahl, Colorado Springs to Pueblo, 46 miles, 2:07:00, May 10; course record. L. C. Wahl, 50 miles, 2:15:00, May 10; American record. C. T. Earl, 5 miles, 12:42, June 22; New York state record. G. W. Wolfe, Chicago to New York, 6 days, 3 hours, 10 minutes, July 22-28; course record. C. A. Wescott, Elgin-Aurora century course, 6:03:42, July 29; course record.

Four More Solid Records for the Solid Sterling

LOUGHEAD GETS

World's record ¼-mile standing start, paced ---------- :30⅘
State record ¼-mile standing start, unpaced ---------- :30⅘
American record 2-mile standing start, unpaced --------4:50
(Beating both standing and flying start records.)

MADDOX GETS

American record, 1 mile, paced----------2:12⅖

We have no comments to make but only ask you to remember that the Sterling is "Built like a Watch."

REMOVED!

The only Factory in the world where a bicycle is built like a watch has been removed to Kenosha, Wis.

The General Offices of the Sterling Cycle Works have been removed to address given below.

Address all correspondence to General Offices.

Sterling Cycle Works,
274-278 Wabash Ave.,
CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co. Omaha. Neb.
Pacific Coast Branch, 314 Post St., San Francisco.

WONDERFUL LITTLE MICHAEL.

He Attempts an Almost Impossible Feat, but Breaks the Hour Record—A Magnificent Performance.

PARIS, Sept. 6.—The Franco-Belgian team race, which was to have taken place yesterday at the Seine track, had to be postponed and a fifty-kilometer race between Lesna and Michael was given instead at the Velodrome Buffalo. "The little wonder" lost his race, but added several important records to his credit. As a matter of fact, the task he set himself was as near an impossibility as could be easily designed. Twice within the last few weeks he has beaten his opponents in races extending over fifty kilometers, but on each occasion he has found himself unable to touch Lesna's records of 45.700 kilometers for the hour.

Lesna, whom he has included among him victims, yesterday asked for a start of a kilometer in a fifty-kilometer race. A month ago he was willing to race on even terms, and Michael then thrashed him from start to finish.

The fact that yesterday's race was a foregone conclusion for Lesna, if he was only in proper form, did not deter the cycling world from turning up in tremendous numbers. The cheaper stands were packed, and the tribunes were also jammed.

The English and American Colonies were There

in full force, and at all periods of the race their shouts of encouragement—occasionally it must be admitted more forcible than elegant—floated out on the heat-laden air.

The excitement commenced the moment the pistol was fired and the men started on their journey. Michael went to the front and Lesna was content to stick behind. It was full speed all the time, but neither man could get away, although Lesna was palpably hard pressed when that swift quartette, which included the Lintons and Lumsden, paced little Michael. At the end of the twelfth kilometer a tremendous cheer went up, for it was seen that not only was Michael forging ahead, but that Lesna was in a bad way, and was signaling to his attendants for something to drink. Michael made the most of the opportunity, and increased his lead every second until he had nearly lapped his opponent. This was too much for Lesna, who, amid prolonged applause, sprinted ahead. Michael answered in an equally emphatic manner, and gave the public an opportunity of seeing what he can do when he has any reason for doing anything. He forgot his pacemakers and simply chased them, while

Lesna Still Followed in Splendid Style.

But it was soon over, and although he never increased his gain of one lap Michael knocked the records all to pieces, completing the fifty kilometers in 1:05:14⅖, against A. Linton's record of 1:05:59⅗.

The "middle-distance Zimmerman," as he is now called, pulled up as fresh as paint, and came in for a tremendous ovation, having lowered records from twenty-eight kilometers up. Forty-six kilometers and two meters are the new figures for the hour (a few yards less than 28⅝ miles).

The programme included two other events, the "Prix de Lyon," a 900-meter handicap, and the "Prix de Bordeaux," a scratch race of 2,000 meters. The handicap was a tedious affair, comprising seven heats. None of the scratch men succeeded in getting home and the final brought out Mercier, twenty meters; Louvet, twenty-five; Dernancourt, fifty, and Lartigue, Tricot, Govin, and Gerardin, who were given each seventy-five meters. The limit men refusing to pace each other, the handicap was reduced to a scratch race before the first circuit was completed. At the bell the men were dangerously close to each other. Govin was the first to get away, but he was quickly overhauled by Mercier and Louvet, who fought hard for the first position. Mercier just managing to get home by a small margin.

Jacquelin beat Morin in the scratch race. The latter has been riding too much lately, and like Banker is feeling a bit stale. Morin had decided not to start in the final, but at the last moment he altered his mind and announced that he would ride. The starter fined him 20 francs for keeping the other riders waiting at the post. Xertaun, a new man up from the provinces, finished a very close third. His style of riding and final rush created a very favorable impression among the talent.

Zim Sails for Australia.

Zimmerman, who was booked to ride at Bordeaux this week, left Paris rather suddenly last Saturday with his wife. The "grinder" took the train for Naples from which port he sailed on Sunday for Australia. In wishing his friends good-by, Zimmy said he would spend a few weeks in Paris on his return from Australia, but that he would not ride. In fact, he gave them to understand that he would never ride again, adding that he did not wish to imitate certain celebrated artists, who do not know when to retire.

A SLIM MEET FOR THE G. A. R.'S

LOUISVILLE, KY., Sept. 16.—The three-day racing tournament held here during the latter part of last week was a very decided failure financially. This will seem strange when it is stated that 300,000 visitors were present in the city beside the 250,000 population of the Three Falls cities, but every other form of amusement came out considerably worse off than the bicycle races. The first day's races drew 175 spectators, the second day the crowd was increased to 250, and the third day the attendance was swelled to the amazing number of 1,500.

The financial failure was not the only frost the management met with. The chairman of the amusement committee of the G. A. R. began to correspond with the track association several months ago, and made some very great promises of what might be expected of that order from its visit here. He had charge of that part of the entertainment, and promised a large entry for the contests if good cash prizes were offered. Nearly $700 for prizes was raised, and when the time came for the printing of the programmes, and the management wrote for the entries, they received the names of but nine men, and were told to leave room for lots of entries that would be brought along with these men. When the time for the start of the first day's programme arrived, only four of the men were present to carry out the G. A. R. part of the programme, and there were probably 300 more members in the audience. The summaries of the races are as follows:

First Day.

One-mile open, Class A, with time limit of 2:35.—Owen Kimble, first; E. J. Daubert, second; Karl Thome, third. Time, 2:36⅖. Race declared off.

Half-mile handicap.—Owen Kimble, first; Karl Thome, second; E. D. Fichtner, third. Time, 1:05, a state record.

Second Day.

Half-mile handicap, Waverley.—P. J. Bornwasser, 30 yards, first; W. R. Mitchel, 30 yards; second; George Davisworth, 15 yards, third. Time, 1:05.

Two-mile handicap, German National Insurance.—E. D. Fitchner, scratch, first; J. C. Mitchel, scratch, second; E. J. Daubert, 60 yards, third. Time, 5:09⅗.

Half-mile open, time limit of 1:15.—O. S. Kimble, first; J. B. Harrison, second; W. R. Mitchel, third. Time, 1:19⅗. Race declared off.

Two-mile Kentucky Division championship.—O. S. Kimble, first; E. D. Fichtner, second; J. C. Mitchel, third. Time, 4:51.

One-mile open, Borgerding Bros.—O. S. Kimble, first; J. B. Harrison, second; E. J. Daubert, third. Time, 2:14⅘.

One-mile 2:30 class.—E. J. Daubert, first; P. J. Bornwasser, second. Time, 2:33.

Third Day.

The five-mile race was one of the finest contests ever seen on the local track. The boys had loafed so much that the referee put a time limit of thirteen minutes on them and three tandem teams were put in to set the pace. Mitchel finished two lengths ahead in 11:49⅕, which is a world's Class A record. The sixth event brought out only four starters, but they were good ones. The referee decided that the championship of the south should be won in 2:20 or less time, and put Shaffner and Bornwasser in to make it. The race was hotly contested and Daubert finished in 2:12⅖, only two inches ahead of Fichtner and five inches ahead of Kimble. The previous day he had been scarcely able to finish a mile in 2:33, but he was in tip-top condition when he finished this race. Otto Ziegler mounted a wheel for the first time since his arm was broken at Fort Wayne, and rode an exhibition mile, unpaced. The summaries:

Half-mile handicap.—W. R. Mitchel, 30 yards, first; C. O. Updike, 30 yards, second; Will Curry, 50 yards, third. Time, 1:05⅖.

One-mile open, Fountain Ferry championship.—E. D. Fichtner, first; E. J. Daubert, second; J. B. Harrison, third. Time, 2:14⅕.

Two-thirds mile open.—E. J. Daubert, first; W. R. Mitchel, second; George Davisworth, third. Time, 2:01⅕.

One-mile handicap.—Owen Kimble, scratch, first; C. O. Updike, 60 yards, second; R. M. McCune, 110 yards, third. Time, 2:14⅘.

One-mile, championship of the south.—E. J. Daubert, first; E. D. Fichtner, second; O. S. Kimble, third. Time, 2:12⅖.

Five-mile Kentucky Division championship.—J. C. Mitchel, first; O. S. Kimble, second; C. O. Updike, third. Time, 11:49⅕.

One-mile unpaced, Borgerding Bros.—O. S. Kimble, 2:18⅗; E. J. Daubert, 2:20; P. J. Bornwasser, 2:23⅖.

WHEELMEN MADE A GOOD SHOWING.

MINNEAPOLIS, MINN., Sept. 15.—The week just passed has been one in which the wheelmen were strictly in it from the start to the finish. Over 15,000 people turned out on "Bicyclers' Day" at the state fair last Monday, and it was a great success. The wheelmen and their friends were very much in evidence, and the marching clubs, all decked out in new uniforms, were the subject of favorable comment on the part of rural visitors, and tended to make them awake to the possibilities of the wheel for use on the farms. The races were run in slow time, owing to a heavy wind which was blowing, and the results were not worth scheduling. One feature of interest to city as well as rural visitors was the appearance of the Syracuse quad.

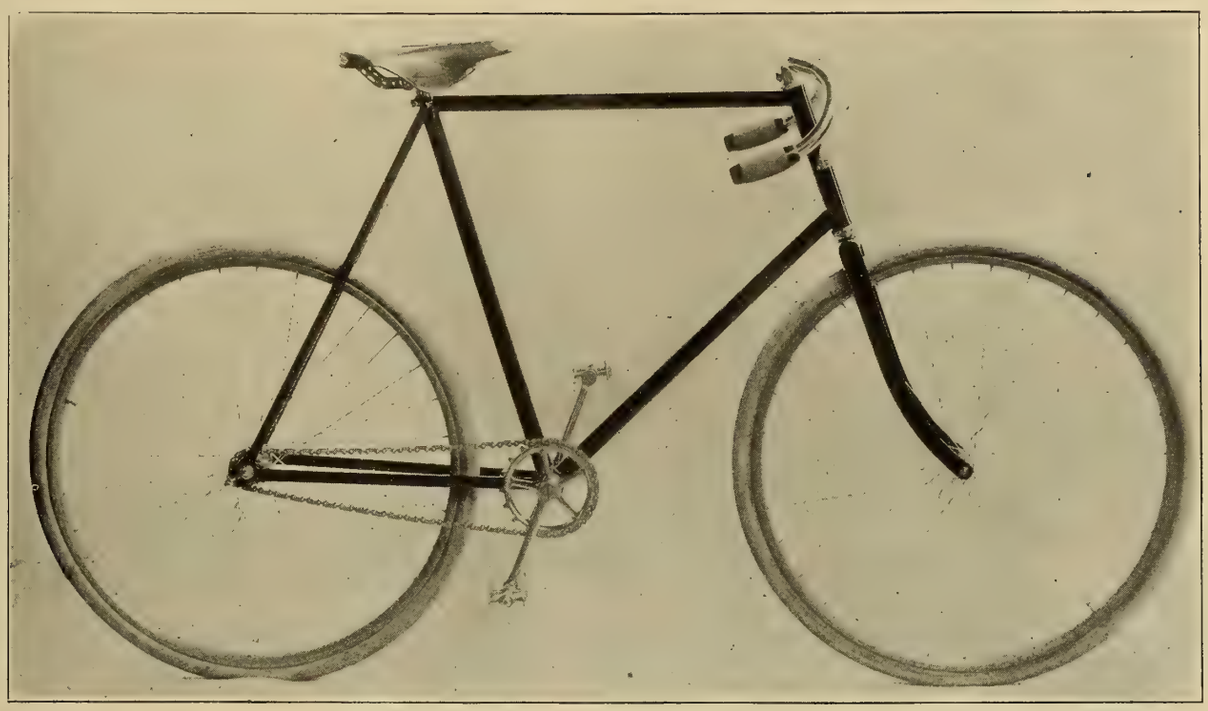
The Parade of the Wheelmen

was given in the city Wednesday night and it was an unqualified success. Over 2,000 wheelmen were ready to start and they made a grand procession as they swept down the magnificently arrayed Nicollet Avenue, which had been decked out in holiday attire for the occasion. The procession was led by the celebrated St. Cloud Bicycle Band, followed by the Spalding Club, 175 strong, in their new uniforms of blue and orange, and riding with the steadiness of soldiers on the march. After these came the Commercial Club, 100 strong, in uniforms of pure white, and these in turn were followed by the other uniformed clubs making in the division over 400 riders in uniform. Following this division were

The Riders in Fancy Dress,

about 100 in number. The next division was reserved for the ladies and their escorts; the fourth was composed of club members who were not in uniform, and the remaining divisions were made up of unattached riders. It proved to be the drawing card of the week, and it is probable that never before did Nicollet Avenue hold so many people. The street, which is a wide one, was packed from the sidewalks to the center, and it was with difficulty that the police were able to force a way through wide enough for four to ride abreast. Every window along the whole line of march was full of eager spectators, many paying as high as $1 for a seat. The streets were aglow with red fire and rockets, the illuminations being on the most elaborate scale ever shown in this city. It was a great night for the wheelmen, and they enjoyed it quite as much as the spectators.

The '96 Model Peerless Light Roadster



AND
WHAT
DO
YOU
THINK
OF
IT?

The Peerless Mfg. Co., Cleveland, Ohio.

HARD-FOUGHT RACES.

OAKLAND, CAL., Sept. 7.—The races given under the auspices of the Reliance Club at the trotting park today were without a doubt the best ever seen in this vicinity. The time was not fast, but the finishes in all of the races were fiercely contested, the men fighting the races out right over the tape. The fields were very large and the proverbial blanket could cover the whole field on the last eighth.

Walter Foster, the Class B crack of the coast, was twice defeated; once by his team-mate Allan Jones, and once by his old rival Wilbur J. Edwards, of San Jose. The surprise of the day was a new Class A man from San Jose named Downing, who won four firsts. His style is very taking and he has a final sprint that speaks well for the future. The one-mile open, Class B, was a splendid race, and the spectators yelled themselves hoarse in appreciation of the efforts of the men. The summaries:

One-mile open, Class A.—Squire, first; Dieckman, second; Gooch, third. Time, 2:18⅕.

One-mile handicap, Class A.—H. Downing, 85 yards, first; P. M. Lefevre, 85 yards, second; Jesse Ives, 60 yards, third. Time, 2:30⅘.

One-mile open, Class B.—Allan Jones, first; Walter Foster second; W. A. Burke, third. Time, 3:10½.

Two-mile handicap, Class B.—Wilbur Edwards, scratch, first; W. F. Foster, scratch, second; Russel Cushing, 125 yards, third. Time, 5:07⅘.

LINCOLN EXCITED BY RACES.

LINCOLN, NEB., Sept. 12.—The races held at the fair grounds here today were exciting, although there were not many entries. Two local riders made their first appearance as Class B men in a half-mile open event, E. B. Mockett winning in 1:13¼, and W. C. Yule finishing second. McBride rode an exhibition half-mile, paced, in 1:11, and also won the half-mile open event in 1:14¼, with Sheldon second, and Benson third.

WANTED BY THE POLICE.

The Chicago police are looking for Herbert W. Northrup, who has disappeared after disposing of four or five wheels which did not belong to him.



H. W. NORTHRUP.

Northrup came to Chicago three months ago from Buffalo, and took a position in the assembly room of the Derby Cycle Co. He made friends with the cycle dealers and was regarded as perfectly trustworthy. He claimed to be a cousin of William Van Wagoner, and said that at one time he had been a designer for E. C. Stearns & Co. Two weeks ago he disappeared, and then it was found out that he had disposed of several wheels which did not belong to him. He had rented two wheels from the Sterner Cycle Co. One was found in a pawnshop, and the other in a bicycle store. He also borrowed a wheel from Allan Whipple, of the Whipple Cycle Co., of 248 Jackson Street. This wheel has not been found, and Mr. Whipple has sworn out warrants for Northrup's arrest. Two other wheels, including a tandem, were also made away with. Mr. Sterner received a letter from Northrup from Detroit telling him where his missing wheels were, but outside of that no trace of him can be found.

Van Wagoner was written to and he replied that he had known Northrup for two years, but that he was no relation to him. Van said that the missing man had been a telegraph operator in Buffalo, and had done some racing. At the time Van Wagoner was connected with E. C. Stearns & Co., Northrup "pulled their leg," as he expressed it, for three or four wheels. He also secured two or three from the Syracuse Cycle Co., as well as a number of typewriters from the Smith Premier Typewriter Co. He then left Buffalo and was not heard of again.

Northrup has a great fascination for the bicycle business, and it is more than probable that he will seek a position with some concern. Any information concerning his whereabouts will be thankfully received by Mr. Whipple or the Chicago police. Northrup is about twenty-six years of age, tall, wore a stubby mustache, and was inclined to be bald around the temples.

TRADE NOTES.

The Grand Rapids Cycle Co. tendered its employes a dinner September 12 at Reed's Lake.

Mr. and Mrs. R. P. Gormully have gone to the eastern health resorts for an extended trip.

Samuel Snell, of the Snell Cycle Fittings Co., of Toledo, was in Chicago last week on a business trip,

R. M. Barwise, late with Ralph Temple, will go to Indianapolis to take charge of the repair department of the Indiana Bicycle Co.

The Spaulding & Pepper Co., of Chicopee Falls, Mass., is going into the tire business and will manufacture tires on a large scale.

The first premium on bicycles at the Michigan state fair was awarded to the Grand Rapids Bicycle Mfg. Co., there being twenty-three wheels in competition.

The Indian Orchard Screw Co., of Indian Orchard, Mass., which does hub and machine screw work, reports that it has enough orders to keep it busy for five months.

The headquarters of the Hart Cycle Co., of Philadelphia, are still at 816 Arch Street, the store opened at 1,726 N. Broad Street being simply a branch and riding-school.

The Warman-Schub Cycle House is arranging to put two more stories to its factory; also several smaller additions, which will give more than twice its present floor space.

The Sterling Cycle Works are now in their new offices at 275-278 Wabash Avenue, where all mail should be sent. The new factory at Kenosha was started up last Monday.

The Standard Cycle Clothing Co. is prepared to fill all orders for bicycle suits, stockings, racing suits, sweaters, caps, and sporting apparel of all kinds. The offices and salesrooms are located at 185-189 Van Buren Street, Chicago.

S. F. Heath, the head of the firm of Heath & Co., has just perfected a new invention in the line of pumps which he thinks is sure to be a winner. It contains beside the regulation hand pump a device for carrying the usual tools, and the whole weighs less than the ordinary single pump.

The Acme Mfg. Co., of Reading, Pa., is building a large addition to its factory. The new building will be 50x50 feet and four stories high. A great deal of new machinery has been added, and it is expected that 15,000 Stormers will be built next year. G. A. Boyer will be general agent, with offices at Cleveland.

Colie Bell, one of the best-known riders in the northwest, and for a number of years connected with the firm of S. F. Heath & Co., of Minneapolis, as head salesman in their bicycle store, has severed his connection with that firm. He will engage in the business again, though he has not formed any plans for the immediate future.

Thousands of people who had never before seen a quad, were educated in this branch of cycle construction during the Minnesota state fair, held at St. Paul, September 9. Farwell, Ozmun, Kirk & Co. had in the line of parade the famous Syracuse quadruplet, and the amount of attention it received was something marvelous. This machine also paced the track events.

The Peoria Rubber & Mfg. Co., of Peoria Ill., has formed a corporation with a capital stock of $200,000 for the purpose of manufacturing bicycles. It is now erecting its buildings and will be ready for operation within the course of sixty or ninety days. It has placed its order with the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, for the entire equipment of the plant, including engine lathes, milling machines, shapers, drills, screw machines, hub machines, etc.

Kirk Brown in Chicago.

Kirk Brown, of the American Dunlop Tire Co., is in the west on a business trip. The latter part of last week he was in Chicago, and while here did a nice business. Mr. Brown says that his company's prospects for next year are of the brightest. Up to the present time he has contracts for more tires for next year than he had up to February last for '95 business.

The Security.

The Wescott-Jewell Co., of Seneca Falls, N. Y., has something new in the way of bicycle stands, which is not only ornamental but useful. The Security stand consists of a wooden back, which can be attached to the wall, with metal arms which pass between the spokes and around the rim, when not in use the metal parts fold down against the wall, entirely out of the way. It holds the bicycle firmly and does not mar the tire or rim, it can be quickly attached or released.

"Have You a Wheel?"

The latest bicycle song has made its appearance under the above name. It tells of sweet Kitty Dean who adores her wheel, and answers the proposals of her many admirers with the query, "Have you a Wheel?" Failing in that essential, they are strictly not in it, "as Kitty blithely spins away." The piece has made a hit in Milwaukee, where it is published by the author and composer, O. A. Hoffmann, and where it has received the praise of the musicians. It takes with the public, and its success is being repeated in Chicago and New York.

The Keating will be Changed.

The Keating Wheel Co. has bought more than enough material to double its output next year, it having made 6,000 wheels this year. New machinery has been put in. It is the company's intention to make some radical changes in next year's wheel, one of the features being a very clever handle bar, adjustable to any desired angle. The weights will range from 17 to 22 pounds, there being five models, among them a tandem. Inch-and-one-eighth tubing will be used. The list price will be $100.

WANTED.

A first-class salesman, acquainted with southern and western trade, desires position with manufacturer.—Address HUSTLER, care "The Bearings."

SCIENCE IS APPLIED

In the construction of every part of the Crimson Rim. Skilled mechanics are employed in putting together a wheel that meets the approval of the habities of this universe. When it is in view, the exclamations of ecstacy that go up from every hand overwhelm the Sycamores, proud as they are of the wheel that means so much for them.

CRIMSON RIMS

Are better adapted for record trials, because the wheel is fast. The road rider can depend upon his steed and generally he is on a red mount. The crack man can round the curves of a quarter mile oval with assurance that his wheel will stay with him. There you are; Crimson Rims are the advent of the times.

THE SYRACUSE WHEEL IS A WINNER.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



FRED LOUGHEAD.

Since man can not very well change his nature, there is little danger of transforming garrulous racing men into hopeless mutes by saying that Fred Loughead, the Class A star from Sarnia, Ont., can "saw more wood" than many a man to be found in a day's hunting. This laconic young man thinks and acts with all his power. He lets the other man do the talking. In this respect he has what constitutes about seventy-five points in the popularity of a really great racer. Since H. H. Wylie, of the Sterling Cycle Works, discovered him, he has intelligently and masterfully moved along toward the head of the cycling line. He is built for fight and speed. He is not over twenty years old, weighs about 150 pounds, and is nearly six feet tall. Up to September 3 he had won sixty-four firsts, seven seconds, and five thirds. He had landed nineteen handicaps from scratch, and in five of the mile handicaps had won in 2:09, 2:10⅕, 2:11⅕, 2:12, and 2:12⅕. At Stratford, recently, he placed the Canadian record at 1:59⅕ for a paced mile, and won a half-mile handicap from scratch in 1:02⅕—world's handicap record. He rode practically unpaced all the way. At Springfield, Mass., September 12, he reduced the two-mile Class A unpaced record from 5:05⅖ to 4:50. Loughead's father is a large manufacturer of carriage spokes and hubs, so that Fred is able to ride for the love of riding. He uses the Sterling wheel and Morgan & Wright tires because he likes them.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

A four=minute talk

About percentages and things

The smallest percentage may be the biggest. More Morgan & Wright tires are used than all other makes combined. Why? They give the smallest percentage of trouble.

* * *

No tire is "100 per cent." None is perfect. It is possible for some one tire to combine speed, weight, strength, resiliency, and other points in such a way as to make up general comfortableness. The M. & W. seems to be that tire. It gives the most comfort to the most people.

* * *

We advertise the percentage of race winnings on our tires because we think it does us good. Our winnings for some weeks past have been so numerous that in giving the winning riders and wheels due prominence we have been obliged to use considerable space in the reading matter columns.

* * *

But not 5 per cent of the several million riders on this continent are racers. Ninety-five per cent of them want that all-around comfortableness. More than 65 per cent have found it. They ride Morgan & Wright tires.

* * *

We unhesitatingly recommend our style D tire as probably the best all-around tire we make. Not too heavy for boulevard riding and strong enough to stand the roughest usage.

* * *

For sandy sections, like Florida our R tire, which is nearly 2¼ inches in diameter, is recommended. It is big, fat, and comfortable, but is hardly necessary for ordinary riding.

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World's record, Class A, 59:11 ---- twenty-five miles
Professional handicap, 11:34½ ---- five miles
Iowa record, unpaced, 2:28⅘ ---- one mile
Kansas record, paced, 2:14⅗ ---- one mile
Massachusetts championship ---- one mile
Missouri competition record, B, 2:10½ ---- one mile
Nebraska competition record, :32¼ ---- quarter mile
Nebraska competition record, 1:05 ---- half mile
Nebraska record, paced, 2:12 ---- one mile
New Hampshire competition record, 2:11 ---- one mile
Oregon record, unpaced, f. s., :30⅗ ---- quarter mile
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At Elkhart, Ind., Sept. 10, the twelve Class A places were all won on the "good" tires. The winner of the only Class B event rode 'em, too.

At Syracuse, N. Y., Sept. 2, riders of Morgan & Wright tires won twelve firsts (including three championships), five seconds, and seven thirds.

At Stevens Point, Wis., Sept. 6, Morgan & Wright riders won six firsts, three seconds, and two thirds in seven races.

ıHT, CHICAGO.
Lake Street.)

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

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THE BEARINGS The Cycling Authority of America

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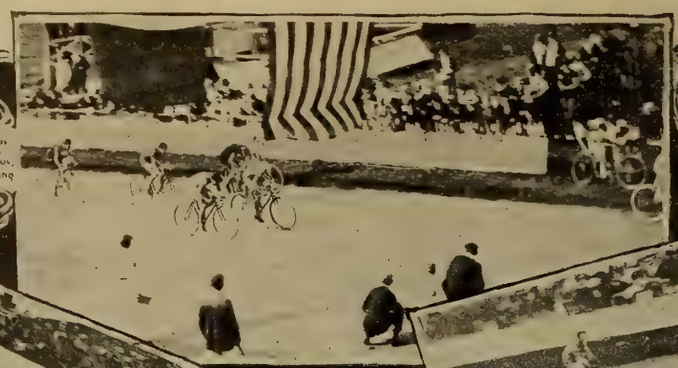
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MORGAN & WRIGHT, CHICAGO.
(331 to 339 West Lake Street.)

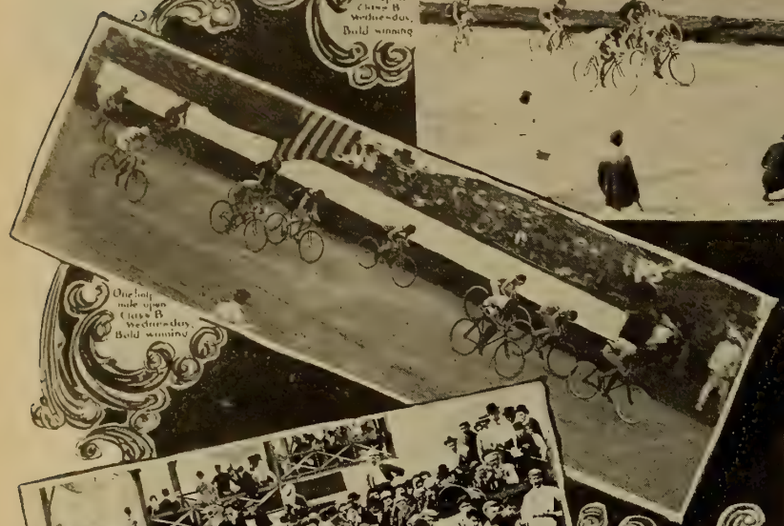
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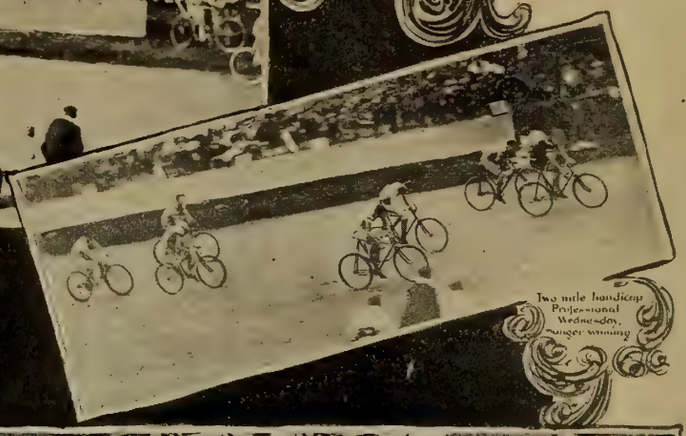
Starts and Finishes at Springfield 1895



One mile open Class B Wednesday. Bald winning



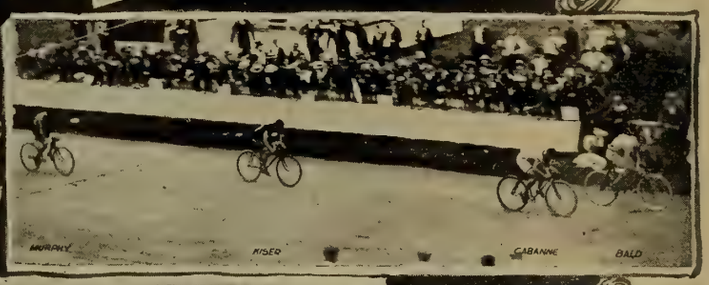
One half mile open Class B Wednesday. Bald winning

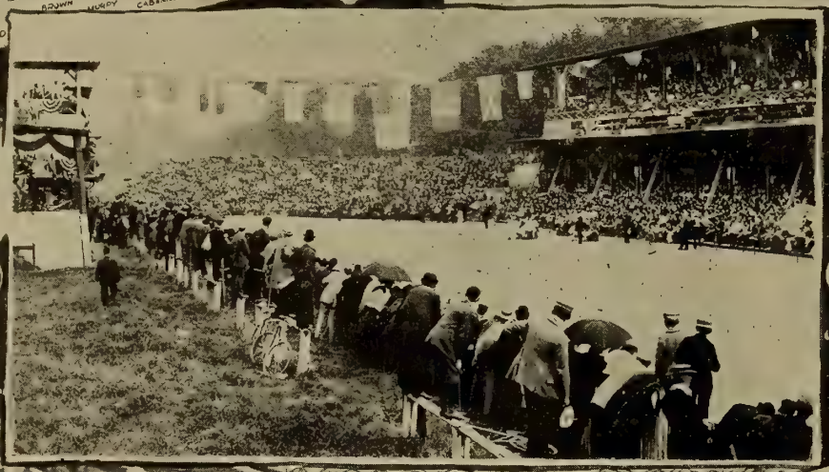


Two mile handicap Professional Wednesday. Zanger winning



Start and finish One mile record Class B Thursday







One half mile open Class B Thursday Bald winning



One half mile open Class B Thursday



One mile international Professional - Wednesday



One mile open - Professional - Thursday, Zanger winning

MORE QUALITY

(WHICH MEANS SPEED).

HURET MAKES A WORLD'S RECORD

529½ miles in 24 hours.

GEO. BANKER IS AGAIN CHAMPION

Wins the Grand Prize in Paris.

C. T. EARLE SURPRISES THE CRACKS

Wins the Class B handicap at Springfield.

OF COURSE THEY ALL RODE HUMBERS

HUMBER & CO., AMERICA, LTD.

WESTBORO, MASS.

Mention The Bearings

SPRINGFIELD'S GREATEST MEET.

Bald Completes His String of Victories by Winning Both Races on Thursday—Many Records Broken.

SPRINGFIELD, MASS., Sept. 12.—The greatest of all of Springfield's great meets wound up in a blaze of glory. Springfield was at her best, and turned out 12,000 strong to see the last day's races—an attendance that must have served to place a nice balance on the right side of the ledger. If anything, the track was in even better shape than yesterday, and was as smooth and hard as though it were made of the finest cement. Hardly a breath of air was blowing, making the heat almost unbearable. Everything was in the riders' favor, and the conditions did much toward assisting in the lowering of the many records.

Bald is Easily Champion.

The much mooted question as to who is the best man of the year is decided beyond a doubt in favor of Bald, who captured all four of the open events in a manner that recalls to one's memory the days when Zimmy used to do the trick with hardly greater ease. Cooper is fast, but, while lacking a little in speed, also lacks much of the head work that comes only from experience, and which Bald possesses. Cabanne showed well and seemed to lack but very little of the necessary speed to push Bald successfully.

In the Class A events Newton had clearly the best of it, winning four firsts and a second. He would have had all five had he not held Loughead too lightly in the half-mile open, losing by a few inches, after holding back for the apparent purpose of making a grand-stand finish.

Cash Prize Men do Well.

The professionals did more than their share of good work, Sanger showing a vast improvement in form, and capturing all of his events in fine style, one of them, the two-mile handicap, being done in record time. Starbuck also showed himself to be a whirlwind in his five-mile record trial, getting the records from the third to the fifth mile inclusive.

Titus more than made good his claim to being the leader of America's distance riders, and it is more than probable that with more perfect pacemaking he could get well inside of Michael's record, coming as he did within a mile of it, and that too with pacemaking that was quite irregular, and accompanied in many cases with far from perfect pick up. Had the pacing been as good as the professional quad team put up for Starbuck, the Welch whirlwind would be second to Titus at the hour mark.

All in all Springfield's '95 meet will pass into cycling history as the finest meet from every point that has been held to date.

The Races.

The regular programme today began with a one-mile 2:20 class, Class A race. It was a thoroughly Class A scramble for the tandem, and after a great deal of shifting J. E. Walsh secured the position and the field strung out in line and settled down into a steady gait. When the pacemakers pulled out and allowed the riders to shift for themselves, Tenzler jumped to the front, and before the field seemed to realize what had happened he had opened a gap of several lengths. F. I. Elmer was the first to recover and he started for the leader, closing up the intervening space in a masterly manner, failing to capture the race only by a very few inches.

With this auspicious start the races were well under way and in the very next race a record fell. It was the half-mile open, Class B. "Riverside" Smith was delegated to do the pacing and the way he cut out the running showed him to be as speedy as in the days when he was almost invincible at a quarter-mile. Bliss, in his famous suit of pink,

Was the First to get Away,

and fifty yards from the start was securely hooked on to the pacemaker. Cooper was fifth and struggling hard to make up a gap of three lengths that separated him from the fourth man, succeeding only after a hard ride up the backstretch. "Brother Charl" started the sprint and coming up from the rear showed to the front, but only for a second, when Bald, with "Cabby" at his crank-hanger, moved to the head of the procession, a position which he held right to the tape where he was a scant length in advance of Cabanne, Kiser heading the bunch and getting third honor.

The professionals were next and held a controversy over a mile race. Fred St. Onge, in his desire to get the pole,

Sprinted Past the Tandem

that was setting the pace, and dropped back on the inside, but was unable to hook on and dropped clear to the rear. At the three-eighths Porter, who was in a good position, started the sprint and as the outfit swung into the stretch he was leading Tyler slightly. The grand stand was on its feet shouting encouragement to the two leaders when there was a clatter of wooden shoes from the rear, and Sanger shot to the front, gaining at every turn of the wheel and crossing the tape several lengths in the lead. Meanwhile Tyler, Porter, and Coleman were making a pretty race, and as they crossed the tape

Tyler and Porter Were Riding a Dead Heat,

with Coleman a scant six inches behind.

The wisdom of the handicapper was nowhere more apparent than in the Class A mile handicap. On the last turn the riders were closing up rapidly when H. P. Mosher, twenty-five yards, went to the front, closely followed by W. H. Davey, a sixty-yard man. The two were riding a pretty race three lengths in advance of the bunch when J. E. Walsh shot out of

the rabble and closing up the gap came within a very few inches of getting the decision.

Graceful Lee Richardson, with his budget of tricks and clever exhibition of fancy riding that has been pleasing audiences all over the country this summer, proved a prime favorite. Inspired by the plaudits of the thousands, who showed great pleasure at his tricks, he gave a lengthy and perfect performance, for which he was vociferously encored.

The "Big Race."

The interest of the day was clearly centered on the mile record race for the kings of Class B, and when the men came out there was a flutter of excitement and the lining up for the start was slower than usual. L. A. Callahan and Ray MacDonald, on a tandem, were on the pacemakers' mark. Kiser had the pole, with Cabanne, Murphy, Brown, Bald, Davidson, Cooper, and Rigby in the order named. Titus and Wells were the only ones who qualified and did not start. Rigby's starter tried to steal on the gun, but Peck, the veteran starter, was evidently on the watch. The second attempt to get away was successful, and Kiser, making a pretty jump, got the tandem. Going around into the backstretch Kiser was leading Cabanne and Murphy. Cooper came up from seventh and fought with Murphy for third place, finally dropping into fourth position, only to lose it to Bald on the turn. Passing the tape on the first lap Kiser was still in the lead, with Cabanne, Murphy, Bald, Brown, Cooper, Rigby, and Davidson following in the order named. This order was maintained all the way up the backstretch until the tandem swung out, when Kiser jumped immediately and

Tried to Sprint the Entire Quarter.

But Bald, king of them all, was on the watch, and as the bunch swung straight for the run home he came through on the inside, with Cabanne right at his wheel. For a second it looked as though Cabanne would show to the front, but his wheel wobbled, and by the time he got straightened again he was nearly a length to the bad. He made a game fight to regain his position, and it looked as though he might do it. Ten thousand people were on their feet shouting "Bald," "Cabanne," "Cabanne," "Bald," but the boy in pale blue was not to be displaced, and he crossed the tape leading Cabanne by the length of his wheel. Kiser, two lengths to the rear, was three lengths ahead of Murphy, who was slightly in advance of Cooper. Times, :32, 1:01, 1:31⅗, 2:00⅗.

Loughead Caught Newton Napping.

The half-mile open, Class A, resolved itself into a pretty fight between Loughead and Newton and resulted in a victory for the Sarnia lad, who beat out Newton by a margin of only a few inches, a defeat which must have angered Newton somewhat, as he went to the front in the mile race for Class A firsts and seconds and won the race from Loughead in 2:08⅗, without seeming to overexert himself.

The two-mile handicap for professionals was a whirlwind, as is attested by the fact that Sanger won it from scratch in record time. Sanger was a little slow in getting started, but when he did get under way he made gains on his men rapidly, and at a mile and a half had his field in hand, and as the men passed the tape at the beginning of the last lap Porter, with Sanger at his wheel, started through the bunch. The sprint was a full quarter, and it looked like any one's race at the head of the stretch, when Sanger pushed to the front, with Crooks, Coleman, and Porter at his heels and all fighting hard for the division of the spoils, and finishing in the order named, Sanger taking first money and incidentally a world's record in 4:24⅗.

The Last Race of the Day

was the mile handicap, Class B. Cabanne was on scratch and caught his field in a quarter of a mile, and all appeared to take matters easily until at the last quarter Harley Davidson jumped the field, and before any one seemed to realize it he was yards to the good. Cabanne was the first to go after him, and, followed by Bliss, he started to overhaul the leader. Bliss showed some of his old time speed, and, making a wonderful sprint, closed rapidly on the leader to the intense delight of the crowd, Davidson getting the decision by a scant wheel. Had there been ten yards more to go Bliss would have won easily.

The Record Trials.

Following the racing programme came the trials for records. J. H. Gardner made an attempt on the five-mile, standing start, Class A, paced record of 11:56. He was paced by two tandem teams, and his times were 2:14, 4:24, 6:36, 8:51⅖, and 11:03⅖. Just after he passed the tape his wheel wobbled, and, striking the fence, he fell heavily, cutting himself about the head so that he had to be carried from the track.

Titus, looking fit to ride for a kingdom, was the next aspirant, and he had his eye on his own hour record. Near the head of the stretch were bunched the pacemakers, consisting of a triplet and about a dozen tandem teams. Systematic pacing seems to be unknown to the American riders, owing, no doubt, to lack of practice. The fact remains that in this race the pacemaking was irregular, varying from 2:02 on his sixth mile to 2:31 on the sixteenth, a variation that must have detracted materially from the result. In addition to the irregularity of the pace the pickups were often poor. In spite of this

The Record Was Broken.

At the sixth mile Meintje's record was broken and Titus' figures for the seventh were well inside of his own record for that distance. From this point records fell at every mile till, with the assistance of pretty nearly every Class B man on the track, including Bald and Cooper, who paced for three-and-a-half miles, the record was placed at 27 miles 185 yards. Phillips, who started with Titus, was cut out by a tandem in an unsuccessful attempt to make a pickup at the fifth mile, and was forced to give up at a time when he was riding in good shape.

At the conclusion of his hard ride Titus straightened up and, with the exception of a numbness in his fingers, appeared none the worse for his hard ride. He came around by the grand stand sitting up straight and rubbing his hands, apparently feeling much better than a number of his pacemakers.

Fractional Times of Titus' Ride.

MILES.	TIME.	FORMER TIME.	BY MILES.
1	2:14⅕		2:14⅕
2	4:17⅗		2:03⅖
3	6:32		2:14⅖
4	8:45⅕		2:13⅕
5	10:52⅕		2:07
6	12:54⅕	*13:43	2:02
7	15:01⅘	15:57	2:07⅗
8	17:09⅖	18:15⅗	2:07⅗
9	19:30⅖	20:27⅗	2:21
10	21:38⅖	22:45	2:08
11	23:47⅘	24:29	2:09⅖
12	26:00	27:18	2:12⅕
13	28:10⅖	29:33⅕	2:10⅖
14	30:19⅗	31:50⅘	2:09⅕
15	32:31⅗	34:10⅗	2:12
16	34:42⅗	36:19	2:11
17	36:57	38:31	2:14⅖
18	39:09	40:42⅗	2:12
19	41:23⅕	42:56⅗	2:14⅕
20	43:40⅖	45:08⅗	2:17⅕
21	45:54⅖	47:21	2:14
22	48:12⅘	49:26⅗	2:18
23	50:29	51:38	2:16⅗
24	52:46⅖	53:54	2:17⅖
25	55:06	56:04	2:19⅗
26	57:23⅘	58:15	2:17⅘
27	59:46⅕	*1:09:58⅗	2:12⅘

1 hour: 27 miles 185 yards.
Last year's record, 1 hour: 26 miles 1,489 yards.
The two records marked * are by Meintjes. All others are by Titus, in both columns. Today's hour record is American record. His former record was world's record until Michael rode it, 28⅝ miles.

Maddox Goes for the Unpaced Mile.

The mile unpaced, flying start, Class B, was assaulted by Harry Maddox, who made a good ride up to the three-quarters, at which point he seemed to weaken, finishing in 2:12⅖.

Paced by the Berlo quad Starbuck rode five miles for record. The advantage of this system of pacemaking was clearly shown. With the assistance of the good right arm of Asa Windle he got away and was soon hitched on behind the quad that seemed to move like a piece of machinery. The first mile was reeled off in 2:05, the second in 1:59, third in 2:02, fourth in 2:02⅘, the fifth in 2:02⅖. The five miles were done in 10:11⅕. He was carried the last mile by a tandem, and although he had clipped the records from three miles up he made a strong finish, beating out the tandem handily. Besides the five-mile, he also broke Johnson's three and four-mile records.

Fred Loughead was the next aspirant. He had his eye on the two-mile unpaced, standing start, Class A record. He rode the distance in grand style in 4:50, breaking not only the standing but also the flying start record held by Porter.

Hoyt and Casey, two local Class A men, wound up the carnival of record trials by an attempt on the flying start, unpaced, half-mile, Class A tandem record of :55⅕, failing to equal same by just one second.

Summaries.

One-mile 2:20 class, Class A.—W. E. Tenzler, first; F. I. Elmer, second; J. E. Walsh, third; John Kelleher, fourth. Eight qualified. Paced by Ward and Bates, tandem. Time, 2:05⅖. Walsh led at half and three-quarters, and gets Class A records, 1:02⅖ and 1:35.

Half-mile open, Class B.—Bald, first; Cabanne, second; Kiser, third; Rigby, fourth. Also finished in order named, Cooper, Bliss, Jenny, Coulter, Murphy, and MacDonald. Paced by G. C. Smith, single. Time, 1:01⅘.

One-mile open, professional.—Sanger, first; Tyler, second; Porter, third; Coleman, fourth. Also finished in order named, Cutter, Silvie, and Crooks. St. Onge quit. Paced by Mayo and Steenson, tandem. Time, 2:05.

One-mile handicap, Class A.—H. P. Mosher, 25 yards, first; A. H. Davey, 60 yards, second; Walsh, 60 yards, third; R. F. Ludwig, 90 yards, fourth. Fifteen qualified. Time, 2:16⅗.

One-mile record race, Class B.—Bald, first; Cabanne, second; Kiser, third; Murphy, fourth. Also finished in order named, Brown, Cooper, Rigby, and Davidson. Wells and Titus qualified, but did not ride. Paced by Callahan and MacDonald, tandem. Time, 2:00⅗.

Half-mile open, Class A.—Fred Loughead, first; C. R. Newton, second; Joe Harrison, third; James Clark, fourth. Eight qualified and six started. Paced by F. A. Foell, single; Time, 1:02⅗.

Two-mile handicap, professional.—Sanger, scratch, first; Crooks, 100 yards, second; Coleman, 70 yards, third; Porter, 50 yards, fourth. Also finished in order named, Baker, Cutter, Starbuck, Kluge, Saunders, St. Onge, Berlo, Senn, Eaton, Steenson, and Barnett. Time, 4:24⅗, world's record.

One-mile winners' race, Class A.—Newton, first; Loughead, second; Mosher, third. Reynolds, fourth. Paced by Ward and Bates, tandem. Time, 2:08⅗.

One-mile handicap, Class B.—Davidson, 70 yards, first; Bliss, 40 yards, second; Jenny, 40 yards, third; Kiser, 40 yards, fourth. Also finished in order named, Sims, Rigby, McDuffie, De Cardy, E. C. Johnson, Cabanne, Terrill, Helfert, Wettergreen, Brown, and Butler. Time, 2:15⅕.

DOLLISTER WON TIME PRIZE.

RACINE, WIS., Sept. 12.—The first annual Racine road race was run here today under the auspices of the Racine Cycle Club, over a thirteen-mile course. Out of the forty-two men who started, thirty-nine finished, notwithstanding there was a cold northeast wind blowing. The race was won by Herbert W. Crane, of this city, in 38:40, with a handicap of 7:30. J. Dollister secured first time prize in 35:35 from scratch, and H. E. Zerbel, another scratch man, won second time prize in 36:46.



"Yankee Brains Lead the World."

(Uncle Sam's Soliloquy.)

"Here's the 'Defender,' a Yankee boat, built partly of aluminum, a triumph of ingenuity and skill.

"A costly boat, but she has already proven **the fastest in the world.**

"Here is the Eagle, a Yankee bicycle, the fastest in the world. Has **aluminum rims,** which make the wheels light running. They are strong, too; have been tested on Eagle bicycles for four years. More expensive, but better. Any one can build a boat or a bicycle, but it takes Yankee brains to turn out a Herreshoff boat or an Eagle bicycle."

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

Representatives now in the west making '96 contracts write quick to factory or care "The Bearings."

BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, SEPTEMBER 19, 1895. No. 3.

Published every Thursday by
THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

A SWELL "HAPPENING."

When we first decided to open our new west side store on Ashland Boulevard, between Madison Street and Warren Ave., it was our intention to have something decidedly Fowler-esque, but we had absolutely no idea that the cycling clubs and newspapers of this city would take the interest they have shown in it. From present indications, bar, of course, the elements there promises to be a proverbial vast multitude of persons present. So enormous are the prospects that we have been advised by the police department of Chicago to have a detachment of officers on hand, to keep clear at least a ten-foot passageway in the center of Ashland Boulevard, in order that the traffic of our great city be not impeded.

We have contracted for 25,000 numbered coupons to distribute to those present, any one of which is liable to win the Fowler Bantam or King Bee racer which are to be drawn for.

There will be instrumental as well as vocal musical talent present, red fire will be burned, calcium lights will flash, brass bands will play, every wheelman as is a wheelman in Chicago will be present in his war paint, not to speak of the charming ladies who cycle, minus, of course, *their* war paint.

All that we ask is for the cycling public of Chicago and vicinity to come and let us prove to them that we stand on an equal with the Fowler wheel—at the very top notch—as entertainers.

WHAT EASTERNERS THINK OF US.

We are somewhat crowded for space this week in FOWLER TRUTH, but desire to state that the contract for 500 Fowler wheels which we closed at St. Louis last week, with Myer, Bannerman & Co., has been duplicated with W. S. Emerson, in connection with Frank De Lanne & Co., 111 South 11th Street, Philadelphia, Pa., who, after considerable hesitation as to whether 500 would be enough or not, has contracted for that number of 1896 Fowlers. It is generally conceded that Philadelphia is one of, if not truly the most American city in the United States, but W. S. Emerson's decision in ordering the most truly American bicycle made—t**THE FOWLER**—in such a large quantity, knocks out the old-time belief that Philadelphians are slow. They can't be slow if they choose the Fowler as a mount.

The Pyle Cycle Co., of Wilmington, Del., although their city does not compare with Philadelphia in size, have decided that 250 Fowler wheels will not be too many for them in '96, which leads us to shout out aloud, "Hurroo for Wilmington!"

WHERE WILL MONEY REACH YOU?

The '96 Fowler Agency

WILL PUT YOU IN DIRECT CONNECTION WITH A BANK ROLL.

WRITE US.

Address
FOWLER CYCLE MFG. CO.,
142-148 W. Washington St.,
CHICAGO, ILL.

IT IS COMING.

In next weeks FOWLER TRUTH we will be compelled to turn loose upon you a picture of our 1896 model. We have tried to keep it from you, but its all powerful beauty has shaken our resolution, and we can no longer wait. We know that FOWLER TRUTH readers, like ourselves, admire art, and have decided to spring the most artistic and magnificent vision upon you that ever graced the pages of a periodical. We would advise you to purchase unto yourselves, a large sized bottle of whatever, in your minds, may be the best and strongest nerve tonic, taking same conscientiously, in order that your system may be prepared for the shock which is sure to follow the first sight of the Fowler '96 model. Its beauty is hypnotic, and unless you want to be Svengalized, you had best take our tip given above.

A CLEAN SWEEP.

Away up in Wisconsin, on the occasion of the Racine Cycle Club Road Race last Thursday, a rooster flapped his wings and crowed aloud. It was the Fowler rooster. We didn't hear him personally, but we know he must have crowed; and why not? Over fifty men started in this northwestern cycle derby, of whom 39 finished, and of that entire aggregation of flyers, each man striving his utmost to gain laurels and renown, it remained for Herbert W. Crane, on a Fowler Roadster, to fairly gallop over the line, an easy winner, in creditable time.

Joe Dolister, of Burlington, Wis., was a scratch man; He, like the first-place winner, rode a Fowler. The fiftieth man to leave the tape, he had worked his way up into eleventh position at the finish, and gathered in time prize by considerely more than *one whole minute*. No wonder the rooster crowed.

FOWLERS TO THE FRONT.

A recent telegraphic dispatch to us, dated Denver, Colo., Sept. 6, reads as follows:

"Sept. 4. R. D. Gammon wins five-mile handicap, time 13 minutes flat. Same rider Sept. 5, wins ten-mile handicap, time 25:40—beating state record. Best riders in Colorado and Utah competing. Gammon rode a Fowler."

Signed, GEO. E. HANNAN.

Comment is unnecessary. If the best riders in the world had competed, the result would have been the same. Fowler riders, like the fellow with a "sure thing game," can not loose.

COMMODORE FOOTE'S FOWLER.

Commodore Foote, who tips the beam at 51 pounds, stands 3 feet 11¼ inches, is 45 years old, and is about to start on a tour around the world, during which he will appear before Her Most Gracious Majesty The Queen of England, Their Royal Highnesses The Prince and Princess of Wales, Duke and Duchess of Edinburgh, Duke and Duchess of Connaught, Shah of Persia, Czar of Russia, Emperor of Germany, Sultan of Turkey, and all the other "main guys" of foreign climes. He has taken with him a Fowler wheel which is truly as unique as himself. Its weight is 10 pounds flat. It has a 12-inch frame, 14-inch wheels, and is an exact miniature model, in every way, of the most highly finished bicycle in the world—the Fowler. Commodore Foote and his wheel, as they left our factory one day last week, looked more like a materialization of one of Anderson's fairy characters than a real man and a genuine bicycle.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

"THE BEARINGS" REACHES EVEN AFRICA.

Port Elizabeth, Aug 17, 1895.

The Baxter Register Co., Chicago, Ill.

Dear Sirs: We shall be pleased to receive your catalogue and trade prices of your specialty, and if sufficient inducement offers, shall be pleased to take up agency for whole of South Africa. We have depots in Capetown, Johannesburg, Natal, and Free State, and agencies in all the towns of consequence.

Yours truly, GEO. E. MIRFIN,
For South African Manager

Saw your ad in The Bearings."

THE DEMAND FOR TUBING.

The English manufacturers are beginning to realize the fact that the Americans are cornering all of the available tubing and that they are liable to be left out in the cold unless they keep their eyes open. The *Scottish Cyclist* seems to be the first foreign paper to find this out, for in its last issue it says:

"Telegraphing on Monday, a correspondent informed us that a famine in bicycle tubing was imminent in England. Americans had swooped down and bought up all they could lay their hands on. In the past, though prices have been cut very deep by tube makers, during the dead season, when it came to a period of full trade, such as we have experienced this spring and summer, those tube-drawers who make cycle tube a specialty have been taxed to their utmost capacity. Any real basis for such a report would therefore be rather serious, not only for all concerned in the cycle trade, but for cyclists generally.

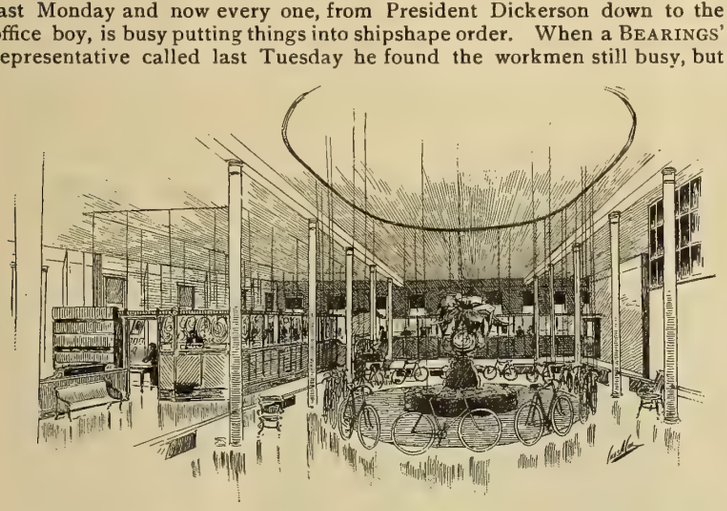
"Production might be crippled and bicycles consequently rise in price. The association of the American enterprise, with the coup, too, looks ominous. Was there something behind it all? Might it be that if a corner were made by American firms in tubing, American machines could be more easily sold in England than elsewhere—wherever, indeed, England is America's strongest opponent? Under the circumstances, we immediately communicated with the leading tube makers, but the interval before going to press was too limited to permit of full replies being received.

"The following brief telegram, however, has just come to hand:

" 'From Aston, manager Star Tube Co., Ltd., Foreigners have bought heavily, but our resources of supply are fully equal to the demand of the home trade.' ".

THE STERLING'S NEW OFFICES.

The Sterling Cycle Works moved into their new Chicago offices last Monday and now every one, from President Dickerson down to the office boy, is busy putting things into shipshape order. When a BEARINGS' representative called last Tuesday he found the workmen still busy, but



work had progressed far enough to get an idea of what the place will look like when completed.

The offices are located on the second floor of the building at the northeast corner of Wabash Avenue and Van Buren Street. As one enters the door he finds the financial end of the office on his right. South of this, in the corner, is Mr. Dickerson's private office. Next to him is located Vice-President Raymond. Then comes a room for the traveling men, fitted up with desks and easy chairs. This completes the wholesale department.

The retail department is fitted up in luxurious style and is sure to attract a great deal of attention. An oxydized railing separates it from the wholesale department. Suspended from the railing are handsome looking-glass signs, with "Retail" on them in large black letters. Inside the railing one feels as if he were in the parlor of some millionaire's mansion. A magnificent crimson velvet carpet covers the floor and in the center is a luxurious divan with a potted palm on top. One looks up at the ceiling and sees a curious looking brass railway circle. Suspended from the circle are chains which descend to within a foot of the floor. At the end of every two chains are Sterling bicycles. This is the way they will show the wheels. An intending purchaser has but to sit on the divan and inspect the different models at his leisure. There are ten wheels exhibited in this manner. This mode of exhibiting wheels is a novelty and will doubtless be copied extensively, as is every good thing. The Sterling Cycle Works have an office to be proud of, one that can not be surpassed in the west at any rate.

THE FOWLER TANDEM.

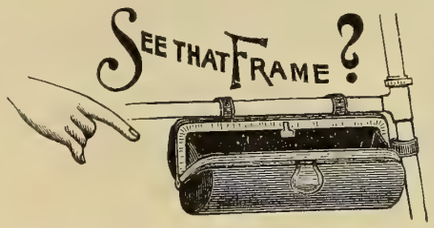
The Fowler Cycle Mfg. Co. built fifty tandems this year and the double machine met with such a favorable reception that Frank Fowler has made



plans to turn out 1,000 of them next year. The accompanying illustration shows the '95 tandem with 1-inch tubing, 23-inch frame, and weighing 37¾ pounds. In next year's machine 1⅛-inch tubing will be used.

LEATHER SPECIALTIES.

The new catalogue of the Champion Mfg. Co., M. Isenstein & Co. proprietors, 424 Broome Street, New York, shows the full line of leather specialties manufactured by the concern. Tool-bags, leather gaiters, purses, belts, tourists' bags, etc., are made. The accompanying cut shows the Champion frame tool-bag. It is a seamless bag, blocked and held by a japanned metal frame, to which straps are fastened. It has a turning olive instead of a lock, and the bag opens easily without touching straps or buckles and allows direct access to the tools.



EXHIBITORS AT MINNEAPOLIS.

MINNEAPOLIS, MINN., Sept. 16.—The bicycle exhibit at the Minneapolis state fair was a credit to the trade, and the exhibitors should be given full praise for the fine display they made. The exhibitors were Farwell, Ozmun, Kirk & Co., Wm. R. Burkhard and S. M. Smith & Bro., of St. Paul; Deere & Webber Co., Janney, Semple & Co., of Minneapolis.

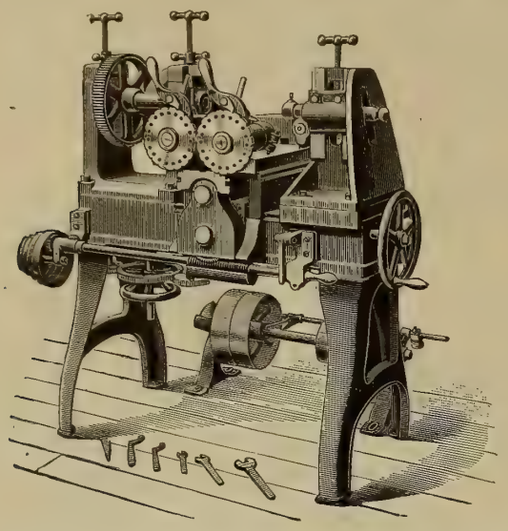
Farwell, Ozmun, Kirk & Co. showed the Syracuse and Crawford lines; Wm. R. Burkhard the Winton, Dayton, and Davis Cycle Co. lines; S. M. Smith & Bro., the March, Truman, and Stormer lines; Deere & Webber Co., the Tribune, Imperial, and a line called the Deere; Janney, Semple & Co. showed the Falcon, Invincible, Electric, and Featherstone lines.

The following Minneapolis firms were called upon and reported a splendid trade during the present season and brilliant prospects for the future: W. E. Roach, Rambler agent; Peterson & Harper, Humber agents; Cleveland Rubber Works, Peerless agents; Gage Carriage Co., the Wilhelm and Smalley; Preston Cycle Co., northwestern agent for the Trenton; Kennedy Bros., agents for the Columbia, Fowler, Remington, and Featherstone lines; F. W. Chadburn, Thistle and Featherstone; T. M. Robertson, Gendron lines; New England Furniture & Carpet Co., Victor and Featherstone lines; J. C. Joslyn, Andrae line; A. A. Hansen Cycle Co., Syracuse and Crawford; Smith & Zimmer, oldest jobbers in Minneapolis, S. & Z. wheels; David Bradley, Zimmy and Belvidere wheels.

In St. Paul: A. D. Smith, who has the Stearns, Napoleon, Sterling, Crawford, and Telegram; Wm. R. Burkhard, with the Winton, Dayton, and Featherstone; F. M. Smith, the Rambler, March-Davis, Truman, and Stormer; Hackett Hardware Co., the Union and National; Kennedy & Co., the Columbia, Hartford, Thistle, Fowler, Remington, and Waverley, are doing well. The Adams Mfg. Co., of Minneapolis, has met with such success in the manufacture of A. C. Q. specialties that it is enlarging its plant to double its present size, and putting in elevators, new power, etc. The success of these specialties has been something wonderful.

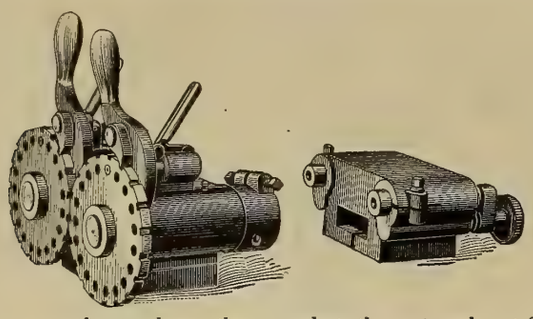
SPROCKET WHEEL MILLING MACHINE.

This is a machine for milling bicycle sprocket wheels. It is built by the Garvin Machine Co., of Laight and Canal streets, New York, who are builders of a large line of special bicycle machinery. It consists of a Garvin No. 1 Lincoln milling machine, with special heavy tail stock, power feed, and automatic stop. On the table of this machine is a double-spindle



indexing or dividing fixture, mounted in an oil pan, with the spindles placed side by side, each fitted with an independent indexing dial, operated by a hand lever, and having the same number of divisions as the sprocket to be cut.

This arrangement permits of easy and rapid manipulation and insures absolute accuracy in the work. The pieces to be milled are mounted in gangs, on arbors which are securely fitted in the two indexing spindles, thus permitting a large number of sprockets to be milled at one setting. The cutter arbor carries two cutters having the exact form of the space



required between the teeth on the sprocket, thus at each cut finishing a tooth in every sprocket in both gangs. The cutters are so made that they can be sharpened from time to time without changing their shape.

The second cut shows an enlarged cut of the index centers. It will be seen that they can be used on any power milling machine or planer. If so desired, they can be furnished with only one spindle instead of two, as shown.

A NEW SUNDRY.

The latest in the sundry line is being handled by A. G. Spalding & Bros. It is a bicycle cleaner, invented by J. G. Humphrey, and is said to be just the thing for ridding a machine of surplus real estate. As may be



seen by the accompanying illustration it is a piece of sheepskin mounted on a stick, greatly resembling a scraper used on horses. Spalding & Bros. report a good demand for the article.

CORTLAND HAS TWO FACTORIES.

SYRACUSE, N. Y., Sept. 16.—Near the central park of New York is a valley green and fertile, with tall hills on either side on which, nestling among the hills or half hidden by them, are the homes of the farmers whose efforts have transformed this section of the country into one of the most beautiful stretches of farming land in the world. Leaving Syracuse, the train rushes along, sometimes in the valley, sometimes running along a shelf dug out halfway up a hill, winding in and out among the miniature mountains, occasionally stopping at delightful little villages with outlandish Indian names, until at last the big, good-natured brakeman announces to the tourist that Cortland is the next stop.

Alighting at a little, musty, brown station one is swallowed up in the bustle incident to the arrival and departure of the train. As the train pulls out of the station the tourist finds within a stone's throw the huge plant of the Cortland Wagon Works. As a BEARINGS' man entered the office of the company the other day he was met by Mr. Stratt, who handles the bicycle end of the business. Mr. Stratt stated that business this year had been more than satisfactory and that plans were being formulated for an immense business next year. As yet these plans are not in shape for publication.

By the aid of the electric street railway, the factory of the Wesson-Nirison Mfg. Co. was reached. Mr. Nirison, one of the firm, was found in his private office, and from him THE BEARINGS' representative found out the plans of the company for the coming year. Three thousand wheels will be made, the machines listing at $100. In addition to bicycle building the company will make a rock elm wood rim and also manufacture parts. The wheel will be named the Loyal.

GREELEY AND HER DEALERS.

DENVER, COLO., Sept. 16.—Greeley is one of the best cycling towns in Colorado, its close proximity to Denver and its excellent level roads being perhaps the principal reason for this prestige. It is situated fifty-six miles north of Denver and is the center of an extensive and productive agricultural district. Greeley potatoes are known throughout the west and may be said to be the principal product of the locality.

Gale & House is the firm name two of Greeley's most popular wheelmen decided upon when they entered the cycle business. They have sold about twenty Ariels this year, and this between times, both being engaged in other business. Ned Gale is a racing man, and George House is known all over eastern Colorado as the winner of silver water-pitchers.

Other Dealers.

W. H. Daniels is a furniture dealer who took up the cycle business as a side line this year for the first time. He handles Imperials and disposed of thirty of them so far this season.

W. E. Lester is the principal repair man. He is also the Columbia agent and has twenty-four people riding the streets of Greeley on Eddie Bald's mount.

The Victor agency is in the hands of Moshier & Parker, who have sold about a dozen of the "red tires."

I. Rothschild & Co. has placed its faith with the Lu-mi-num and manages to say a word or so in its favor between times, though the grocery business commands most of its energies.

Tyler & Sanborn are first-class repair men, and also sell wheels as sub-agents for a Denver house. Unions, Nationals, and Czars can be purchased of them.

J. F. Fezer, the druggist, has the Sterling agency, but took it so late in the season that he has not had an opportunity of doing it justice.

Stokes & Hamnet are hardware men who have found this year's cycle business so satisfactory that they will enter into it more extensively next season. They handle the Ajax and St. Nicholas line.

The Colonial Wheel Club is composed of a lot of good fellows who always consider it a favor to be permitted to entertain Denver or Cheyenne wheelmen when they are in Greeley, which is quite often, as the town is halfway between Denver and Cheyenne, and is the turning point of the centuries run out of both places.

A. A. Taylor is representing the Muskegon Wood Rim Co. in this part of the country.

THE BLACK COMPANY'S FACTORY.

The accompanying illustration shows the factory of the Black Mfg. Co., at Erie, where the famous Tribunes are made. A glance at the picture will show the additions being made. The past season has been a most prosperous one, but Mr. Gaylor is counting on doubling the business in 1896. There is no reason why he shouldn't, for he certainly has one of the leaders.



Windsor BICYCLES

THEY EXCEL

NO QUESTION ABOUT IT.

ONE LOOK CONVINCES.

The more critical the examination the more convincing the proof.

THE FAVORITE BICYCLES.

Windsor BICYCLES

Contracts have been closed during the past three weeks for more than **6,000** wheels—all for early delivery in 1896.

Windsor BICYCLES ARE SUPERIOR BICYCLES Windsor BICYCLES

Our agents will have a bonanza. We have spared nothing to make the 1896 Windsor look better, wear better, and be better than any other make. They will lead the long procession.

Sieg and Walpole Mfg Co KENOSHA WIS

CHICAGO RETAIL - 285 WABASH AVE.

Address all mail to the factory.

Windsor BICYCLES

The Cleveland

NARROW TREADS,

LARGE TUBING, and

MANY LEADING POINTS

Have been used on the Cleveland cycles from one to two years.

IMITATORS AND FOLLOWERS ARE YELLING

THEMSELVES HOARSE TELLING OF THESE 1896 UP-TO-DATE IDEAS.

You can't make a good bicycle in an hour, or a good reputation in a day. It takes time and experience, capital and energy, honesty of purpose, and determination to excel.

We know imitation is sincere flattery. We appreciate that the imitator must also be at least a year behind.

If you want a real leader for 1896

Wait until we illustrate, describe, and show our 1896 models.

H. A LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
1724 No. Broad St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

BOLTE MAKES A CHANGE.

MILWAUKEE, WIS., Sept. 15.—Quite an important change has taken place at the Bolte Cycle Mfg. Co. Frank H. Bolte, who has had charge of the mechanical department, has assumed the management of the Peoria Rubber & Mfg. Co., and the Bolte factory will hereafter be looked after by J. R. Connell and D. A. Donlevy. Mr. Bolte will not surrender his interests in the company but will devote most of his time to the Peoria concern. At present tools for the Peoria company are being made at the Bolte factory, and by November 1 the new plant, which is being erected for the new firm at Peoria, will be in operation. The plant is to be one of the largest in the west. Mr. Bolte is the manager of it and he says that arrangements are being made to put 15,000 wheels on the market next year.

All the Bolte Patents are to be Used

on the new machine, and it is understood that the firm had to pay M. Fichtenberge, who is president of the Bolte concern, a big bonus for the permission to copy the Bolte patents. Mr. Bolte states that the Peoria factory will be equipped with a tire machine, and that all tires are to be made by the firm itself. It is stocked for $200,000, and the Seiberling syndicate is interested in the deal.

The Chief Cycle Mfg. Co., of this city, has decided to begin the manufacture of wheels, and is now engaged in fitting up a plant and putting in machinery. The first year's output will be small, but it is proposed to increase the capacity as the business warrants.

The D. D. Warner Co. also will be a new competitor on the market. The company has recently been incorporated, and a large plant is now in the course of construction in Madison. Mr. Warner is state handicapper, and one of the most popular wheelmen in the city. He is an active hustler, and if any one can sell wheels, D. D. is the one.

CLEVER ADVERTISING AT SPRINGFIELD.

Following in the wake of Asbury Park the Springfield meet was made the occasion of a great deal of clever advertising on the part of a number of concerns. The Stearns people were particularly conspicuous. Their headquarters were in a tent near the path leading to the grand stand, and here it was that a continual crowd was always surging around in their endeavors to possess themselves of one of the Yellow Fellow canes. In addition to this clever little ad the fine qualities of the Stearns were set forth on every hand by banners, not the least of which was a big canvas poster on the front of the baseball grand stand.

The Keating people were there in force, and in addition to a number of banners and signs judiciously arranged in sight of the grand stand, they had a forest of small cardboard signs mounted on sticks of different heights and stuck up in a haphazard manner by the hundred to either side of the path leading from the gate to the bicycle track. These signs contained a number of what might be termed Keaticisms, inasmuch as they are becoming household expressions, made so by the Keatings' clever advertising.

R. H Wolff & Co. had a good exhibition of wheels in a tent and the many people who were attracted by the wheels were given transparent paper weights showing the Duplex machine.

The Pope company, always quiet and conservative, was apparent in a number of clever ways. On the judge's stand was a large fac-simile of the famous Columbia name-plate. The balloon was there too, that is for a while, and it was kept busy by the frequent wins of Bald in proclaiming to the surrounding country that "Bald did it on a Columbia." After ascending for each of the victories, including the mile record race, the balloon was evidently overcome with joy and, breaking away from all restraining fetters, soared aloft, a fact that caused great joy to the small boy and brought forth the announcement from the megaphone that a reward of $50 would be paid for its return. When last seen it was disappearing in the clouds in the vicinity of the yacht race.

ARE ALL DOING WELL.

NEW YORK, Sept. 15.—Up on the boulevard in the vicinity of 59th Street cycle establishments are clustered around the statue of Columbus. At the Metropolitan Cycle Rink business is as brisk as ever, and Manager M. L. Bridgman wears a confident smile when he talks of the Columbia. The school is so popular that after September 15 an admission fee will be charged to spectators, and a rebate allowed in case they are enthused to the point of taking a lesson.

Around the corner the Tinkham Cycle Co. has its six-story building, and the yellow flag of the Stearns snaps in the breeze. The firm is having a run on its carrier, which is used by the butcher, baker, and confectioner. A large order was recently placed with a prominent express company for local delivery.

F. W. Aymar is right around the corner busy selling Remingtons, of which he makes a specialty. Mr. Aymar is from Boston, but more recently of Brooklyn, and expresses confidence in the future of cycling and his popular wheel.

A little farther down is the branch of Gormully & Jeffery Co. and Manager Ray is busy arranging for their removal to larger quarters on Eighth Avenue, which change will be effected about October 15.

Howard A. Smith, of Newark, is busy preparing for the next season. He manufactures a wheel called the Excelsior, which is up-to-date in every particular. He expects to reach the thousand mark and the indications are that he will do so without difficulty.

ON MORGAN & WRIGHT TIRES.

Following is a partial list of races recently won on Morgan & Wright tires. A similar list has been published weekly.

FRED ARTHUR, attached to road wagon fitted with Morgan & Wright tires, won first in three heats in the mile, 2:18 class, for road wagons, winning in 2:21, at Columbus, Ohio, September 4.

C. W. ASHLEY, ON A RELAY, won time prize in Le Mars-Sioux City (Iowa) road race, twenty-eight and one-third miles, in 1:38:10, September 2.

E. A. BAUSCHBACH, ON AN IDE, mile open, September 4; fourth in mile open and five-mile handicap September 5, and won mile open September 6 at Princeton, Ill.

J. M. BARNETT, ON A SYRACUSE, won mile handicap, first time and third place in five-mile handicap at Bangor, Me., September 2.

O. H. BARTLEY, wheel unknown, won two-mile handicap, Class A, in 4:54, at Elkhart, Ind., September 10.

J. J. BEECHER, ON A SYRACUSE, won mile novice, second in five-mile handicap, and third in half-mile open, at St. Joseph, Mo., September 9.

J. P. BLISS, ON A MONARCH, won half-mile open, Class B, in 1:03⅗, at Hartford, Conn., September 9. Also second in mile handicap at Springfield, Mass., September 12.

CLARK BROWN, wheel unknown, won quarter-mile open, Class A, in :35½, and second in five-mile handicap at Elkhart, Ind., September 10.

R. F. BROWN, ON A WARWICK, won mile novice at Greenfield, Mass.. September 2.

F. S. CASEY, ON A SYRACUSE, won mile state championship at Greenfield, Mass., September 2.

A. M. CHANDLER, ON A SYRACUSE, second in two-mile open and five-mile open at Oshkosh, Wis., September 12.

JOHN CLARK, wheel unknown, won five-mile handicap in 15:54, second in quarter-mile open, and third in two-mile handicap, Class A, at Elkhart, Ind., September 10.

D. COBURN, ON A SYRACUSE, third in mile open, Class B, at Des Moines, Iowa, September 11.

JOHN COBURN, ON A SYRACUSE, second in mile open, Class B, at Des Moines, Iowa, September 11; also second in five-mile handicap, Class B, at St. Joseph, Mo., September 9.

WILL COBURN, ON A SYRACUSE, won quarter-mile open, Class B, in :39, at Des Moines, Iowa, September 10; also mile open, Class B, in 2:30, at Des Moines, Iowa, September 11; also mile open, Class B, in 2:10½, state competition record, at St. Joseph. Mo., September 9.

TOM COOPER, ON A MONARCH, fourth in mile open, Class B, at Hartford, Conn., September 9. Also second in half-mile open, Class B, and mile open, Class B, at Springfield, Mass., September 11.

ARTHUR COYLE, ON A SYRACUSE, second in mile open, second in mile handicap, and fourth in two-mile open at Cresco, Iowa, September 11.

HARLEY DAVIDSON, ON A BRANTFORD, won mile handicap, Class B, in 2:15, at Springfield, Mass., September 12.

FAY DIAMOND, ON A SYRACUSE, won three-mile lap race, two-mile handicap, two-mile open, mile open, half-mile 1:20 class, and half-mile open at Hastings, Mich., September 2, winning every race of the meet.

HARRY M. DOBSON, ON A WINTON, won mile open in 2:15, and second in half-mile open in 1:04⅕, at Massillon, Ohio, September 2.

C. E. DOW, wheel unknown, won five-mile handicap in 14:00 at Seattle, Wash., September 3. Also won mile open in 2:14⅕, and rode a quarter-mile against time in :30⅗ breaking the state record in both races, at Portland, Ore. Also second in mile handicap from scratch in 2:27½ at Tacoma, Wash.

L. F. FLANSBURG, wheel unknown, won half-mile open and mile open at Allegan, Mich. Also half-mile open at Muskegon, Mich.

H. E. FREDRICKSON, ON A STERLING, won third-mile open, two-third-mile open, mile open, and mile lap open, and third in two-mile handicap, at Omaha, Neb., September 7, making a record for the week of ten firsts, three seconds, and four thirds, as well as breaking the Nebraska record for quarter-mile (:32¼), and half-mile (1:05), and mile (2:12), and the Iowa record, mile unpaced (2:28⅘).

A. F. FULLER, wheel unknown, won mile race in 2:11, breaking the New Hampshire state record; also time prize in five-mile handicap in 13:11; first in half-mile open, and third in mile lap race, at Manchester, N. H., September 2. Also third in mile open, Class A, at Springfield, Mass., September 11.

JOSEPH GRIEBLER, ON A SYRACUSE, second in five-mile handicap at St. Paul, September 9.

BERT HACKETT, ON A SYRACUSE, rode a paced mile against time in 2:14⅗, breaking the state record at Laurence, Kan., September 2; also mile open in 2:07⅖, state competition record, Class A, and second in mile open, Class A, at St. Joseph, Mo., September 9; also third in half-mile and mile open at Kansas City, Mo., August 30.

W. F. HANKS, ON A SYRACUSE, won mile handicap and third in two-mile handicap at Cortland, N. Y., August 31.

W. T. HAUSE, ON A FALCON, won two-mile open, mile open, and second in five-mile open at Shelbyville, Ind., September 3.

C. S. HENSHAW, ON A SYRACUSE, won mile handicap, second in mile tandem, and third in half-mile tandem at Manhattan Beach, N. Y., September 2; also second in quarter-mile open and third in mile (2:50 class) at Coxsackie, N. Y., August 29.

W. F. HOEFT, ON A FOWLER, won Keats cup trophy in the Æolus Cycling Club ten-mile road race over the Garfield Park loop in 25:25, September 8.

CHARLES HOFER, ON A SYRACUSE, won half-mile open, Class A in 1:07⅘, won five-mile handicap in 12:46½, second in mile championship for St. Paul and Minneapolis, third in mile open, third in three-mile lap, and with A. C. Mertens second in mile tandem, at St. Paul, September 9; also won mile open in 2:55½, two-mile open in 7:39½, and mile handicap from scratch in 2:51½ at Cresco, Iowa, September 11.

L. M. HUBNER, ON A SYRACUSE, won half-mile handicap at Greenfield, Mass., September 2.

A. E. HUGHES, ON A SYRACUSE, won half-mile open, second in mile handicap, and third in two-mile open at Norwich, N. Y., September 4.

C. C. INGRAHAM, wheel unknown, won mile open in 2:40⅗, and rode quarter-mile, flying start, in :24⅘, at Freeport, Ill., September 12.

HARRY IRISH, ON AN IMPERIAL, won Le Mars-Sioux City (Iowa) road race, twenty-eight and one-third miles, in 1:40½, September 2.

W. E. KENYON, ON A THISTLE, won mile open and half-mile open at Elkhart, Ind., September 9. Also second in two-mile handicap, Class A, and third in quarter-mile open, Class A, at Elkhart, Ind., September 10. Also second in half-mile open, mile open, and

mile to beat track record of 2:26, in 2:15, A. A. McLain winning in 2:07½, at Freeport, Ill., September 12.

EARL F. JACKSON, wheel unknown, won half-mile open (heat race); first heat in 1:08, second heat in 1:09, and five-mile open at Cedar Rapids, Iowa. Also won three races at Anamosa, Iowa. Also third in quarter-mile open at Mason City, Iowa. Also third in two races at Independence, Iowa.

ARTHUR A. KALISKA wheel unknown, rode a half-mile against time, unpaced, in 1:03, breaking the track record, and with Hanks, on a tandem, pacing, rode a half-mile in 1:01½, breaking the track record at Wellsville, N. Y.

R. O. LANGOSCH, wheel unknown, won Poole Bros.' five-mile road race in 16:45 at Chicago, September 7.

CHAS. LEWIS, wheel unknown, won five-mile handicap, in 13:05, second in mile open, and fourth in two-mile handicap at Ashland, Ohio, September 5.

D. H. LOHMANN, ON A PEERLESS, broke the half-mile track record, reducing it from 1:29 to 1:12½, at Georgetown, N. Y., August 30. Also rode a trial mile in 1:09, reducing the track record of 1:16, at Canajoharie, N. Y., September 6.

FRED LOUGHEAD, ON A STERLING, won half-mile open, Class A, in 1:02⅗, and reduced the two-mile record, Class A, unpaced, from 5:05⅖ to 4:50, at Springfield, Mass., September 12.

R. P. MCCURDY, ON A BARNES, was second in two-mile handicap, and second in five-mile handicap, both from scratch, at Utica, N. Y., September 2, and was second in mile open at Plainfield, N. J., September 3.

W. J. MCGRAW, wheel unknown, won mile county championship in 2:20¼, and two-mile handicap open in 4:35 at Waterloo, N. Y., September 7.

A. A. MCLAIN, wheel unknown, won half-mile open (heats), best time 1:08; mile to beat track record, paced, flying start of 2:26, 2:07½, at Freeport, Ill., September 12.

A. C. MERTENS, ON A SYRACUSE, won three-mile lap race in 10:19⅗, second in half-mile open, Class A, second in mile open, third in mile championship for St. Paul and Minneapolis, and with Charles Hofer second in mile tandem at St. Paul, September 9.

CHARLES MILLER, ON A MONARCH, rode twenty-five miles against time on the Garfield Park loop in 59:11, breaking the world's Class A record at Chicago, September 7.

B. R. MORROW, ON A RELAY, third time in Le Mars-Sioux City (Iowa) road race, 28½ miles, September 2.

F. E. MOSHER, ON A STERLING, won the eight-mile road race, place and time, in 22:16, at Benton Harbor, Mich., September 2.

MORGAN O'BRIEN, wheel unknown, won time prize in Whitefish Bay road race in 15:30 at Milwaukee, Wis., September 8.

BARNEY OLDFIELD, wheel unknown, second in mile open, Class A, and third in mile open at Elkhart, Ind., September 9.

T. N. PARKER, ON AN IDE, won ten-mile match race in 27:12⅖ at Galveston, Tex., September 7.

A. W. PORTER, wheel unknown, won five-mile handicap from scratch in 11:34½, breaking the professional record at Springfield, Mass., September 11.

G. B. RODGERS, wheel unknown, won two-mile handicap and second in mile open at Macon, Ill., September 6.

W. C. SCHRADER, ON AN ANDRAE, won mile open, Class A, in 2:23¾, won two-mile open, Class A, in 5:13¾, and third in two-mile open, Class B, at Dubuque, Iowa, September 2.

JOSEPH SKELTON, ON A THISTLE, won mile open, Class B, in 2:20 and two-mile handicap, Class B, at Elkhart, Ind., September 10.

T. SOLUM, ON A FOWLER, won time prize in the Æolus Cycling Club ten-mile road race, over the Garfield Park loop, in 24:55⅓; also second place from scratch at Chicago, September 8.

E. STADE, ON A SYRACUSE, won five-mile handicap, mile open, second in two-mile open, and third in quarter-mile open, at St. Joseph, Mo., September 9.

H. STOFFLET, wheel unknown, won quarter-mile open in :32⅕ and third in mile open at Grand Rapids, Mich., September 9.

MARSHALL W. TAYLOR, ON A MUNGER, won quarter-mile handicap in :31¼, two-mile handicap in 5:10½, half-mile open in 1:13, and five-mile state race in 14:28 at St. Louis, Mo.

GLENN P. THAYER, wheel unknown, won mile open in 2:15½ at Grand Rapids, Mich., September 10.

DAVID TURNER, wheel unknown, won two-mile open in Taunton, Mass., September 2; also second in two-third-mile open at Lowell, Mass., August 31.

R. D. UPTON, ON A STERLING, won mile open, three-mile open, and five-mile handicap in 13:10; also won team race for Clinton team at Morrison, Ill., September 4 and 6.

W. B. VAUGHN, wheel unknown, won mile open, Class A, in 2:13, half-mile open, Class A, in 1:08, and five-mile lap, Class A, in 15:50⅕, at Coronado, Cal., September 7.

H. WARNKEN, ON A THISTLE, won White Fish Bay road race in 16:03 at Milwaukee, Wis., September 8. Also third in Badger Wheelmen's twelve-mile road race, in 36:58, at Milwaukee, Wis., September 2.

J. W. WARNKEN, ON A THISTLE, won second time prize in White Fish Bay road race, six miles, in 16:00 at Milwaukee, Wis., September 8.

ED WARREN, ON A CLEVELAND, won mile open, half-mile open, quarter-mile open, and two-mile lap, and second in mile handicap, at Gadsden, Ala., September 5 and 6.

MARSHALL WELLS, ON A BRANTFORD, third in half-mile handicap, Class B, and fourth in half-mile open, Class B, at Hartford, Conn., September 9.

GEORGE WHITCOMB, ON A STERLING, won half-mile county championship (heats) in 1:13⅕ at Morrison, Ill., September 5.

E. A. WHITEMAN, ON A SYRACUSE, won five-mile handicap, one-mile open, second in half-mile open, second in two-mile handicap, and third in mile (2:40 class) at Akron, Ohio, September 2.

JOHN WILSON, ON A SYRACUSE, won time prize and fourth place in fifteen-mile road race at Minneapolis, Minn., September 2.

WARNER SPECIALS.

Warner Specials, consisting of a gentleman's 22½ pound, a lady's 24 pound, a diamond-frame tandem at 36 pounds, and a drop-frame tandem at 40, will be made by the D. D. Warner Co., of Madison, Wis. A celluloid name-plate of peculiar shape will distinguish the Warner Specials. D. D. Warner, manager, is one of the pioneer wheelmen of Wisconsin, and at present state handicapper.

ENGLISH TRADE NEWS.

Mechanically Propelled Carriages under Discussion—Three-Sixteenths Chains the Proper Thing.

LONDON, Sept. 7.—During the last week or two a good many of the daily papers have been seriously discussing the problem of mechanically propelled road carriages, and it seems likely that steps will shortly be taken to make the existing laws in connection with vehicles of this description more reasonable in character. It would doubtless be an excellent advertisement if one of the larger firms were to have a road carriage of this description at the forthcoming shows. I believe that there will be a big future for vehicles of this kind, and the firm which first starts the idea will reap the benefit.

Several of the important component companies have been devoting much attention to the question of light chains during this season, and now that large chain wheels have become general, there seems little doubt that three-sixteenths-inch chains will be quite the fashion for '96. There have been a great many chain breakages this season, but

They Have Mostly Been Light Patterns

fitted to machines with only seven teeth on the hub. Wheels of this size necessarily place a greater strain upon the chains, and the new light patterns for next season are, I understand, calculated for use on large gear-wheels only.

Humber & Co. are certainly going ahead in the matter of new ventures, and the latest is the Russian company. The shares of the American company are now at a premium, but the intimation that new shares were to be issued to present shareholders seems to have sent the ordinary shares down a little. Still, they are yet at a very large premium.

The Raleigh Cycle Co. is now very busy, and it has been found necessary to curtail the usual stocktaking period of a fortnight to seven days. One or two other large firms are also shortening their stocktaking period in order to meet the demands for machines which are still coming in.

The Coventry Machinists' Co. is very anxious to impress people with the fact that the balance sheet which has just been published relates to last year's trading, and that it can not be reckoned as any criterion of the trade done during the present season. The directors assert that the business transacted during the past year exceeds that ever done by the company before, and that

An Excellent State of Things

will be revealed when the balance sheet is published. There have been one or two expressions of dissatisfaction that last year's balance sheet was now issued earlier.

In spite of the amount of trade which has been done this year, the bankruptcies among the smaller agents have been very frequent. I can not understand why this should have been so unless some of the firms have been underselling their own agents. I know that this has been done in one or two instances, and it is a method which is not much to the credit of the makers concerned. Another reason for the failure of many of the local agents is that a great many machines are disposed of by club secretaries and others, who really have no right to trade terms, but yet manage to get the very lowest quotations. These men, having other businesses, only sell cycles as

A Means of Increasing Their Legitimate Incomes,

and, as they have no business premises to keep up, they can naturally afford to undersell the genuine agent. I certainly think that the manufacturers will have to come to some definite understanding on this point unless the cycle agent ceases to exist. Personally I do not think that the trade could well spare him, at any rate at present.

I hear that applications for space at the shows are coming in fast, and there are excellent prospects of the exhibitions being extremely large. I hope that the committees will decide to limit the number of machines shown by each manufacturer, as during the last two or three shows far too many machines of identical construction were exhibited. This makes the shows more or less monotonous, and creates a great deal of confusion.

It is not yet possible to get full details of all the improvements for next season, but I gather that there will be several real advances in details. Designs will be much the same, and the only retrograde movement I have so far heard of is the proposed adoption of oval rear forks. I hope that the two or three firms who are thinking of trying this old device once more, will be wise in time.

WILL O' THE WISP.

TRICYCLE PARCEL CARRIERS IN CHICAGO.

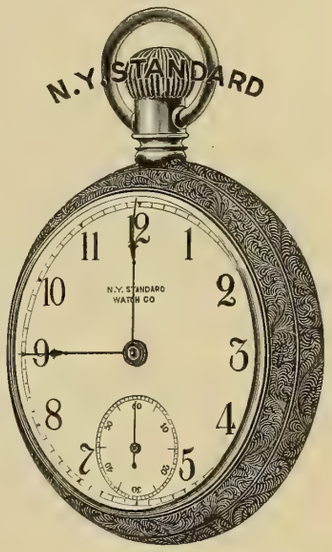
Much attention has been attracted in Chicago by the tourist carriers or parcel delivery tricycles with which the United States Express Co. has been experimenting for more than a month. Although it is estimated that 100,000 of these convenient machines are in regular use in England, the first one was imported to this country August 10, this year, and has met the requirements of the express company so thoroughly that it has already displaced one horse and wagon from the service of the W. Madison Street branch office, and another is soon to be taken off that route. The first of these machines came from England, but a number of American manufacturers have put better ones on the market, and one Chicago maker has patterns for a machine which it is said will be a great improvement over all previous designs. These carriers are light, ball-bearing, pneumatic-tired tricycles, having a metal receptacle placed on springs over the axle,

And Now==a Watch?

Our principal product is Watches. Our splendid factory was built for making watches; our expert workmen were trained for that purpose. The manufacture of the "Standard" Cyclometer was an *incident* in our business.

Upward of two hundred thousand wheelmen can testify to the merits of the "Standard" Cyclometer. The same accuracy which it exhibits, the same joining of big value and little price are provided in the New York Standard Watch, made by the same workmen ***and sold under the same unrestricted guaranties.*** We ask the attention of wheelmen to the Watch, which is known throughout both hemispheres as "The Best in the World for the Money."

Sold by the retail jewelry trade. A dozen styles, all sizes.



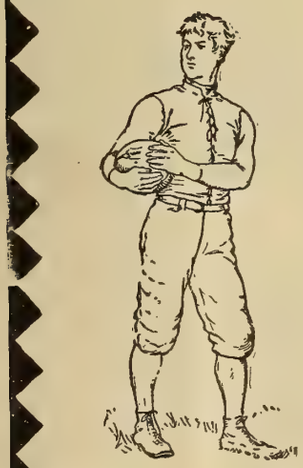
The New York Standard Watch Co.

Mention The Bearings

THORSEN

Footballs, Boxing Gloves, and Athletic Goods

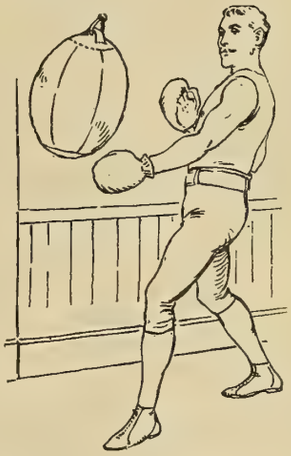
ARE THE BEST.





Imported Leather.

List Price, $4.00.



WE ARE GENERAL WESTERN AGENTS

VICTOR

BICYCLES AND ATHLETIC GOODS.

Send for Catalogue "A." Special Prices to Clubs.

THORSEN & CASSADY COMPANY,

141-143 WABASH AVE., CHICAGO.

Mention The Bearings

connecting the rear wheels. They can be ridden by boys and will attain to a speed of eight to twelve miles an hour, and in the delivery of light parcels will accomplish the work of two one-horse delivery wagons. They are therefore economical in the highest degree to all merchants who have small packages to deliver, for while the parcels delivery companies charge 10 cents for every package, whether large or small, these carriers will deliver 100 small parcels in a day, thereby saving thousands of dollars a year to shoe dealers, department stores, confectioners, etc. De Muth & Co. has already put three into service in Chicago, and the deluge of letters received by the express company inquiring about the practical results of its experiment indicates that many firms throughout the country are interested in the tricycle parcel carrier.

NEW USES FOR BICYCLES.

The many practical uses to which a bicycle is being put nowadays are astonishing, and so many examples have been seen in Philadelphia lately that the enemies of cycling are beginning to realize that the bicycle is of some use after all. One or two well known cigar firms have wire baskets rigged on the front fork of wheels which are capable of holding half-a-dozen boxes of cigars. The machines are mounted by men and boys, and the delivery is found to be much more economical and quick than horse and wagon service. A grocery firm on Market Street has one of the most novel conveyances. It is a three-wheel affair, two large wheels back and a smaller one in front. A big box, three feet square, is built on the rear axle for the storage of parcels. The gearing is something similar to that used on a tricycle. The rider's seat is directly in front of the body of the wheel. Peddlers, milkmen, and bakers are using the wheel, while saw sharpeners, who go from store to store to sharpen meat saws, have rigged their paraphernalia on the handle-bars and dispose of the trouble of carrying stands around with them, besides having a more rapid means of going from place to place.

MUNGER PLANS.

A. Bruner, of the Munger Cycle Co., who was in Chicago last week, says that his company will not have any traveling men this winter, as there is such a great demand for the Munger that the output can be sold without them. There will be a few slight changes in the Munger for next year, but the weights will remain practically the same. Some wheels will be built with larger tubing and barrel hubs, and if there is a great demand for wheels of this sort the Munger company will fall in line and build them. One of the features of the wheel will be a three-piece barrel hub. At the present time the factory is working on '95 wheels and parts for '96. From 5,000 to 8,000 wheels will be built next year.

THE LETTER OF THE LAW.

Wheelmen are forbidden to ride in the principal streets of Berlin. They are required to walk and push their machines. The forbidden region is very large and a wheelman is often obliged to push his machine several miles before he can mount. But, on the contrary, a tricycle may be ridden throughout the whole city. Recently a cyclist desired to ascertain exactly what was understood as a tricycle by the authorities. By means of an ingenious system of cords he attached a very small wheel, of no possible utility, to the rear wheel of his bicycle and started into the prohibited streets. The police, with a paternal air, allowed him to pass unmolested. From the moment his machine had three wheels, it was all that they asked.

HUMBERS IN LARGE QUANTITIES.

Humber & Co. are rapidly organizing their forces for the campaign of 1896. Their '96 models will be on exhibition and sale by November 1. By that date the factory will have made up 2,500 or more '96 Humbers. Fully one-half their '96 product—which they estimate will be from 8,000 to 10,000—is now contracted for. Their increase of business has made it necessary for Elliott Burris, managing director of the company, to call Mr. Bowdish to his aid, representing Mr. Burris in all departments of the business. Mr. Bowdish's former position of manager of the New York depot and metropolitan agencies will be occupied by Charles K. Alley, a prominent member of the New York Athletic Club and an old cyclist.

CENTURIONS RETURN FROM ABROAD.

PHILADELPHIA, PA., Sept. 16.—The touring party of the Century Wheelmen, which has been abroad since June last, arrived in New York on Monday, and immediately returned to this city. The party numbers over a score, and all were sunbrowned and in the best of health. While there was plenty of good riding, the men did not have the good times they anticipated, the foreign clubs and cyclers generally showing meager hospitality. The entire party spoke well of the wheels they rode, very few breakdowns—and these only of a minor character—being reported.

DISCUSSED THE NEW WAVERLEY.

A novel conference was held in Indianapolis last week. The managers of the many branch stores of the Indiana Bicycle Co. met the officers of the company, and for three days examined and discussed the '96 Waverley and the prospects for next year's trade. Every man was asked his opinion on the new models, and any suggested changes were taken under advisement. As a result of this conference it is thought that the new Waverley will have all the best ideas obtainable. Those present at the conference, which will be a yearly gathering, were: A. O. McGarrett, Boston; Leon Johnson, New York; H. D. Simmons, Philadelphia; A. H. Knool, Buffalo; A. D. Black, Chicago; O. E. Boles, Denver; G. V. Allen, Dayton; Edward Rolle, Atlanta, Ga.; J. C. Hoole, Cincinnati; R. F. Maxwell, Louisville; J. H. Sipp, Newark, N. J.; Perry D. Gath, Columbus; A. G. Gruendler, F. C. Graves, Springfield, Mass., and Frank Staley, of Indianapolis. J. S. Conwell, manager of the 'Frisco branch, was the only absentee. During their stay in Indianapolis the managers were entertained at the home of Pres. C. F. Smith.

The Indiana Bicycle Co. is preparing for a tremendous onslaught for '96 business. It has more than doubled the capacity of its already large plant, and is now ready to build 60,000 machines, if necessary, to supply the trade the coming season. It has bought stock and supplies for 50,000, and is going right ahead with this number, with the idea of having an immense stock ahead by the time the spring trade begins. It was the only factory in the country which had any number of machines ready when the past season opened, having completed 14,000 Waverleys ahead. The prices and terms for the coming season will remain the same, and a great increase of cost in production will be added to the new model.

Christened two New Engines.

The Shelby Steel Tube Co., of Shelby, Ohio, celebrated an important event in the rapid developments of the company. On September 12 it started up two additional engines, one of which is designed to run the new draw-room of thirty-five benches, and was christened Mary Dick, in honor of Mrs. H. M. Dick. The other will run the electric lights for the plant, consisting of 600 incandescents and 70 arcs, and was christened Eunice Cockley, in honor of the president's wife. The usual formality of breaking the wine bottles was observed. The company is now working upon the last three-story building, and when this is complete it will have nine engines in operation, with all the modern improvements in every respect. It will then have a capacity of sixty-one benches, and its product will be from 1,500,000 to 2,000,000 feet per month.

The Maker Got the Worst of It.

"I won't give bicycles to clubs for prizes," said a prominent Chicago manufacturer this week. "My experience has taught me a lesson, and the race-meet promoter who can work me is a daisy. At one meet we gave a bicycle for a prize, and it was won by a Class B man. He didn't ride our wheel, so he took it to the agent in that town who handled the wheel he rode and commissioned him to sell the prize. The agent put the machine in the window with a cut-price figure on it. Our agent wired us that some one had our wheel and was cutting prices. He asked us what he should do. We wired back for him to buy it. You will thus see that we get the worst of it. This happened three times, so we have stopped giving away wheels."

Did it with a Brown-Lipe Gear.

Frank W. Knowland, of the Syracuse Y. M. C. A. cycling division, won second time prize in the twenty-three-mile *Herald* road race for the championship of Syracuse, on September 13. He rode a Rambler fitted with the bi-gear, made by the Brown-Lipe Gear Co., of Syracuse, which permitted him to use an eighty gear when going with the wind or down hill, and a sixty-four gear when climbing grades or facing the wind. The course is hilly, and a strong wind blew. He defeated sixteen rivals, and was beaten simply by inches on the sprint.

A Machine to Test the Speed of Tires.

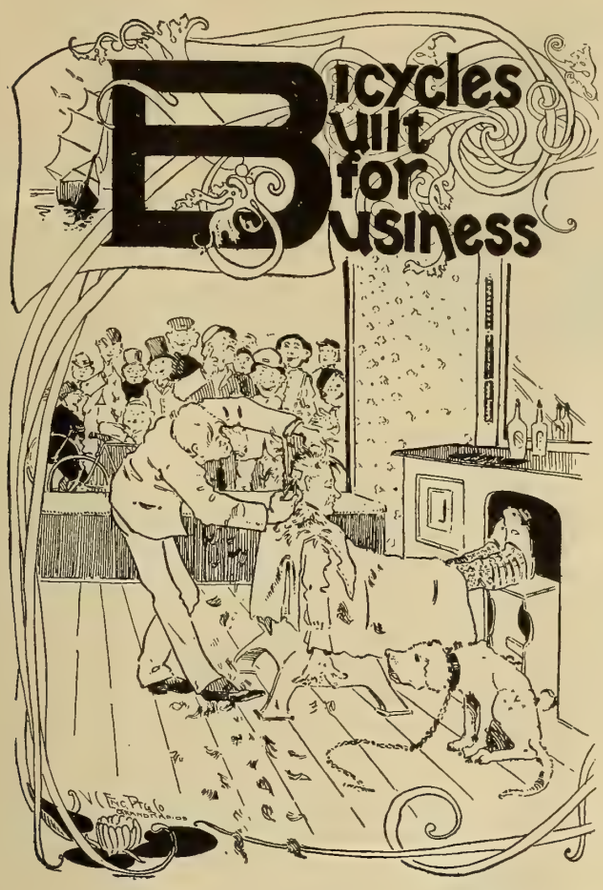
The Boston Woven Hose & Rubber Co. claims to have a machine which tells within a fraction of a second the comparative speed of two tires under the same conditions. With the aid of this wonderful little machine Mr. Weaver claims that the new Vim tire has been proven to be the fastest on the market. Sanger, who rides Vim tires, says: "I have ridden all kinds of tires and the Vim is the best. In the first place it is without doubt the fastest tire on the market. It is also durable, and the tires I have been banging around the circuit with for six weeks do not show the slightest signs of wear."

A Move in the Right Direction.

The Chicago West Side park commissioners passed a rule September 11 forbidding cyclists to ride faster than ten miles an hour on the drives and boulevards of the West Side park system. But they at the same time establish a precedent that might well be followed, not only by the park commissioners of the North and South sides of Chicago, but also by those of other cities. This was the passage of an order compelling that special detestation of the bicycle rider, the sprinkling-cart man, to leave dry margins along all the drives.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.



YOU WANT MORE BUSINESS

More Business Means More wealth, providing you are handling goods Which sell at profits.

HOW WILL YOU GET IT?

Write us a letter. Get our line of wheels to sell You'll be surprised at the increased business they will bring to you

Handle Clippers.

They are Business Bringers

Grand Rapids Cycle Co.

Ad. No. 47-E.

Bellis CYCLES

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Startling Beauties

ARE THE

Bellis CYCLES

ALL HIGH GRADES EXCELLED.

If you want good territory quick, address

BELLIS CYCLE CO.

OFFICE, 27 Ingalls Block,

FACTORY, 124-130 S. Pennsylvania St.,

INDIANAPOLIS, IND.

Bellis CYCLES

Bellis CYCLES

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Bellis CYCLES

'96 Elmores

will
be the
smoothest
things
in the
form of
bicycles
ever
sold for
$75.
During '95
there
were
no better
on
the
market;
the
'96 Elmores
will,
however,
be
even
better,
and the
discounts
to agents
will be as
generous.
If you
do not
know
what this
means
you have
something
to live
for.

EDWIN OLIVER & CO.

21 Park Row, New York.

Mention The Bearings

GRAHAM ALLIED WITH THE AMERICA.

E. M. Graham, formerly superintendent for the Fowler Cycle Mfg. Co., has allied himself with the International Mfg. Co., manufacturer of the America, and is now a member of the firm. Mr. Graham has invented a number of things, among them, the truss frame and Graham pedal. He will be a valuable addition to the firm.



E. M. GRAHAM.

The America's prospects for next year are of the brightest. The Davis-Bradley Mfg. Co. with branch houses at Council Bluffs, Kansas City, and Minneapolis, will push the wheel in the west. Benzemaker Bros. will control Milwaukee and adjacent territory, while Rhea, Elton & Thielens, Peoria, will handle the wheel in Illinois, outside of Cook County. One of the largest dealers in the east has placed a first order for 1,500 machines. Many foreign inquiries are being received as a result of N. B. Harmon, of 83 Regent Street, London, handling the America in England.

MAGOWAN GETTING ON HIS FEET.

A New York dispatch to the Chicago *Evening Post* last Wednesday says: "Frank A. Magowan, ex-mayor of Trenton, whose recent financial and domestic difficulties seemed likely to end his career, appears to be making good his promise to have his business enterprises back under his own control before October 1. He succeeded in getting 90 per cent of his creditors to sign a petition asking for the discharge of the receiver for the Trenton Rubber Co. and the Eastern Rubber Co., two of the largest concerns in which he is interested. Nothing has been heard recently of the suit brought against Magowan by John A. Barnes, his ex-manager, who accused him of alienating the affections of his wife. Barnes has left Trenton."

POST MAKES A CHANGE.

One of the greatest surprises to the trade was the announcement that David J. Post had resigned his position as secretary-treasurer of the Hartford Cycle Co. to take the same position with the Peerless Mfg. Co., of Cleveland. Post was with the Hartford company almost since it was started, and he was regarded as almost a permanent fixture. With such an experienced man at the helm the Peerless company will be able to branch out more than ever. Associated with Mr. Post are Henry Crowther, E. C. Bode, and "Fuzzy" Anderson. Mr. Post is not only well known in the trade, but to many wheelmen all over the country. For years he has been a power in League politics, and his familiar face has been seen at every prominent race meet or League gathering.



DAVID J. POST.

A Wheel Geared to 150 Inches.

The building which has been in course of erection for the past four months for the occupancy of Tomlinson & Stahl, bicycle machinists, at Trenton, N. J., is about completed and will be ready for occupancy next week. They will do all kinds of machine work, and build wheels to order. They have just secured a patent on a 150-geared wheel, which is operated by four sprocket wheels and two chains, and is said to run as easy as any ordinary 72-gear wheel. The wheel has been out on trial for the past four weeks at Asbury Park and in New York state, and is scoring a big success.

The Gibson Rim.

The Cutting & Thomas Co., of Buffalo, owns and manufactures the Gibson patent laminated lock-joint, which is used on "the best wood bicycle rim on earth." The reasons that the company claims this rim to be the best are: Being made on scientific principles; being lock-jointed its entire circumference; made of the very best materials and workmanship; will stand more strain in every direction than any other rim, either wood or metal.

The Improved Duckworth Chain.

J. & H. Duckworth, of Springfield, Mass., makers of the famous Duckworth chain, are now supplying many of the leading manufacturers. They made 35,000 chains in '95, but this number will be increased to 100,000 in '96. The special feature of the new chain will be a beveled edge next to the sprocket, something on the Perry Humber style.

The Fowler Cycle Mfg. Co., 146 W. Washington Street, Chicago, are in need of a first-class general buyer and office man, also a superintendent of agencies. They want none but strictly high grade men, for whom they are willing to pay the right kind of salary.

PHILADELPHIA TRADE.

PHILADELPHIA, PA., Sept 14.—While the business of the Indiana Bicycle Co. in this city during the past few months has been all that could be desired, it is the intention of the big western firm to make Philadelphia a Waverley town next year, according to Assistant Manager Bilyeu, of the local branch. This is the first year that this well-known wheel has been pushed in Philadelphia, and since May last hundreds of local pedal pushers have been mounted on Waverleys. The machine seemed to catch on at once and is now one of the most talked of and popular machines in the city.

"Pop" Brewster went to Springfield to see the races and to visit the Victor factory and take a glimpse of the '96 model. Mr. Brewster, along with his business partner, Robert Garden, is laying plans for the '96 trade, which promises large sales of Victors and Crescents. At present the firm is doing a fairly good trade.

The American Sewing Machine Co., manufacturer of the American wheel, is preparing its '96 model, and according to reports it will be a beauty. Although only on the market a few months the American caught on well and the manufacturers feel satisfied with the business done during the past spring and summer. There promises to be a big demand for wheels here next year and it is highly probable that many riders will be mounted on Americans.

Will Build the Trafford.

William Trafford, the well-known local bicycle machinist, who, in addition to selling the Triumph and several other makes, has been in the manufacturing business, is preparing for next season's trade. For the past two years Mr. Trafford has been making the Trafford wheel at his own plant, 12th and Oxford streets, and so popular has it become that the sales during the past year warrant increased facilities for handling the '96 trade. Work is now being pushed on next year's model and Mr. Trafford expects to have his machine on the market early next season.

The new branch store of the Hart Cycle Co., at 1,724-26 North Broad Street, was formally opened to the public on Wednesday last. Carpenters and painters had been at work for a fortnight previous and when the friends of the Columbia and Hartford wheels made a tour of the store they were agreeably surprised at the wonderful change which had been wrought. The store has been considerably enlarged since the evacuation of H. A. Lozier & Co., and is without exception the largest up town. Immediately over the store there is a large riding school, and this too has benefited by the efforts of the workmen. A large stock of Columbias and Hartfords, in addition to a full line of bicycle sundries and velocipedes and tricycles, has been put in the store.

The Supplee Hardware Co., the eastern and southern agent for the Syracuse wheel, is more than satisfied with the business it has done during the past few months. In addition to filling an unusually large number of big wholesale orders in the eastern and southern states, its retail trade in this city has been exceptionally fine under the capable management of Wm. Richwine. The firm is getting ready for the '96 trade, while at the same time attending to a brisk fall business, and its facilities next year will be second to none in the city. Owing to the crowded condition of the Market Street store a building on 4th Street has been rented which will be used exclusively for the bicycle department.

YOST COMPANY DOING WELL.

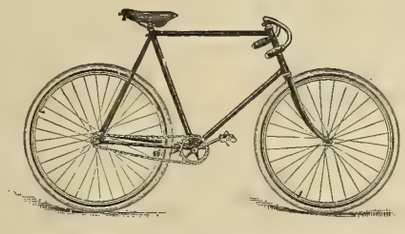
The Yost Mfg. Co., of Toledo, has closed a large deal with the large Minneapolis firm, Jenny, Semple & Co., for placing their goods in the state of Minnesota. This firm has handled the goods of the Yost company for the past year and the fact that the order for the coming season is four times as large as the past order, is gratifying to the Yost company. The factory at Toledo has been greatly enlarged and the output for the coming year will be greatly increased. The company has had numerous large orders proffered it for lines of wheels on which the party ordering may place his own name-plate, but this is something in the line of manufacturing that the Yost company does not touch, preferring to make its reputation entirely on Falcons.

Two new enamel ovens and additional wash-rooms have been added to the factory. A store has been taken at 293 Columbus Avenue, Boston, and the entire northeast will be handled from this section. Traveling men will report there, and shipments will be made from that point. It is expected that this will place the dealers of the northeast in more prompt communication with the manufacturers direct, and give far greater satisfaction. Mr. Alexander, the 'Frisco agent for the Falcon, has doubled his order for the coming year, and expects to make a still greater increase, as the Falcon is strong in the far west. Mr. Yost says, "We are content in the thought that the coming season will be far greater than any of its predecessors, and that we will double or triple our output before the next eight months are past and gone."

Mr. Coleman's Banquet.

R. L. Coleman, president of the Western Wheel Works, is making great preparations for his banquet to the wheelmen at Atlanta, Ga., on November 30. Recognizing the fact that it would be impossible to send an invitation to each of the wheelmen in the country, Mr. Coleman has delegated THE BEARINGS to invite everybody who rides a wheel. Acceptances should be sent to Harry Palmer, manager, Potter Building, New York. Mr. Coleman not only invites wheelmen but their lady friends.

THE TRIBUNE



THE WHEEL OF WHEELS.

Easy to Ride.

Easy to Sell.

Holds all American records from 100 miles to 24 hours.

All orders can now be filled promptly. Write for catalogue. Apply for agency.

This is the bicycle that has the cycloidal sprocket.

The Black Mfg. Co. = = Erie, Pa.

A STUDY IN FINANCES.

Down in Jefferson County, Illinois, there is a little town called Bluford. No doubt, like most other little towns, it has some estimable people, but it has at least one inhabitant of whom the town has no reason to be proud. This man makes use of letter-paper of approved commercial size, on which he conspicuously advertises himself as a "Nurseryman," who also deals in 'General Merchandise, Dry Goods, Groceries, Hardware, Hats, Caps, etc." He confides his wants to the manufacturer as follows:

Please ship me by return Adams Express, one gents —— bicycle, rubber pedals, medium weight, wood rim, high speed. Send me bill for cash in ten days. The wheel is sold for $120, I think. I will want some more wheels of above. Send catalogue.

Yours truly, ————

Now it so happens that the commercial agencies have strangely neglected to accredit this enterprising Blufordite with any commercial rating, and in fact have overlooked him altogether. He deplores this slight, of which he is painfully conscious. He is too shrewd a business man, though, to presume to order goods without being able to furnish abundant assurances that his credit is good, so he incloses a slip, printed throughout, which reads:

References.

We, the undersigned Incorporated Bankers, of Bluford, Ill., do hereby recommend T—— A. B——, Nurseryman and Merchant, of Bluford, Ill., to be a Strictly Honest and Energetic Business Man in every particular, and whatever he promises to do, Either Written or Verbal, he will do, having known him here in business for eleven years.

Signed: { CULBERTSON & SMITH, Bankers.
{ JOHN BAUER, Cashier.

The wary manufacturer is surprised to find that this banking institution did not exist, apparently, when the latest Bank Directory was compiled. Inquiries are made at one of the nearest reputable banks, at Mount Vernon, ten miles away, and the following report is made: "This party is just out of jail, is a notorious fraud, and should be in the penitentiary."

A case of rascality of this sort is, of course, too transparent to catch any but the veriest dupes, but there are others abroad who are cunning enough to devise deeper schemes which can be worked much more cleverly and sometimes successfully. Here is an illustration:

A certain city of respectable size in a western state was known to have fair streets and roads and a prosperous class of residents, and the cycle makers were waiting for the inevitable boom to strike it and cause a demand for their goods. At last it came. A young man came from another state and, seeing this golden opportunity, concluded to open a good store and

"Push the Business for all There Was in it."

And he did. References? Certainly; the Second Rational Bank would give all the information desired. In due time the bank reported that the young man had $2,000 on deposit there, with apparently good business prospects before him. He placed a first order for two sample machines, and these were shipped. Some days later followed an order for two additional machines. The manufacturer could not press him for the payment of the first bills, which were not yet due, and concluded to risk the second shipment. Not long afterward the young man withdrew his money from the bank and sought other fields, forgetting to make them known. It then developed that a number of manufacturers had been led into the same trap, and all victimized by this whilom dealer's representations that he was pushing the sale of their respective excellent machines exclusively.

It has been well said by an authority on finance, "Between capital and credit there is always a relative proportion. Capital is the foundation, while character, ability, and circumstance govern, qualify, and create credit." And really there can be no more responsible position in a manufacturing or jobbing house than that of the "credit man." He must be essentially a student of men and have some knowledge of commercial law and its operation in different states and under varying conditions; he must be cautious in granting credits, and especially so in extending them; yet there are times when it is most

Politic to be Lenient and Generous;

and, above all, he must be patient and courteous when patience seems the least considerable of virtues and courtesy least deserved. Experience teaches him that he is liable at all times to be imposed upon, not only by those who are wilfully dishonest, but by those who, through carelessness and mismanagement, bankrupt their business and abuse the confidence he has reposed in them.

It is a matter of some interest with which of the common lines of business bicycles are sold to the best advantage. We all know the time can never come when they will be sold everywhere independently of other commodities. Factories are daily in receipt of scores of letters asking for agencies. What is done with them? How many are eligible? Comparatively few. They are sifted and resifted until the desirable and the undesirable are separated and disposed of in their several ways. It is safe to say that makers who pride themselves upon the class of their agents—and I am glad to know there are a few who do so pride themselves—reject fully nine-tenths of the applications they receive. At my request one of these manufacturers recently had compiled for me the following statistics, showing the regular lines of business of 400 of his agents, taken at random from his office records: Hardware, 124; bicycles exclusively, 58; drugs, 49; jewelers, 35; general merchandise, 27; agricultural implements, 22; furniture, 18; sporting goods, 16; books and stationery, 14; carriages, 7; dry goods, 6; boots and shoes, 6; clothing, 6; electrical goods, 3; machinists, 3; musical instruments, 2; queensware. 2; groceries, 2.

A Study of these Figures

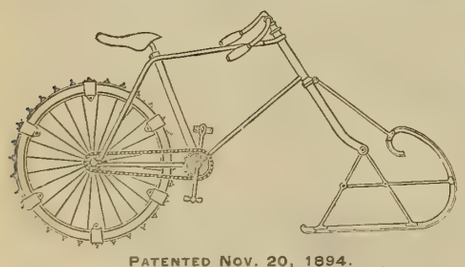
is interesting. It shows, first of all, that a hardware store is the most

GLIDDEN'S BICYCLE BAKING ENAMELS AND
GLIDDEN'S TRANSPARENT WOOD RIM ENAMELS

Are used by the leading bicycle manufacturers of the world.
For prices and information write to

THE GLIDDEN VARNISH CO.
CLEVELAND OHIO.

ALL BICYCLE RECORDS SMASHED



Quarter-Mile in 20 Seconds.

The above is last year's record made on the ice with our patent attachments.

PATENTED NOV. 20, 1894.

DON'T you want to ride your wheel all the year round and make faster time in the winter than you could ever dream of making in the summer? If you do, send us $15.00 for attachments, complete, delivered free, or write us and we will mail you catalogue which will explain more fully. Will send catalogues to clubs on application.
Confidential discounts to dealers.

Chicago Ice-Bicycle Apparatus Co., Lakeside Bldg., CHICAGO. ILL.

A POOR CHAIN
WILL RUIN THE BEST MADE BICYCLE.

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THE LOZIER MANUFACTURING CO.
TOLEDO, OHIO.

desirable, while a grocery store is the least desirable place for the sale of wheels. The proportion of exclusive bicycle stores, fifty-eight out of 400, is perhaps even greater than one would have looked for, and yet it will not be surprising to see this proportion increase as the trade continues to develop. Following the eternal fitness of things, it would seem the bicycle should always be most in evidence in hardware stores, since it is itself a thing of steel; but this ground is disputed, not without some appearance of reason, by the carriage trade, since the bicycle is in every sense a vehicle. Just why there should be so many druggists engaged in this branch of business we can't easily understand, unless it is that the wheel, as an antidote for ills, has knocked the drug business galley west. It will be observed there are only sixteen sporting goods dealers represented among these elite "400"—an apparent disproportion. I would there were more, but it is by no means a disproportion. It is simply that sporting goods are luxuries rather than necessities, and the country at large can't afford to support many of them.

HOLLAND.

Temple's New Stores.

Ralph Temple will soon open three new stores in Chicago, one on each side of the river. These stores will be headquarters for the wheels handled by Temple. He will also open branch houses at Minneapolis, Omaha, Salt Lake, and Denver.

TRAVELING MAN WANTED.

Wanted, bright young man, familiar with the bicycle business, to travel for a large manufacturing concern. Must be able to write intelligent reports and furnish unquestionable references.—Address X Y Z, care this journal.

TRADE HAPPENINGS.

KITTERY, ME.—The Achorn & Dearborn Mfg. Co. has been organized to manufacture and deal in bicycles, etc Capital stock, $100,000.

CLEVELAND, OHIO.—The Gemini Cycle Co. has been incorporated by Halbert J. Burdick, John C. Kortz, Clyde C. Burdick, J. O. Mansfield, and H. B. Chapman to manufacture and deal in bicycles. Capital stock, $25,000.

GRAND RAPIDS, MICH.—Grand Rapids Bicycle Co. incorporated by Willis J. Perkins, C. W. George, Eberhardt, Joseph W. Brown, and others. Capital stock, $10,000.

COLUMBUS, IND.—The Williams Mfg. Co. has been incorporated with a capital stock of $25,000, to manufacture and deal in bicyles.

PATERSON, N. J.—The Webster Mfg. Co. has been incorporated by Alexander L. Kinkead, Paterson, N. J.; William W. Fitzhugh, and Josiah L. Webster, New York city, to manufacture and deal in bicycles, etc. Capital stock, $10,000.

ANDOVER, MASS.—Black, Swezry & Co., hardware, etc., is contemplating taking up bicycles, and to that end invites propositions from manufacturers.

LOS ANGELES, CAL.—Russell Mfg. Co., bicycles, E. E. Russell reported to have conveyed real estate for $500.

CHICAGO, ILL.—Louis B. Smith, bicycles, reported to have placed chattel mortgage on record for $1,500.

CHICAGO, ILL.—Whipple & Becker, bicycles; C. H. Whipple reported bill of sale of half interest to Mary Whipple for $250.

INDIANAPOLIS, IND.—E. Aker, bicycles, reported to have gone out of business.

OMAHA, NEB.—M. O. Daxon, bicycles, reported to have placed chattel mortgages on record for $2,761 and $1,591.

BROOKLYN, N. Y.—Brooklyn Cycle Repair Works reported to have entered judgment for $139.

BELVIDERE, ILL.—Big Thunder Mfg. Co. has been incorporated with A. S. Coxe, president; T. L. Manley, vice-president, and H. J. Coxe, secretary, to manufacture the Coxe keyless bicycle lock and other bicycle sundries. Capital stock $2,500.

HAGERSTOWN, MD.—A. E. Preyer, of the Empire Mfg. Co., New York, is negotiating with leading citizens with a view of transferring a bicycle industry from New York to Hagerstown.

PAWTUCKET, R. I.—Cokely, Monroe & Co., bicycles, reported succeeded by Monroe & Williams.

ST. LOUIS, MO.—The A. F. Shapleigh Hardware Co. appointed St. Louis agent for new wooden bicycle saddle, manufactured by the Brown Saddle Co., of Denver, Colo.

NEW ORLEANS, LA.—The Southern Cycle Co., Ltd., incorporated by Robert W. Abbott, E. M. Graham, Charles E. Fenner, and others, to establish a factory for manufacturing bicycles. Capital stock, $50,000.

CANTON, OHIO.—Excavations have been commenced on new factory of the Dueber Bicycle Works, the building for which will be 100x30 feet. If the success of the business is assured the company will immediately erect more commodious buildings.

SALT LAKE CITY, UTAH.—N. A. Spencer, of the Inter-Mountain Wheel Co., has perfected arrangements for the manufacture of a bicycle, which will be called the Spencer Special.

WATERVILLE, ME.—J. J. Lane and others are organizing a company to manufacture a bicycle lantern, patented February 5 last. Mr. Lane is now in New York city interesting capitalists in the new company. He may be addressed at Room 40, 271 Broadway.

ERIE, PA.—Daniel Koster, bicycles, has leased larger quarters, corner of 13th and State streets, and will remove there September 1.

READING, PA.—The Relay Mfg. Co. is building a new bicycle factory, which will be four times the size of the present one, and will be equipped with special machinery. It intends using a visible ball-bearing in its '96 wheel, and will continue to use the patented rear adjusting fork which it has been using during the past two seasons.

ONTARIO, CAL.—Philo Jones, bicycles, reported sold out to Williams Bros. & Co.

STOWE, VT.—H. E. Shaw, hardware, bicycles, etc., has commenced business. Propositions from manufacturers of bicycles and bicycle sundries solicited.

BOWLING GREEN, KY.—Kellogg & Co., hardware, bicycles, etc., have opened new store.

Dissolution of Partnership.

Notice is hereby given that the copartnership between the undersigned and Alexander Yoeman, under the name of the Fulton Machine Works, was dissolved on July 1, 1895, the undersigned purchasing the interest of Mr. Yoeman in the assets and good will of the business and the exclusive right to make Thistle bicycles, and assuming the liabilities of said firm. Said business is now being carried on by the unders gned as heretofore.

ARTHUR J. ADAMS,
BENJAMIN HAMPTON,
ALEXANDER B. LEITH.

Recent Patents.

545,948.—Bicycle; William DeLany, Coburg, Canada; filed April 11, 1895; serial No. 545,368. (No model.)

545,959.—Bicycle lock and brake; Charles E. Johnson, Mount Jackson, assignor to the Johnson Novelty Co., Indianapolis, Ind.; filed March 19, 1895; serial No. 542,424. (No model.)

545,972.—Device for cleaning bicycle chain; Char'es G. Polleys, Newport, R. I., assignor of one-half to John T. Reagan, same place; filed June 10, 1895; serial No. 552,331. (No model.)

546,032.—Bicycle saddle; Benjamin S. Seaman, Canton, Ohio, assignor to the Gilliam Mfg. Co., same place; filed February 25, 1895; serial No. 539,535. (No model.)

546,071.—Bicycle pedal; Charles H. Metz, Waltham, Mass.; filed March 27, 1895; serial No. 543,364. (No model.)

546,104.—Canopy for bicycles; George C. Mathews, Jacksonville, Fla.; filed September 27, 1894; serial No. 524,286. (No model.)

546,122.—Bicycle-whistle; Edwin S. Piper, Bristol, Conn., assignor of one-half to Frank Clayton, same place; filed March 22, 1895; serial No. 542,771. (No model.)

546,260.—Bicycle-crank; Charles Timm, Chicago, Ill., assignor to the Sterling Cycle Works, same place; filed June 6, 1894; serial No. 513,718. (No model.)

Indorsed and used by the leading cyclists of England and America.

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Prevents Exhaustion. Sustains Strength. Accelerates Speed. Perfectly Harmless.
No Subsequent Reaction.

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From Mr. C. M. Fairchild, 334 Dearborn Street, Chicago, Secretary Century Road Club.

Mr. Fairchild has made more "centuries" than any other cyclist in the United States,

"I have made several tests of your Kola Compound, ***Kolako,*** and I find it very beneficial. It is certainly very strengthening and sustaining. I have given it to several weak riders making their first 'century,' with the most remarkable results, they finishing strong and in good condition, I shall certainly use it and advise others to."

From Miss Adaline Cole, 1839 Indiana Avenue, Chicago.

On Sunday, August 25, a friend and myself rode sixty-seven miles. I hadn't been on my wheel for two weeks. I used Kolako—one tablet every hour—and finished comparatively fresh. My friend, a young lady, did not use it and was laid up for two days from overexhaustion. For the first time since riding I had no lameness the next day. It did not interfere with my digestion or was there any subsequent reaction. I am not a strong rider, having never ridden over forty miles before, and that only once and with considerable fatigue.

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You'll miss a good thing
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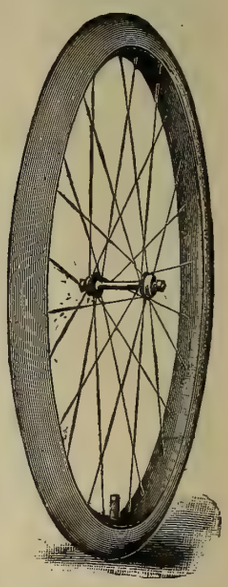
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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 9
CHICAGO, SEPTEMBER 26, 1895.

ON THE NATIONAL CIRCUIT.

Bald Still on Top—Cooper and Cabanne the Heroes of the Week—Incidents on the Circuit—Murphy's Plucky Ride.

"I don't think that percentage table is worth a darn," said one of the racing men to me during the early weeks of the season, and during every succeeding week some one of them has come with one objection or another. It was a noticeable fact, however, that the men who complained were the men who had quit in races, and not those who had beaten more men than had beaten them. The latter are anxious that the table should continue, for they are the men who fight for their positions in a race, and consequently get the credit. Hitherto it has been the custom of a trainer to order his man to sit up and drop out of a contest if as good as third position could not be obtained.

All this is Changed Now.

Fields of a dozen men are seen in battle royal to the tape. Back of the winners are seen men fighting just as hard for a position as if that position entitled them to a prize. Thus it is that the races are all of a better quality, and the fields are bunched to the very tape where once they were scattered all over the track. It is human to contest for a point and the racers fight for position in percentages as hard as they do for diamonds or gold bricks. The men now understand the percentage table and realize that to keep up in the thermometer, and to keep out of the bulb, they

Must Fight Out Every Finish, and Fight Hard.

A very few defeats mean a great difference in percentages, and consequently in positions. Last week a man said, "See here, my man has not dropped five positions within a week, and I know it. Why he has beaten almost as many as have beaten him." The trainer almost hit the nail on the head. His man had beaten just twelve less than had been beaten by him, and the result was his drop of four or five positions. Figures do not lie and this man, and also others, was shown the report sheets for the past few weeks, and had the entire matter figured all over again for him. It was found right, and the next day the rider fought the better for knowing that a very little difference either way meant

The Sacrifice or the Gain of a Position

in the thermometer.

At another time a man came with, "Say, my firm has roasted me for the reason that I am not better placed in the percentages, and I have got to hustle. I wish that your percentages were at the end of the world, for they are watched by the people who expect me to keep up to the standard at which I was rated when I secured my position."

The men on the national circuit certainly were never rated as accurately before as they are now, and this very rating is the means of bringing out more good racing and warmer battles, and these are what the people expect and want. The value of prize winnings

Has Hitherto Been a Matter of Conjecture

or of report on the part of the men, and that the amounts have been stretched there can be little doubt. The present list is compiled for the national circuit only, but is complete for that. Some of the men have found pothunting popular and there have been several large meets outside the circuit. These are included neither in the percentages nor in the prize winnings. One or two might have been secured complete and accurately, but all could not have been, and with one of the meets on the outside missing or incorrect, the table would not be correct. As it stands now, the results of every race of the national circuit have been taken. Some men have been

Far Steadier Performers

than others, and some have been in hard luck as regards falls and the like.

One of the old stagers has had the hardest kind of a time trying to remember that things have changed since he left the track last season; that under the new regime he is expected to finish every race whether he can secure better than third position or not. That man has varied four and five positions a week and is now well up in the table as the result of good work the past week. Bliss is his name.

During the past week Cabanne has come up toward the top several points, and as he has run a close second to Cooper pretty steadily, both have advanced, and Cooper has gained slightly on Cabanne. Cooper has

Won all Five of the Open Races

he has competed in, and has run in none of the handicaps, while Cabanne has ridden in both and has made a fine record all round. Cabanne has now $1,200 in prizes that are still in the possession of race-meet promoters and waiting for the word of the chairman of the Racing Board. Gideon will wait for a time and then, it is hardly doubtful, will relinquish all claim on the men and release them. It is learned during the past week that the man Robert, in St. Louis, submitted such proofs to the Racing Board as would never convict. Nearly all of the proofs were clippinps from the daily papers of the country and were

Hearsay Evidence, Pure and Simple,

while the three men on the other hand have in the chairman's hands voluminous documents to prove that they did not fake, and to prove their past good reputation. While the doubts are about removed as to the ultimate disposition of the case, the question is asked, "What will the race-meet promoters do if the case should be declared against the men?" In the aggregate there are $2,000 worth of prizes coming to them. The other prizes offered at the meets have been delivered, and now, if the cases go against the suspended ones, those prizes will have to be recalled, and the matter straightened out, or the meet promoters will suffer.

In the same line, should the men now under suspension in Class A—the men who rode at Norristown, Pa., for a prize worth more than the allowed value—be

Thrown into the B Ranks,

the meet promoters will have a time looking for the prizes delivered, and righting the matter. It is very probable, though, that it is the intention of the Racing Board to straighten this matter out by replacing the men in Class A.

Some of the greatest racing of the season was seen at the Reading meet. Bald was absent. Cooper was undoubted king in the B class but was harder pushed by Cabanne than he has been pushed at any of the dates when he was in shape to down Bald. Cabanne worked hard, and has shown that a week or more of just such work will replace him in position where he was when he left the circuit early in July to have the trouble caused by his fall at Ilion remedied.

Cabanne is a Man of Pluck;

of such pluck that no matter what the discouragements he will come up smiling for the next race and with an undying conviction that he is yet the very best man on the circuit. Discouragement after discouragement has assailed him, and yet he has never faltered.

Cabanne still retains his second position in the thermometer, while Cooper has gained a very little on him. Titus has been an indifferent performer, now in the front ranks and now in the rear. He has ridden and won sufficient to place him in the fourth position, one point only ahead of Gardiner. Murphy fell in one of the races at Reading and ran third in another and has gone down in points but not in position. Bliss has come

From Fifteenth to Ninth Position.

Jenny is a man who has made a game effort to stay out of the bulb and the man would be out of there today were it not for his ragged work at the Philadelphia meet, the very meet where he had expected to make his last stand, and, securing a station out of the bulb, above the .500 mark, remain there for the balance of the season, by retiring from the field. Jenny is anxious to go to the coast and may be sent. His fall at the Williamsport meet threw him out of a good percentage as he rode when sore and lame. Although good enough to qualify in Ohio, he was forced to take back positions in the hard sprints. With two more weeks of work among the men, Jenny would be able to

More Than Hold his Own

with the best of them. Coulter has had superior luck in keeping out of the bulb. Men have advanced and have fallen, but he has gone on in the same position in the face of his unceasing run of hard luck.

The past week witnessed one of the pluckiest exhibitions of foolhardy work ever seen on the path, that of Charley Murphy at Reading. Murphy had a bad fall. His wheel slipped from under him and he received such a

rap as to put him out of his head. When the third-mile race was called he insisted on going out and riding, "just to keep up his nerve." He rode, won third place, and retired for a couple of weeks with a strained ankle that has troubled him since his first fall.

And Now the California Trip is on.

Baltimore was knocked out of the circuit. The men would not ride there in the face of the reported statement of the official referee of that section, Albert Mott, that the way to treat racing men was to treat them like dogs. Louisville on October 2 will catch all the men and those who do not stay at the famous Fountain Ferry track for records will go on to the coast. The Western Boomers, as they will be known, will consist of about thirty to forty jolly souls, the leaders in the thermometer and the leading teams, or the greater part of them, and will travel in style. The racing season is far from over, for all of the leaders are still

Looking for the Top of the Thermometer,

and some of the men in the bulb are creating a terrible rumpus because they can not get out. The weather of the past week has been warm, and some of the men in the tube are warm after each other's scalps. Watch them change and change about in the western section, and look for some of the greatest racing of the year when the cracks of the two sections meet in battle royal on the home grounds of the westerners.

Three teams are nearly tie for first position in the table as regards points. The Monarch team has made strides toward the top during the last week, and now

Lacks but Three Points of the Leaders,

the Columbia team of three men, which has been on the circuit all together since the opening the first days in June, while the Monarch did not start until late in July. The Morgan & Wright team has met with hard luck; accidents to the stars have placed them *hors du combat* for long stretches, but they are second with 160 points. The Monarch team has but two men and is making one of the pluckiest fights on record. The Spalding team, Cabanne and Titus, has 138 points and will carry on a plucky fight for the top with the western circuit before it. Of the "one man" teams, Murphy (the Humber) has 56 and Jenny (the Orient) 45.

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started:

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Spalding	2	83	139	121	18	.717	.709	+.008
Humber	1	44	56	55	1	.645	.666	—.021
Monarch	2	84	158	140	18	.659	.641	+.018
Columbia	3	105	161	161	0	609	.609	.000
Cleveland	2	29	29	29	0	.555	.555	.000
M. & W.	7	146	160	160	0	.533	.533	.000
Stearns	4	97	96	*96	0	.508	*.508	.000
Orient	1	29	45	43	2	.527	.498	—.029
Sterling	2	83	73	70	3	.432	.423	+.009
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	.316	.000
Lovell	2	4	11	11	0	.315	.315	.000
America	2	23	16	16	0	.315	.315	.000
Syracuse	3	22	19	19	0	.311	.311	.000

*Rigby was credited to the Stearns team last week, which accounts for the difference between the figures here and those in last week's BEARINGS.

Individual Records.

The following table shows in points and actual value the winnings of the men on the national circuit:

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Cooper	114	$3,678	Brown	33	$1,010
Bald	112	4,305	Kiser	31	1,240
Cabanne	84	3,255	Coulter	30	860
Murphy	56	1,953	McDonald	25	707
Titus	55	2 246	Sims	24	750
L. C. Johnson	46	1,640	McLeod	23	487
Jenny	45	1,688	Rigby	19	6·6
Gardiner	44	1,745	Scott	18	504
Bliss	44	1,341	Kennedy	16	325
Maddox	40	1,295	Helfert	15	483
Ziegler	35	1,170	De Cardy	14	410

—F. ED SPOONER.





COOPER STARTS TO WINNING AGAIN.

READING, PA., Sept. 19.—Some thought that because Springfield is past and gone that the end of the racing season has been seen. The events of today at the annual national circuit meet of the Penn Wheelmen, of Reading, proved this to be far from true. Seldom have better races been seen this season. Reading turned out 3,000 to see the men race, and all went away well pleased. Cooper won all the opens, a good day's work, as it placed him tie again with Bald for the greatest number of wins of the year. Both have twenty-eight now. Cabanne won the three-mile handicap from scratch in the good time of 7:18, a most meritorious performance, as the track was far from fast, owing to rain yesterday and to the fact that the men were required to ride wide from the pole.

Loughead came in among the A men and with his back up. He took the only two races in which he rode, and increased his season's wins, first places only counted, to the surprising number of sixty-eight, the largest number of firsts won in one season by any rider

Since Zimmy had His Run.

Altogether it was a great day's sport. Murphy was coming into the stretch in the mile open. He had one of those Newark moves on him (he calls them so, for it was by a great sprint that he won the race over Gardiner and Bald at Newark), but he was too anxious and in turning the last and most dangerous corner his wheel skidded from under him and he met with the most violent fall in his experience. No one else fell and when he picked himself up he was completely out of his head. Coming down the stretch he took the smallest possible steps and his arms, clasped tightly to his side, gave him the appearance of a crack sprinter out for a slow warming up. When he reached the dressing room and Trainer Young had started to rub him down he

Scared his Trainer by his Actions.

Raising on his cot he bumped back and then waved his arms in the air in the wildest kind of a way. In the face of all this he insisted on going out and riding in the quarter-mile open race, declaring that did he not do so he would lose his nerve. In this race it was an evident fact that he did not know what he was doing. Murphy said that he knew nothing but "ride" in the stretch, and that he saw nobody around him but went it blind. On the backstretch he fell against Cooper, and by that rider was led round to the tape where he was lifted and carried from his wheel to the dressing-room.

Warren and Helfert fell in the three-mile handicap through a crowding on the backstretch, and Warren's arm was thrown out of joint at the shoulder. This was remedied and he does not think that it will affect his farther riding.

Cooper was Invincible

in all of the open races, although he has not been on his wheel for the past few days. In the finishing sprints of all the races Cooper seldom or never led, but in the last twenty yards came to the front with his characteristic rush and mowed down his field. In one of the races, the mile open, Cabanne and Titus were his hardiest opponents. Titus slipped a pedal in his efforts and skated over the tape in the third position, while Cabanne pressed close in the second place. In all of the races Maddox rode well, better than he has ridden this season before, and in the half he was a strong finisher. The lack of that last jump on the part of Cooper would have lost him this race, for Maddox came into the stretch and down to the tape at a strong gait.

The Wind was on the Backs of the Riders

on the stretch in all of the races and as this track has a very decided up slope to the quarter pole, fast time was an impossibility. The best performance of the day from a time standpoint and in point of excitement was that of Cabanne in the three-mile handicap, the time, 7:18, being very near handicap race record.

In all of the A races the excitement was great owing to the fact that the men were evenly matched, and to the presence of the rival A teams from Philadelphia—the Rambler and the Stearns—seven of whom were under suspension and temporarily reinstated to ride at this meeting. These men were Carroll B. Jack, of Reading; Craig Stewart, of Harrisburg; Weise Hammer, Ed Walters, W. M. Trott, and John F. Grauch, of Philadelphia, and Percy Dickey, of New York. The Norristown matter, racing for a prize of over the $50 limit, it is said

tonight will be settled satisfactorily to the men, who will be warned to do so no more

Eleven men started in the half-mile open without pacemakers. Bliss and Cabanne divided the donkey work, and as the hill was rounded

Maddox Came to the Front with a Rush

and led into the stretch. Titus was in good position and coming strong when he slipped a pedal. Cooper, from sixth position in the bunch, shot his bolt not over thirty yards from home, and sailed into leading position, with Maddox a close second, Cabanne third, and Titus in fourth place.

In the mile open final nine men started with Helfert as pacemaker. Cooper jumped at the quarter and came into the stretch, pushed hard by Cabanne, who was in turn hard pressed by Titus, the two team mates crossing the tape inches apart, with Bliss a close fourth. The time, 2:18¼, is track record.

Nine men in the quarter-mile made a pretty finish Cabanne rounding into the stretch in the lead. Cooper came up and for the third time during the day ran first. Murphy, who had fallen in the mile and been knocked out of his senses, ran a good third, going in, as he said, to keep up his nerve. The time was :31, very fast for the track and the dangerous turn.

Nine men started in the three-mile handicap with Cabanne on scratch, and at the end of the second mile, with the aid of Maddox, Cabanne had caught the field and was to the front only as the tape was crossed. He made a game sprint in the stretch, and Maddox, who fought gamely, was a close third. Jenny won his usual crop of thirds and fourths today.

The men race at Philadelphia on Saturday and then all go to Louisville for a week of rest, and the tournament on Fountain Ferry Park track on October 2. It is also said tonight that the member of the Racing Board at St. Louis has presented a case so weak, so altogether foolish, a case of newspaper clippings only, against the three men —Cabanne, Titus, and Murphy—that the matter will be settled in their favor.

Summaries.

One-mile open, Class B.—Cooper, first; Cabanne, second; Titus, third; Bliss, fourth. Time, 2:18¼. Maddox, Jenny, Brandt, Terrill, and Murphy also ran.

Half-mile open, Class B.—Cooper, first; Maddox second; Cabanne, third; Titus, fourth. Time, 1:11. Bliss, Helfert, Jenny Terrill, Wells, and Mulliken also ran.

Quarter-mile open, Class B.—Cooper, first; Cabanne, second; Murphy, third; Jenny, fourth. Time, :31. Terrill, Brandt, Wells, Maddox, and Helfert also ran.

Three-mile handicap, Class B.—Cabanne, scratch, first; Maddox, 25 yards, second; Jenny, 90 yards, third; Church, 150 yards, fourth; Terrill, 150 yards, fifth. Time, 7:18.

One-mile handicap, Class A.—C. W. Krick, scratch, first; C. B. Jack, scratch, second; Ray Dawson, scratch, third; John T. Bean, 60 yards, fourth; Harry L. Koch, 70 yards, fifth. Time, 2:24¾.

Half-mile open, Class A.—Fred Loughead, first; John T. Bean, second; G. A. Taylor, third; C. B. Jack, fourth; C. W. Krick, fifth. Time, 1:08.

One-mile 2:50 class, Class A.—Arthur A. Ruth, first; Oscar Knipe, second; W. H. Wareham, third; John W. Van Neida, Jr., fourth. Time, 2.39.

Two-mile handicap, Class A.—Dawson, scratch, first; Jack, scratch, second; Krick, scratch, third; A. T. Meyrick, 225 yards, fourth; John Lindley, 90 yards, fifth. Time, 4:48.

One-mile open, Class A.—Fred Loughead, first; B. B. Stevens, second, John T. Bean, third; C. W. Krick, fourth; Roland L. Arner, fifth. Time, 2:22.



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FIVE-MILE RECORD GOES.

PHILADELPHIA, PA., Sept. 21.—The South End Wheelmen are all right. Their race meet of today was one of the very best of the season and was replete with surprises and brilliant finishes. The five-mile handicap was one of the very best, if not the best, handicap races ever seen, and Cabanne lowered a record in it. Tom Cooper took the two open races giving him a clean sweep of all the five open events of the week's racing Cabanne rode like a fiend possessed in all of the races, and in one fought the gamest fight of the season. Cabanne and Cooper came down the stretch from the turn with their handle-bars locked, and Cooper's fine jump saved him his record, for he forged ahead not over six inches as the tape was crossed. Maddox displayed an ability to jump that, with good training should win him races before the season's close. Maddox has the chance but says that he does not care to follow the national circuit farther. He will go for the hour record and probably come to grief, as his leg is not yet strong enough.

An Exciting Race.

Little Miller, of Vineland, came to the meet and did "his usual," carrying off one of the best races, the five-mile handicap. Miller comes to Philadelphia to the fall meet every year and is a warm favorite, as he manages to win in nearly every case. Miller caught the five-mile handicap, and a more determined win has not been recorded. With the long-mark men he would jump and then jump again and carry the limit men farther and farther from the scratch and back-mark men. And then when the back-markers did catch the field Miller still hustled for the front, and finally breaking away pulled so far ahead of the field that they could not catch him. The excitement of the race never abated, and when Bliss sprang from the bunch and led Cabanne over the tape

The Excitement Was at Fever Heat.

But Cabanne had ridden five miles in 12:13⅘, which is record for handicap riding. So all concerned received some credit out of the race.

Weise Hammer, in Class A, proved himself every inch a rider, and C. W. Krick, of Reading, in the two-mile handicap, Class A, after a hard fight in the first heat, in which he took up an abnormally long lead on the field and qualified, went out in the final and made just as plucky a fight and overhauled the field. Then he was not content, but fought for and got the front, when he started with a rush and tried to kill off his field. The result was that he was beaten, but ran second.

The Bingham House, of Philadelphia, the headquarters of the wheelmen, put up a prize for

The Fastest Unpaced Mile,

and this was won by Trott in not very fast time, but with close competition. The prizes were all gold bricks, and some of the men carried away the first of this class of prize that they had won. Among the number was Bliss.

Chairman Gideon was the referee, and was a just one. There was no ruption, although there might have been had any other man refereed the professional race, in which four men started. Eaton had been placed in the race—it was an invitation affair—to take the place of Tyler, whose doctor had forbidden him to ride. Eaton, who made the jump in the first place, failed to catch the tandem, and sat up. The others then saw that there was no chance to catch the big machine and loafed. Mr. Gideon called them off the track, and Sanger, with the others,

Willingly Mounted for a Run-Over,

under a 2:20 time limit. Eaton, after failing to catch the tandem the first time, refused to set any pace in the run-over, and then jumped Conn Baker, who was tired from pacing, and beat Baker out of any share in the prize money.

Rain was expected for the meet, but the day was intensely hot, and the heat may have had something to do with the warm riding of the men. The usual South End Wheelmen crowd was present, and grand stands and track surroundings were completely filled. This was the last appearance of the pros in Philadelphia.

Summaries.

One-third-mile open, Class B, final heat.—Cooper, first, Cabanne, second; Maddox, third; Jenny, fourth. Also finished in order named, Wells and Church.

One mile open, Class A, final heat.—Hammer, first; Krick, second; Jack, third; Beam, fourth. Time, 2:19⅖.

One-mile open Class B, final heat.—Cooper, first; Cabanne, second; Titus, third; Bliss, fourth. Also finished in order named, Maddox, Terrill, Jenny, and Eddy. Time, 2:09⅕.

Two-mile handicap, Class A, final heat.—Beverlin, first; Vernier, second; Elgin, third; Watson, fourth; Mead, fifth. Time, 4:47⅖.

One-mile invitation, scratch, professional.—Sanger, first; Coleman, second; Eaton, third; Baker, fourth. Time, 2:18⅘.

Five-mile handicap, Class B.—Miller, 325 yards, first; Bliss, 125 yards, second; Cabanne, scratch, third; Titus, scratch, fourth. Time, 12:13⅕. Scratch man's time, 12:13⅘; world's record.

Jerseyville's First Tournament.

JERSEYVILLE, ILL., Sept. 19.—The first bicycle races ever held here were run yesterday under the auspices of the Jerseyville Cycling Club, and were well attended. Bert Repine won the quarter-mile open, open class event in :35⅕, with A. C. Burgdorff second and Bert Harding third, and won the half-mile open Class A race in 1:16½, with W. E. Kenyon second and Alex. P. Laing third. Clark McAdams won the two-mile Class A handicap in 4:44, with R. Buder second and W. E. Kenyon third, and the one-mile handicap in 2:15⅕, with Kenyon second and Buder third. The half-mile Jerseyville C. C. event was won by Charles Cockrell in 1:19½, with T. H. Page second and R. E. Cockrell third.

Pothunting B Men.

LAPORTE, IND., Sept. 19.—A high wind and slow track interfered with the races at New Carlisle today, which were, however, attended by 2,000 people. F. F. Rough won the half-mile and one-mile open Class A events in 1:26 and 2:34, respectively. W. Thomas finished second and W. N. Nixon third, in the former event, and W. N. Nixon second and Ed Peffley third, in the latter. In the five-mile open Class B race James Levy finished first, M. Black second, A. E. Lumsden third. Time, 14:15.

Races at the Marathon County Fair.

WAUSAU, WIS., Sept. 14.—The bicycle races at the Marathon County fair, which closed here today, resulted as follows:

Half-mile open.—O. E. Virum, first; E. E. Harkins, second. Time, 1:44.

Half-mile handicap, county.—Joe Stevens, 35 yards, first; W. Shroeder, 35 yards, second; W. W. Wilson, scratch, third. Time, 1:10¾.

One-mile open.—A. M. Chandler, first; O. E. Virum, second. Time, 2:38.

One-mile handicap.—Joe Stevens, 100 yards, first; M. Leistikow, 175, second; W. Schroeder, 100 yards, third. Time, 2:33.

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All manuscript intended for publication should be in hand not later than MONDAY, and should be addressed "EDITOR THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
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GEO. K. BARRETT, EDITOR.

IS THIS FAIR DEALING?

Early this spring representatives of the *Bicycling World*, the *Wheel*, the *American Wheelman*, *Cycling Life*, the *American Cyclist*, *Cycling West*, the *Referee*, and THE BEARINGS met at Buffalo and formed an association known as the Associated Cycling Press of America. The proposed objects of the association were the correction of numerous existing abuses, among which the most objectionable was the trading of advertising space for merchandise, to cover which the following clause in the agreement, signed by the various papers, was adopted:

They will not accept merchandise of any description in payment for advertising space except such merchandise be taken for their own use, and will then at once report to the board of directors all the facts in connection with such transaction.

Notwithstanding this agreement it has for some time been suspected that faith was being broken by at least one of the members of the association. Proof of this was presented to a BEARINGS' man recently, and the case was such an exaggerated one that it is impossible to pass it over without comment. To the advertising solicitor the advertiser said, "I will make the same deal with you that I have with the *Referee*."

Upon investigation it was found that under date of August 1 the *Referee* had contracted to give this advertiser thirteen pages of advertising in quarter, half, and full pages for $20 per page, accepting in payment for the same $60 in cash, and two 1896 bicycles at full list price, $100 each. Inasmuch as the advertiser is closely allied with a manufacturing concern the bicycles probably cost him not more than $40 each, or $80 for the two, or $140 for thirteen pages of advertising. This is at the rate of $10.76 per page, $5.39 per half page, and $2.69 per quarter page.

If you are an advertiser and are paying the *Referee* more than this you should make bold to ask the reason. What is the use of selling goods to agents at 20 to 40 per cent off when you can sell to the *Referee* at list price?

Nor is this the extent of the paper's liberality. One firm, large dealers in sundries, claim that they pay for their advertising in sundries at list price, there being no cash consideration whatever. Nor is this all. It is a notorious fact that one manufacturer's agent here in Chicago gets all his advertising in the *Referee*—and he never has less than half a page—for no other consideration than that of "rooting" for the *Referee* in every possible way with other advertisers, thereby influencing the firms he represents to use the *Referee* to the exclusion of other cycling papers.

These are not all the cases that have come to our notice of the *Referee's* failure to live up to the signed agreement, and there are doubtless many cases that we have never heard of.

We submit the above, that cycle advertisers may judge whether or not they are paying too much for their advertising, and that the other papers who were a party to the Buffalo agreement may have an opportunity to express their sentiments on the matter. We should be pleased to hear what they have to say.

THAT CABANNE-TITUS-MURPHY AFFAIR.

Some people are crying "Wolf, wolf!" when there is no wolf.

The Cabanne-Titus-Murphy affair has done more to hurt the sport of cycling than has anything in years. The member of the Racing Board, who, through ignorance or malice, brought the alleged crookedness to light without first investigating it, should be severely disciplined, to put it mildly. Mr. Robert should have gone into the case deeply enough to feel morally sure that he was right, before casting a stigma on the racing men, not to mention injuring cycling. His principal cause for action seems to have been his personal feelings toward Cabanne. Mr. Robert was seen in St. Louis last spring by a member of THE BEARINGS' staff. He had just been appointed a member of the Racing Board. He was even then planning to do just what he has done, bring Cabanne before the board in such a way that he might be thrown into the professional ranks, in which Cabanne had said he would never ride. Robert said at that time, "I will see that these men in this district carry themselves straight at all times; and as for Cabanne—well, let him look out."

Robert had had a letter at that time from Cabanne, who wrote to him as sporting editor of a paper and issued a challenge to race Dirnberger. Mr. Robert proposed to place a meaning on this letter that was not intended, as to money matters in connection with a prize for the contest, and took no pains to conceal the information from others that if that race was ever run there would be trouble. The status of the races run in St. Louis for which the men were suspended has been thoroughly aired. THE BEARINGS learns this week, on good authority, that almost the only proofs submitted to Chairman Gideon in regard to the affair are newspaper clippings and reported utterances to reporters, which none of the three men would have ever been guilty of, even though guilty. The information comes from a reliable source that the matter will be dismissed with a reprimand but that any further action is prevented through a demand on the part of Mr. Gideon for fuller proofs on the matter from Robert. That the League racing rules are to be corrected in this respect, through a demand of the Board of Trade, is another piece of information from the same source. The suspension or expulsion of men, without chance for trial or investigation, and the carrying out of this rule, with the publishing of sensational information without first substantiating the same, is calculated to undo all the good that has been done by an uninterrupted reign of successful cycle racing and cycle racing control, which years of uninterrupted toil has brought forth, if allowed to continue. There are sporting editors in the country who only await the time when such reports are sent forth, to do all in their power to down a sport that is fast assuming importance far and above their favorite baseball and horse racing.

NOT A TEMPERANCE REFORMER.

Now comes forward a man who deposes and says that the popular belief that a man who is half seas over can not ride a bicycle is a fallacy. The train of reasoning by which that theory is arrived at is certainly very clear and plausible: "It is more difficult to maintain equilibrium on a bicycle than on the feet; a man who has "smiled" too frequently can not walk straight; ergo, a man with a befuddled brain can not ride a bicycle. The proposition is so plain and the deduction so manifest that nobody will want to dispute it without having absolute knowledge to the contrary. But it is a false equation, according to the above indefinite authority, who cites several cases in point to prove that the wheel is not necessarily the enemy of the saloon, and that the riding of it is not incompatible with bibacity. He declares that, given the necessary assistance in mounting and starting the erratic vehicle, a proficient rider will not only succeed in keeping his seat but will guide the machine as if his head was as clear and cool as a block of manufactured ice, even though the street undulates in billows like the ocean and telegraph poles and lamp-posts appear in triplicates engaged in the seductive pleasures of the merry-go-round. No explanation is offered of the fact, though fact it is claimed to be.

"PACEMAKING MUST GO."

Pacemaking in competition races on track and road has been so much abused in the British Isles that the *Scottish Cyclist* predicts its abolition in the above sententious words. The system was well conceived, but the prime object for which it was instituted—that of preventing loafing—seems to have been lost sight of in the fierce struggle after records in this country as well



as across the water, and instead of being controlled by the officials of the race meets in such a way that all the competitors may share the benefits alike, it has come to be used by the makers of bicycles and tires as a means of pulling the riders of their particular goods across the tape first, at the expense of all the other riders. The original plan was to employ pacemakers merely to lead the field without breaking up the crowd, and if we could revert to that method, by which any rider who wants to break away from the bunch has to "go it alone" without the benefit of a lead, we would have no loafing or the evils of competition pacing as at present managed. Moreover, the finish of the races would be more truly competitive and a few riders would not have all the benefit of paid pacing while the others were actually hampered in their movements and hindered from finishing first.

The *Wheel* must feel badly over the manner in which it is being outdone by THE BEARINGS in keeping track of the relative positions of the riders on the national circuit. Its frequent howls, now backed by a testimonial from a firm whose riders show to better advantage in the *Wheel* than in THE BEARINGS, indicate as much. As a matter of fact the *Wheel* tried to get hold of the percentage tables that have proven so popular in THE BEARINGS, but being unable to do so resorted to its own method of scoring, which, by the way, is not accurate. THE BEARINGS' tables give correctly all that the *Wheel* attempts to give, and a great deal in addition.



A Canadian cycling paper gives the following among a physician's list of sage rules for eating:

"Never sit down to a meal after any intense mental effort."

It's evident that neither the doctor nor the editor who originated and promulgated the advice ever do. Doubtless they are waiting till after their final meal before undergoing any mental strain.

MUSIC FROM GIDEON'S BAND.

There is nothing startling or of great moment in this week's report from the Racing Board. The following rather long list of riders has been declared professionals:

George Offenhausen, W. F. Goodall, Ed Harrison, Roy Sutton, Homer Ross, and Jesse Sutton, of Shenandoah, Iowa; Asa E. Chiles, Will Gardner, and Gus Ansbach, of Clarinda, Iowa; Walter McLain and Carleton Hanson, of Hot Springs, Ark.; Orval True and Charles McMullen, of Farragut, Iowa; M. D. Johnson, Union, Neb.; Alfred Murray, Murray, Iowa; George Viny, Gravity, Iowa; H. F. Rundle, Neshnabotna, Neb.; Frank Martz, Creston, Iowa; John D. Lightfoot, Winona, Minn.; Ned Reading, Omaha, Neb.; A. F. Senn, Whitesboro, N. Y.

The following have been transferred to Class B: John Schaeffer, Syracuse, N. Y.; C. F. Williams, Erie, Pa.; Archie Le Jeal, Erie, Pa.; R. J. F. McDonell, Chicago; W. A. Springall, San Antonio; B. F. Maxwell, Charlotte, N. C.; W. S. Reynolds, Hyde Park, Mass.; W. E. Shaw, Boston, Mass.; Gus Larson, Des Moines.

Suspensions have been made as follows: N. T. Slee, of Baltimore, Md., is debarred from all track privileges at raees held under L. A. W. sanctions hereafter; Fred Bartel and O. T. Schaeffer, Topeka, Kan., one year from September 2; Vim Whelan, Youngstown, N. Y., one year from September 18; Charles T. Rogers, New York City, sixty days from September 19; F. C. Hoyt and J. B. Canfield, Bridgeport, Conn.; Charles S. Milliard, Herman Ketchum, A. F. Diffenderfer, and William L. Barton, Binghamton, N. Y.; Arthur Giles and C. C. Parshall, Oneonta, N. Y.; C. R. Allen, Norwich, N. Y.; G. E. Tunnicliff, Richfield Springs, N. Y.; Joseph Sampson, William Hawthorne, and Charles Kelley, Calais, Me., thirty days from September 19; Phil R. Linker and Blaine Thompson, La Crosse, Wis.; A. R. Paulson, Onolaska, Wis.; John C. Flood, Tomah, Wis.; Guy Poole, Clark McCoy, Ed Schram, and Henry Olson, Sparta, Wis., for sixty days from September 6; Ernest Scott, Lewiston, Me., until January 1, 1896; John D. Lightfoot, Winona, Minn., for six months from September 10. Pending investigation: J. E. Patterson, Williamsport, Pa.; Roy Peebles, Carlinville, Ill.; Dan Deal and C. S. Batchelder, Warrensburg, Ill.; J. S. McFarland, Buffalo, N. Y.

The suspensions placed upon the following have been raised: A. H. Foster, Randa Barrett, Keene Phillips, and George Wyke, of Allegan, Mich., and Hiram Bailey, of Monterey, Mich.

The Class A quarter-mile, standing start, paced record of :29⅕, made by James G. Budd, at Glens Falls, N. Y., August 15, has been accepted by the board.

JOHNSON BEATEN BY CROOKS.

SIOUX CITY, IOWA, Sept. 24.—Bicycle and horse races were on the same programme here today. The track was extremely slow. The chief event in the cycle races was a one-mile professional for a $1,000 purse, and was won by Johnson in 2:22. Austin Crooks, who finished second in this race, won the half-mile event in 1:07⅗, with Pat O'Connor second, and Johnson, who got badly mixed in his going, third. The two-mile handicap, Class A, event was won by W. P. Logan in 5:23½, with a handicap of 200 yards. W. R. Hibbs finished second and A. S. Houston third.

O. B. Hachenberger, winner of the Denver road race, rode a twenty-five-mile race against A. B. Hughes at Denver, September 21. Hughes gave Hachenberger one-sixth of a mile start, but the latter did not need it, as he lapped Hughes and then beat him out in the sprint. The time was 1:10:52. Pacemakers were not used, Hachenberger setting most of the pace.

NEW TWENTY-FOUR-HOUR RECORD.

Huret, for the Second Time this Year, Beats Old Father Time in a Race Around the Clock—French News.

PARIS, Sept. 13.—The big twenty-four-hour race at Bordeaux, which was brought to a conclusion last Sunday, was won by Huret, who covered the enormous distance of 851.856 kil. (529 miles 585 yards), lowering all world's records from six to twenty-four hours. Meyer was second with 725 981 kil. and I. H. Petersen, who was racing in France for the first time, came in third, with 677 kil. Lewis, when riding second, had a bad fall and was taken to the hospital; it is stated though that he is not dangerously hurt. The well-known long-distance rider, Williams, who was to start in the race, found himself at the last moment without machines or help, and in despair tried to shoot himself. His friends arrived in time to prevent him from commiting the deed.

During the ride the heat was so intense—95 degrees in the shade and 120 in the sun—that the most courageous felt all their energy leave them. Huret, however, continued to plug along. The pacemakers gave way under the broiling sun, but still Huret kept on riding. From the sixth hour he began to beat records, and at the fourteenth he was twelve kilometers ahead of his record.

At midday the heat became unbearable and the sun's reflection from the cement visibly affected the eyes of the riders.

Huret Slackened Down Considerably,

and his advance on Rivierre's time soon dwindled down to two kilometers. Toward the finish he freshened up and finally succeeded in covering 9.243 kilometers more than Rivierre.

One can easily imagine what Huret could have done had the weather been cooler. However, the record was lowered and the chances are it will remain at the present figures until next season at least.

When it was found that the day would be an excessively hot one arrangements were made to keep the track well watered to prevent the cement from cracking. The riders also came in for their share of watering. During the middle of the day when the sun was at its hottest some garden hoses were obtained and for several hours the riders were sprayed as they passed certain points on the track. It is owing to this "douching" that the men were not struck down by the heat. Huret finished fairly fresh, but stated that he felt more fatigued on this occasion than he had ever done before.

A novel record was established by Mousset, the official timekeeper, who took the times from start to finish, lap by lap, in accordance with the new regulations of the Union Velocipedique de France.

Young Michael's Match with Fischer,

the Belgian crack, ended in a fizzle. The match took place at Bruxelles on the 8th inst., over a distance of fifty kilometers, the Englishman giving his opponent a start of one kilometer. Fischer had very few pacemakers at his disposal, but he hoped to make use of those of his opponent. The pace was terrific for the first eight laps when Michael succeeded in leaving his rival. In spite of the Belgian's efforts, Michael continued to gain ground steadily and at the eighteenth lap he had caught up to his opponent.

The two riders remained together for a few rounds, when Michael went again to the front. He succeeded in beating the Belgian record for ten kilometers in 13:13⅘. "The Little Wonder" kept up his terrific pace while Fischer weakened visibly. At the eighteenth kilometer the former had gained two laps and at the thirtieth kilometer he was on equal terms with his opponent.

Fischer shortly afterward retired and Michael continued alone in the hope of beating the Belgian hour record, which, however, he just missed by 230 meters. The time for the fifty kilometers was 1:09:51⅗.

There was a record crowd last Sunday at the Velodrome de la Seine to witness the race for the Grand Prix of the Union Velocipedique de France. Once again has the prize been wrested from the home division. Last year the much coveted prize was secured by Zimmerman; last Sunday it

Became the Property of George A. Banker,

and none begrudged him the victory, for George is a favorite with the public.

The race was shorn of much of its interest by the absence, through illness, of Protin, but, judging from the fact that Banker had at sundry times in the past defeated Protin, and taking into consideration the ease with which he beat all comers on the present occasion, good judges are of opinion that, Protin or no Protin, the result would have been the same.

Jacquelin, one of the home favorites, fell in his heat. This accident caused a great deal of disappointment, as Jacquelin has proved himself to be the best French rider lately.

Nineteen men took part in the race, which was run in heats, semi-finals, and a final. Banker won his heat with apparent ease, Muringer finishing second. Heat number two went to Gougoltz and Dumond in the order named, Gougoltz winning by twenty meters. The third heat was interesting owing to the presence of Lesna, the long-distance rider, who wished to try his luck among the sprinters. Jacquelin and Bourillon were the fancied two, but the former's pedal touched the track in rounding the last corner, when he was going great guns, and he came a fearful crash, but picked himself up with no worse injuries than a severe shaking. In the home run Lesna was beaten, and Mercier won comfortably from Bourillon. The fourth and last heat resulted in a victory for Morin, Edwards—the English crack—and Piette making a dead heat for second place.

The first semi-final was contested by Banker, Gougoltz, Bourillon, Edwards, and Piette.

Edwards Led the Bunch Round the First Lap,

when Banker, who evidently did not mean to take any risks, went to the front and remained there until the last lap. Bourillon then jumped, but Banker was too sharp to let him get away. As the men entered the homestretch shouts of "Bourillon! Gougoltz!" rent the air, but Banker gave a few vigorous kicks and drew rapidly to the front passing the post a good winner. The time for the last quarter was :27, which is record for France.

The second semi-final brought out Mercier, Morin, Muringer, and Dumond, and resulted in an easy win for Morin.

Excitement now ran high and the question was who would win the final. Banker's fine riding during the day had made him a favorite, but great hopes were placed in Morin, who always shows a grand burst of speed in the final sprint. The competitors for the final were Banker, Morin, Bourillon, and Mercier. Banker, as usual, took the lead after the first lap, and the position remained unaltered until the bell rang, when Mercier and Bourillon rushed to the front. In the straight Morin was the first to tackle and settle the leaders, but Banker soon settled Morin and won cleverly and without apparent effort.

At Bordeaux, just before the start for the twenty-four-hour race, Henri Loste beat the kilometer record with a flying start in the excellent time of 1:06⅗, this being 1⅘ seconds better than Lesna's time.

HAMILTON'S FAST UNPACED MILE.

DENVER, COLO., Sept. 21.—Arrangements are rapidly being perfected for the great Denver circuit meet October 17, 18, 19, and it is gradually assuming greater importance as time progresses. Committees in charge are holding nightly meetings and everything is "coming their way." The track is seconds faster than at last year's national meet, and remarkably fast time is being made in practice. "Billy" Hamilton rode an unpaced mile in 2:05⅕ yesterday and thinks he can put it down to 2:03 or better by the time of the meet. Titus and Maddox have also signified their intention of going for the same record at this meet, and the great Denver track will undoubtedly capture it for the season. Assurances have been received from nearly every team in the country that they would be in attendance and entries are coming in rapidly.

The new dressing-rooms are nearly completed, and electricians are now doing the wiring. All this work will be completed next week, but work on the track will be pushed until the day of the races. Owing to the condition of the track many of the teams that had prepared to go elsewhere for records have changed their plans and are coming here, so that the Denver track will be a beehive of racing men until late in the season, by which time the Denver boys hope there will not be a record left to the credit of the other tracks. Owing to the carnival or "Festival of Mountain and Plain," as it is called, which will be held in Denver on the same dates as the races, the railroads have made a fare of 1 cent per mile from adjoining states and the city will be filled with visitors at that time. This will insure an immense attendance, and the added enthusiasm of the Denver wheelmen will make the affair a huge success.

Crackajack Winter Resort.

Buildings are being erected for the Coast Country Fair Association at Dickinson, Tex., a beautiful spot situated on Bayou Dickinson about halfway between Houston and Galveston. In a very few days work will commence on a cement track for bicycle racing. It is to be an oval, three laps to the mile, with turns properly banked, and is expected to be very fast. It is intended to fit up dressing-rooms under the grand stand for the wheelmen. Hotels will be constructed, and everything possible done to make the place a fine all-the-year-round resort. When completed it will be an ideal place for crackajacks to train during the fall, winter, and early spring months. The climate there is nine months summer, two months Indian summer, and one month very mild winter. The owner of the property, Fred McNickels, is the projector of the bicycle track.

Mitchell Wins Three Events.

MUSKEGON, MICH., Sept. 18.—In the bicycle races run at the county fair here this afternoon W. H. Wilson, a local rider, won the one-mile championship and the one-mile local events in 2:38⅘ and 2:35⅘, respectively. George W. Mitchell won the two-mile open, the five-mile open, and the half-mile open events in 6:28⅗, 14:36, and 1:15½, respectively. The one-mile open race was won by George Badenoch in 2:35. The one-mile, with 2:12 limit, was won by Beelby in 2:11. Simmonds and Spaiman rode a half-mile against time on a tandem in :59⅘.

An Interstate Road Race.

ANN ARBOR, MICH., Sept. 18.—The Wolverine Cycle Club held its second annual ten-mile interstate road race here this afternoon. Of the thirty-six starters George C. King was the first to finish, but as he won second time prize he lost the prize for first position, which was awarded to Paul C. Meyers, whose time was 29:36. King's time was 29:00, while Percy Patterson, who won first time prize, finished in 28:49. John Schaefer won third time prize in 29:03. Second position prize fell to Howard Coffin and third to C. H. Diehl, whose time was 29:13.

Waverley Bicycles.

RESULT OF BRAINS AND MONEY.....

There are bicycle factories and other factories. The other factories may devote acres of floor space to making specialties, entirely foreign to the bicycle business, but up in one little corner of their plant there may be a room where bicycles are assembled from a miscellaneous lot of parts that are gathered together from the different part makers. The proprietors issue a catalogue, illustrate it, show a picture of a mammoth plant that they call a bicycle factory, when the fact is that less than one-tenth part of it is devoted to bicycle building. There are several such makers. Waverley bicycles are not built in one of these factories, but in the largest factory in the world, that is devoted exclusively to the manufacture of high-grade bicycles. Every single part is made under our own roof from the raw material.

We shall be able to supply some new as well as our old agencies next season. Do you want to represent the best bicycle in the world? A postal card will set the ball rolling. Waverley bicycles are money makers because they are the easiest to sell, and we fill all orders. You can't make money on goods you can't get when you need them.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

BRANCH HOUSES:

42 Peach Street, ATLANTA, GA.
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67 Cortlandt Street, NEW YORK CITY.
913 Arch Street, PHILADELPHIA, PA.
18-20 McAllister Street, SAN FRANCISCO.

TEAM CHAMPIONSHIPS OF BOSTON.

Press Cycling Club Wins One and the Malden Bicycle Club the Other—Exciting Races.

BOSTON, MASS., Sept. 22.—The yearly contest for the five and ten mile team championship of the Associated Cycling Clubs of Boston and vicinity were held yesterday afternoon, and resulted in the Press Club capturing three firsts out of four possibles, Malden taking the ten-mile. The events were this year ridden on the Waltham track, as the A. C. C., as an organization, disapproves of road work. The methods of scoring and awarding the prizes were something out of the usual. In the five-mile race, which was for Class A riders only, the time of the first three men in each team to cross the tape was taken and an average struck, the championship going to the team making the best average time. In the ten-mile event, Class B riders,

The Teams Were Placed in one Heat,

a final, and the scoring was done by giving the first man to finish five points; the second three; third two, and the fourth one point, the team having the highest number of points to be awarded the trophy.

The five-mile event was productive of some clever team work on the part of both Press and Malden club teams, they doing by far the best team work of the day. The Press team consisted of the Clark brothers, Snow, Walton, and Peabody. At the pistol the team took a good clever pace, maintained it throughout, and by the clever system of changing pace hardly a fraction of a second was lost. Walton won first, with J. P. Clark second, and James Clark third. Walton, whose time for the five miles was 12:00⅕, was awarded the individual championship, he being the first man home on the winning team. The Malden boys, who caught second place in this great event, were P. J. McDuffie, the Bianchi brothers, Al Cushman, and Alvan T. Fuller, the latter the leading flyer of that organization. It covered the distance in the team time of 12:23⅘, while Roxbury, which caught third place, was some fifteen seconds slower.

The Ten-Mile Run Was a Star

in all respects and proved that Eddie McDuffie is not the superior of his old-time rival, Nat Butler, for the boy who jumped into prominence by winning the Linscott two years ago fairly outsprinted the man from Malden. There were but two teams in this event, the Malden, consisting of McDuffie and Wettergreen, and the Press, comprising Butler and Pettigrew. The sprints rather killed Pettigrew, and at three laps he had fallen somewhat behind, but later gained and caught the field. He won the next lap, running away from the field and never stopping his fast pace until the twenty-second lap, when he had lapped the field.

He Went to Grass

by hitting McDuffie's rear wheel. Before he could regain his wheel Wettergreen, who had jumped the field, lapped it and was off doing the Pettigrew trick, while Butler watched McDuffie, who refused to do any of the pacing. Later, however, Butler and McDuffie caught Wettergreen and as they came down the stretch the bell rang for Wettergreen's last lap. Butler and McDuffie thought it was for them also and they did a sprint to beat the band. Butler was still game, and beat out McDuffie by six inches, and then started to go to the dressing-room, while Pettigrew—who finished second—and McDuffie continued the ride to the quarter pole. Both men were informed that they had another lap to go, and got under way together. McDuffie had a 300-yard lead at that time, but despite the fact that he was pedaling with might and main he finished but 100 yards ahead of the clever Press Club boy.

Road Races are in Their Prime

in this section, scarcely a Saturday passing but what two or three are held. And, strange though it may seem, all races have a large entry list. The event of the day was the ten-mile event of the Roslindale Cycle Club, in which Robert Urquhart lowered the ten-mile New England road record, made a few weeks ago by Nat Butler at Nantasket. His time was 25:59⅗. The race was won by J. S. Magoon from the forty-five-second mark, and second place by J. F. McCarthy, who rode the distance in 26:02.

At Stoneham was held the first of a series of five ten-mile road races E. M. Foster winning in 30:33. This event was open only to residents of the towns in and around Stoneham, and the men competing were only riders of local repute. In addition to these there were road races without number, but none of any great importance.

Century runs are now in order, and are being held in large numbers. No club of any importance in this vicinity but what has its open century scheduled for some Sunday, and those already held have had from 150 to 250 participants, so that century souvenirs are common property.

BIG PREPARATIONS IN PARIS.

PARIS, Sept. 14.—The programme for the Grand Prix de Paris has just been issued and has caused quite a ripple of excitement in cycling circles all over Europe. The cash prizes are the largest ever offered at any race meeting, and no doubt the speed merchants from all over the world will compete. The programme is as follows:

First day, Sunday, October 6: Prix de la Presse, 900 meters, an international handicap for amateurs to be run in heats; prizes objets d'art, valued at 200, 100, 60, and 40 francs. Grand Prix de la Ville de Paris, 2,000 meters, an international handicap, run in heats, semi-finals, and finals; first and second in preliminary heats to qualify for semi-finals, the winner of each heat to receive a gold medal. Prix de la Donateurs, 2,000 meters, open only to triplet teams acting as pacemakers in the Grand Prix de l'Hotel de Ville; prizes 300, 150, 90, and 60 francs.

Second day, Thursday, October 10: Prix de France, 2,000 meters, international scratch race for amateurs to be run in heats. Prix de l'Esperance, 2,000 meters, international scratch race for riders who were unable to obtain a place in the heats of the Grand Prix de la Ville de Paris; prize a gold medal to winner, the first and second to ride in the final of the Grand Prix de la Ville de Paris. Prix de Vincennes, 2,000 meters, scratch race for tandems acting as pacemakers in the Grand Prix de l'Hotel de Ville; prizes 200, 100, 60, and 40 francs.

Third day, Sunday, October 13: Grand Prix de la Ville de Paris, 2,000 meters, semi-finals open to winners of preliminary heats, and the first and second in the Prix de l'Esperance; winner of each of the four heats to ride in the final and second men in the heats to receive prizes of 125 francs each. Grand handicap international, 900 meters, to be run in heats and a final, open to all riders, prizes 500, 400, 200, and 100 francs. Prix de France, final heat, prizes objets d'art valued at 400, 250, 150, and 80 francs. Grand Prix de la Ville de Paris, final heat; the 10,000 francs offered for this race are divided as follows: To the winner 6,000 francs, second 2,000 francs, third 800 francs, fourth 400 francs, four prizes of 125 francs to the seconds in the semi-finals, and 300 francs in gold medals. Grand Prix de l'Hotel de Ville, thirty kilometers with pacemakers, open to all riders, prizes 600, 300, 150, and 100 francs.

Entries close at the office of the Union Velocipedique de France, 40 Rue St. Ferdinand, Paris, on Tuesday, October 1.

HARRY LEEMING ILL.

Harry Leeming, the old-time trainer, one of the most prominent men of his profession on the American path, is, according to report, dying of consumption or some other fatal malady on the other side of the Atlantic. Sandy Sinclair, care-taker of the Springfield track, has received a letter from a friend of Leeming's conveying his best wishes to the racing men of this country, with whom he will no more roam the circuit. Leeming was an odd character, eccentric, cordially hated by some and more cordially liked by others. He was suspended for six months for participation in the stirring events at Madison Square Garden races last fall. Leeming was a victim in this instance, sacrificed for the good of the cause, for he was not more guilty than many others. Leeming came to America years ago as the trainer of prominent English racing men, among whom was Sanders Sellers, who returned home with American scalps. He returned to this country, and when racing grew in importance took care of some of the best men of the day. He was in charge of Tyler when that noted racing man captured the championship at Springfield. He had charge of Ed Bode at the time that rider was prominent as a man of the first class, and was in charge of the Chicago Cycling Club team in the days of its greatest prosperity, training Tuttle, W. C. Thorne, Barrett, C. W. Davis, and others. Leeming was a feature of the circuit when he was out with the Victor team. He believed in cold water and would dose his men liberally after they had come in warm from a hard race, much to the amusement of the other riders. He carried around a sprinkling can in a bag. With this he would sprinkle his men after each race, gathering them all together and giving them all a dose. This was heroic treatment, but was just what some of the men needed. Leeming was a strict disciplinarian and would hold his men to the straight and narrow path. When they swerved from it, his imprecations were something terrible. It was thought that when the suspension of six months was at an end that the great trainer would again be with the men and his reappearance was looked for at any time now as his suspension had but lately expired.



HARRY LEEMING.

CHICAGO CYCLE SHOW.

As the date (October 2) for opening applications for space at the Chicago cycle show is near at hand, we beg to call attention to the fact and urge all intending exhibitors to make application at once if they have not already done so.

Over one hundred individual applications are already in hand, and others are being received daily. It is estimated that these applications will average not less than two spaces each, and as there are only 285 spaces, there is bound to be a scarcity.

Denver Will Have a Cycle Show.

G. A. Wahlgren, business manager of *Cycling West*, is promoting a cycle show for Denver for the week beginning February 5. None of the details are as yet ready for publication.

THE FABRIC IS THE TIRE
IN 1894
TWICE AS MANY
PRIZES WERE WON ON
PALMER TIRES
AS ON ALL OTHER
MAKES COMBINED
THE SAME IN ROAD AND RACING

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES.

WORLD'S RECORDS

Three Miles, 6:05⅘. Four Miles, 8:08⅜. Five Miles, 10:11⅕.

STARBUCK AT SPRINGFIELD

HOUR RECORD

27 Miles 185 yards. Also Records 6 to 27 Miles.

F. J. TITUS ON A SPALDING FITTED WITH PALMERS.

WORLD'S UNPACED RECORDS

From 200 to 1,000 Miles.

F. C. SHABEL AT TORONTO.

LONG DISTANCE RECORDS

Are Most Severe tests upon man, wheel, and tire.

PALMER TIRES Stand it better than any other. They combine FASTNESS, STRENGTH, DURABILITY.

FACTS SHOULD BE FACTORS IN ADVERTISING.

E. E MOCKETT rides PALMER TIRES, not "Good Tires."

Extract from his letter:

"I have ridden PALMER TIRES in EACH AND EVERY race I have run this year."

C. C. INGRAHAM rides PALMER TIRES, not "Good Tires."

At Freeport he made Class A world's record, quarter-mile, flying, unpaced, :25⅘. on a Sterling fitted with PALMERS.

Palmer Pneumatic Tire Co., Cor. Lake and La Salle Sts, Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.

TWICE AS GOOD AS OTHER TIRES

THE WEEK IN CHICAGO.

There Were few Road Races of Interest—The Heat and Wind Bother the Riders—Other Events.

There have been few road races in the Windy City during the past week, and those that have been run off have not been particularly interesting, the excessive heat and the prevailing strong winds interfering with fast riding

Saturday's road races began at 6 o'clock in the morning with the Oakland Cycling Club's first race of the season, run over the Garfield Boulevard course. Time prize was won from scratch by J. Loeb in 14:20. B. Mayer and G. W. Haight, both scratch men, won second and third time in 14:26 and 14:45 respectively. M. Reinhardt, with two-minute handicap, finished the race in 15:05, with R. Friendly in second place in 14:45, M. Eisensteadt third in 14:50, and D. Strauss fourth in 14:55, all three having a handicap of :45.

The "King B" Cycle Co. ran its first annual six-mile race at the same time in the morning. Of the nineteen starters William Gillam, Jr., was the first to finish. Time prize was won by George W. Haight in 15:40 with one-minute handicap.

A New Club's Race.

The Hampton C. C. held a five-mile race on the Lake View course at 2 o'clock in the afternoon. R. Griffith, a scratch man, finished first and also won first time in 15:15. C. Stefen was next in 16:02 with a handicap of 4:30. C. Furthman finished third.

P. F. Pettibone & Co.'s employes ran a five-mile road race at Garfield Park at 3:30 in the afternoon. Trouble arose over the question of pacing and a number of riders were disqualified by the officials because some outside riders entered the race and rode around with the starters who, however, declared that they were not paced, but the judges held to their decision. Time prize was won by M. J. O'Hara in 14:00.

Pacing was permitted in the five-mile road race of the Blankenheim Cycle Co., and A. Scheffer won time prize in 11:38. Charles Ellenbogen finished first with a two-minute handicap in 13:12, and George Jacobs followed in three-fifths of a second with the same handicap. William Geiss crossed the line third in 11:59, with a handicap of :45.

Over the Lake View Course.

The Gross Park Cycle Club ran a race over the Lake View course in the afternoon and Fletcher covered the five miles in 12:32 from scratch and won time prize. Mehrholz, also from scratch, finished 2½ seconds later. First position was secured by Stenson, with a 1:15 handicap.

The Oak Park course was the scene in the afternoon of the first annual five-mile road race of the shoe employes. It was a paced race and was won by August Miller from the 4:30 mark in 15:55. R. P. Bradshaw finished second and J. Hallgren third. Time prize was won from scratch in 14:07⅗ by Peter Grant, who had a fall and rode the last mile on a punctured tire. C. P. Hewitt, another scratch man, was thrown from his wheel by having his pacemakers run into another rider.

Sunday's Races.

The Æolus Cycle Club held its annual ten-mile race Sunday morning over the Garfield-Humboldt Park course. Good times were made notwithstanding a strong wind was blowing. Although pacing had been prohibited, the three scratch men were paced and for that reason may be disqualified. They were H. Swenson, T. Solum, and W. A. Hoeft, and they made the best time, covering the distance respectively in 25:34, 26:38, and 27:02. The first to finish of the large number of starters was V. H. Olson, who was given a handicap of nine minutes. H. A. Buttrom finished second and D. Wilson third.

The Lake Shore Wheelmen rode a ten-mile race over the Oak Park course at 7:30 Sunday morning. J. B. Farmer and H. R. Sinclair took first and second times, respectively, in 29:35 and 29:36, both from scratch. Thomas Burke finished first, with a handicap of four minutes, in 32:30, while K. F. Hessenmueller got second place and Ed Lorenzo third.

The Clover C. C. used the Palmer Square course in the morning. Max Rieger finished first, Rich Crombie second, and Al Brown third.

Other Local Events.

The Sylph C. C. held its first ten-mile handicap race last Friday over the Garfield Boulevard course. The two scratch men—J. Loeb and H. Shaw—fought for time prize, maintaining an even pace until the last mile, when Loeb began to leave Shaw, and beat him to the tape by four seconds, their times being 28:15 and 28:19. H. Turner finished first in 31:09, with nine minutes handicap. G. Pomberg took second place and J. Harbensin third.

The annual five-mile handicap road race of the Morse C. C. was run over the Garfield Park loop last Thursday. C. J. Anderson won time prize from scratch in 14:56. Oscar Olson finished first in 15:36½; Dunald Monroe second; N. B. Booth, third.



Adolphus is in a hurry to get home to supper. *—!—!!—!!!* *"What-a it-a was-a struck-a me?"*

TEXAS RECORDS LOWERED.

LAREDO, TEX., Sept. 17.—A great deal has been written concerning the bicycle track at this point. This was the first time the Texas crackajacks had ever had a chance to test it. Races were held Saturday the 14th and again yesterday, and were well attended. The promoter of the meet, the Laredo Bicycle Club, certainly did itself proud. No better conducted race meet was ever held in Texas, and the sympathy of the city was entirely with the club. Every one seemed to take particular pains to make both days a grand success. The 16th was a national holiday in Mexico, and likewise celebrated on this side of the river.

Six new records were established, which goes to show that the Laredo track is all that has been claimed for it. For a quarter-mile it is doubtful if it has a superior in the United States, certainly not in Texas. Parker's :29 unpaced is a very low mark for that distance on a quarter-mile track, and is at least a southern record that will stand for some time. It breaks the record made by the Sterling team on the same track. Hofheinz's 2:20½ clips over four seconds off of the previous competition mile record, and considering that the first quarter was only :45, and that he rode the last two laps unpaced, it was a phenomenal ride. Solomon, the newly made professional, established two southern professional records unpaced—a quarter in :29½ and a half in 1:06. Hofheinz also broke Maddox's five-mile competition record of 13:35—which has been Texas record for the distance—by ten seconds, making the distance in 13:25; riding the last quarter in :30, unpaced.

The local races were all well contested. Hofheinz also established a paced state record of 1:04 for the half. Parker and Hofheinz carried off all the firsts in Class B both days, the former winning two firsts and two seconds, and the latter three firsts and two seconds.

The attention of tournament managers and race promoters is called to the fact that the call on the space of THE BEARINGS for the chronicling of past events is so great that we are totally unable to give advance notices of races.

ADVERTISEMENT.

WHAT IT MEANS.

The real meaning of the word Columbia to the general public seems to be very vague, and the prevailing idea is that it means Queen of the Ocean. It is true that no better word than Columbia could have been selected to typify her emblematic majesty, Queen of the Ocean, or Gem of the Ocean, as she is more recently termed, though perhaps such a word might better apply to Columbia, Gem of the World. The word Columbia comes from the Latin columba, which means a strong, swift bird, and that is the reason it has always applied so appropriately to Columbia bicycles, which from the beginning have fulfilled the meaning of their name in every respect. In addition to this they have gained for themselves that well-earned popularity which comes with time, and, like good old wine, grows better every year. They have proved and are proving the satisfaction that the most skilled and painstaking labor, together with unequaled materials, appliances, and tests, have always given. The Pope Manufacturing Company make the most perfect bicycle that can be produced, which combines all those properties of strength, speed, safety, and comfort that make bicycling a pleasure, and the Columbia a household necessity.

W. F. Sims, of the Columbia racing team, is called the gamiest man on the track, and notwithstanding the succession of misfortunes that have followed him throughout the season he is as persevering as ever, and well deserves his popularity. You see Sims has the advantage of being a descendant of Holland, and he never knows when he is beaten, which Asa Windle says is a mighty good quality to have, and he ought to know if any one does.

The Columbia crank-shaft consists of an arrangement by which the crank-shaft is locked together in the center, the two cranks being screwed into the sleeve at either end, the one with a right hand thread, and the other with a left hand thread, the result being that when in position, the adjustment being quite simple, the cranks and crank-shaft form practically one continuous bar of steel, as solid and immovable as if welded together. It is very simple, and yet a remarkable piece of mechanical ingenuity.

Mr. E. Columbia Bald.

When Bald came walking up the course,
At Springfield the other day,
The crowd in the grand stand yelled themselves hoarse,
And he smiled in his quiet, pleased way.

The race that came next was the record Class B,
The race of the year and the day,
The spectators rose on their feet to see
How the field would get away.

Cabanne, Cooper, Gardiner, and all
Of the other good '95 men
Came up to the tape at the starter's call—
In all there were nine or ten.

The day was dreadfully hot, you know;
But that cut no ice with Bald,
He looked as cool as a ball of snow,
When the racing numbers were called.

The starter's pistol goes off with a crack—
Then the jump for the tandem's wheel,
And every one kicks up a dust on the track,
To get the best of the deal.

Ten thousand hearts fe't very sore,
And the grand stand sighed, "Too bad!"
For the Cannon Ball came number four.
And the ladies all looked sad.

Under the wire a half they came,
And the pace was more than fast;
From the start they all held places the same,
As the judge's stand they passe l.

Three-quarters of the mile go by,
And hotter grows the strife,
"He's pocketed"—comes the grand stand cry,
But Bald says, "Not on your life."

Just beyond the three-quarter pole,
When they all swing wide in the track,
Bald drops into the little hole
And slips through the welcome crack.

Then down the track like mad does he ride,
With the others close on his heels,
They fight to get abreast or beside,
But it isn't in their wheels.

With an extra wiggle or two he comes,
Across the tape a good length clear,
And to himself he softly hums,
"I've won the race of the year."

Ten thousand throats yell out with delight,
And the band strikes up a Columbia tune,
"Eddy," they cry, "you're out of sight,"
And so is the big balloon.

It is always remarked that one looks so well on a Columbia bicycle and it is probably for the reason that they tend to make you sit up straight, which is naturally the most becoming and healthful way of riding.

A Good Combination.

The Richards Mfg. Co., of Brooklyn, is on the market with a device that will not fail to meet with the favor of many riders. The device is a combination brake, coasters, and lamp bracket, and is so constructed as to fit any fork. It weighs but a few ounces, and is fully nickeled, making an ornamental appearance in addition to its great usefulness. The lamp bracket is adjustable and can be set at any required angle, enabling the rider to direct the rays of the lamp according to his liking. The brake portion, however, is the important point and is applied by pressure from the feet, and can be varied from the slightest pressure to enough to control the wheel on the steepest hill or most crowded thoroughfare. The shoe of the brake is made of sole leather with the soft side rubbing the tire, thereby making an efficient brake but precluding the possibility of peeling off the rubber or in any way injuring the tire. A Chicago branch will be opened in the near future by H. F. Howard, formerly of the Ames & Frost Co., and a great deal of the western trade will be handled from that point.

If it's just a matter of speed



the fact that the racing team of three men using Hartford Single-Tube Tires has scored more wins on the National Circuit than any other team, no matter how many men, means a good deal. There's more than speed, though, in Hartford Single-Tube Tires. Safety, certainty of easy and permanent repair, satisfaction too. The Columbia racing team and the majority of wise riders **use and insist on having**

Hartford Single-Tube Tires

HARTFORD RUBBER WORKS CO., Hartford, Conn.

We also make the best of double-tube tires—DUNLOPS.

Chicago Office, 335 Wabash Ave.

SENSATIONAL RACING ABROAD.

English Riders Break All Sorts of Records—A Mile Under Two Minutes by a British Cyclist.

LONDON, Sept. 14.—The 100-mile championship of the crack racing club known as the Polytechnic C. C. took place in most beautiful weather last Saturday at the Catford Sports ground. The entries included the pick of the Poly. men, who embrace the best racers of the day. The actual starters included A. E. Walters, E. Leitch, C. C. Fontaine (recently professionalized by the N. C. U.), P. W. Brown, W. J. Jones, S. J. Prevost, and other lesser known path men. From the start Walters went away at a hot pace, being led by a quad, and lapped his field ere a mile had been covered. At two miles (4:09⅖) he broke British record and remained inside the previous bests right to the end of the century. Fontaine and Leitch were conspicuous in their pursuit of the runaway, but failed to equal the pace of the flying Walters. The race is best summarized by giving the leader's hour scores and times: First hour, 28 miles 495 yards; second hour, 53 miles 965 yards; third hour, 77 miles 320 yards. Fifty miles were covered in 1:51:33⅘, as against Lesna's world's record of 1:49:21⅗, but Walters' times were considerably better than either amateur or unlicensed records. He finished the race in 3:54:29⅗. When in the seventies Walters vomited violently and slowed, but soon recovered. Leitch was second in 4:11:19⅘, and Prevost third.

Wridgway Wins the Fifty-mile Championship.

The fifty-mile N. C. U. championship race at Herne Hill furnished some exciting racing, but the result proved comparatively tame. The weather, as at Catford, was perfect, and about 1,000 spectators attended. The eleven starters included C. G. Wridgway, D. Dalgleish, A. F. Ilsley, M. Cordang, F. D. Frost, Elijah Scott, E. G. Cobden, and M. Balian. An unfortunate fall occurred in the second lap which brought over Ilsley, Cobden, Turner, and Cordang—the latter being badly hurt—all of whom retired. This incident proved disturbing to the others. Wridgway went to the front at three miles, and was leading at ten and twenty miles, but he seemed out of condition. Dalgleish led at thirty miles, and Scott at forty had lapped Wridgway. The latter then roused himself and setting to work lapped Scott at forty-two miles. Scott then retired. Not until forty-nine miles (1:50:49⅘) did Wridgway get inside amateur record. At fifty miles, winning handsomely, Wridgway was :27⅗ inside his own previous best, his time being 1:53:05⅗. Dalgleish was second, Frost third, and the others did not finish.

English Mile Record Lowered.

Before the championship T. Butler, F. M. Platt, and R. Clarke went for records on a triplet, doing 1:58⅗ for a flying and 2:02 for a standing mile. Gibbons Brooks, an unlicensed rider, went for the safety mile record, standing start, which was held by Platt Betts, and stood at 2:01⅗, made on the same track last year. A dead calm prevailed, and well paced by a couple of triplets Brooks was successful, doing 1:59⅘. Thus for the first time in cycling history a mile was accomplished in Great Britain inside two minutes. Hillier heartily congratulated Gibbons Brooks, who was cheered loudly.

The fifty-mile race at Wood Green, in connection with the Vigoral Shield contest, was won by P. W. Gidney in 2:03:30⅗. Twenty-six riders started and sixteen finished.

The Welsh 100-mile championship took place at Cardiff on Saturday, and was won by E. James in 4:36:00, Welsh record.

Sensational Riding by Platt Betts.

The Catford Club's fifty-mile championship on Tuesday proved the most sensational club event ever decided. The weather was cool and calm, and upon the famous three-lap cement track world's records were made from forty-two to fifty miles. Only seven riders started, viz, Platt Betts, Horton, Hoch, Cherry, Campbell, Potts, and Jackson. Betts was in marvelous form. Leaving the field he beat amateur record at eleven miles (ten miles, 21:12⅗), got inside British (unlicensed) times at fourteen (29:32⅙), covered 28 miles 987 yards in the hour (forty-one yards short of world's record), and made new world's records from forty-two miles (1:29:49⅙) to fifty miles (1:48:38⅗), beating Lesna's record on July 1 at Bordeaux by :43. Horton was second in 1:58:57⅙, no others finishing.

At Catford last night F. W. Chinn successfully lowered the mile record made by Gibbons Brooks on the wood surface at Herne Hill last Saturday. From a standing start Chinn's times were, quarter, :31⅙; half, :57⅗; three-quarters, 1:26⅙; one-mile, 1:58⅘. The times for three-quarters and one-mile were records, the latter beating Brooks' time by one second.

The annual cycle parade at Birmingham last week proved another enormous success. Two thousand riders took part in the procession, the costumes and machine decorations being more elaborate than ever. Two hundred thousand spectators lined the route, which was kept clear by the police. The proceeds of the collection amounted to $500, and will be devoted to endowing a cyclists' bed in the Birmingham General Hospital.

C. W. HARTUNG.

UNCLE SAM ANSWERS THE KICK.

WASHINGTON, D. C., Sept. 24.—The article from the last number of THE BEARINGS regarding the Chicago letter-carriers was read with interest here by bicycle riders in general and the postoffice carriers in particular. The squib was shown to Mr. Craig, third assistant postmaster general, who quietly read it and with a smile said: "I have nothing to say about that. Take it to Mr. Machen, superintendent of free delivery. He can tell you all about it."

With the thermometer at 104, and rising, but with a determination to gain some information on the matter and an expression from this department, the newspaper man continued the search, only to find Mr. Machen absent on his "leave," and the reporter experienced a strong desire to go and do likewise. However, Mr. Marsh, of the free delivery department, was seen and said that he had not known anything about the correspondence with Mr. Hesing in regard to the Chicago bicycle corps, but that Mr. Machen had recently allowed $3 per month to be paid the Chicago carriers for bicycle repairs, believing this was sufficient amount for the purpose. When the bicycle service was inaugurated in Chicago, Mr. Machen agreed to allow the carriers who purchased wheels sufficient for repairs the first year to help pay for their wheels, and after that a nominal sum would be allowed for repairs. Now, it is stated by this department, the carriers have practically paid for their wheels and $3 is a reasonable amount to allow for repairs. This is more than is allowed any other city for the same purpose, it is stated.

"Here in Washington," said Mr. Marsh, "the carriers who collect mail use wheels, but they buy their own machines, and neither ask nor expect assistance from the government. The reason a uniform allowance of $3 per month for the Chicago carriers was decided upon by Mr. Machen was, that if the varying amounts of carfare formerly allowed were now offered the men as repair money they would 'kick like mules,' and would all want the extreme limit allowed them, hence a uniform allowance. The department has no desire to force men to pay for their wheels out of their hard earned salaries, and it is willing to pay for keeping the wheels in repair, but we can not buy wheels for the carriers. Mr. Machen is the 'somebody in Washington' referred to here, and he did make the uniform allowance, and his shoulders are broad enough to stand the matter.

"I do not know," continued Mr. Marsh, "whether anything further will be done in the matter or not. The department will always do the fair thing, and in this case I see no cause for the kicking that is being indulged in."

NIGHT RACING AT PHILADELPHIA.

PHILADELPHIA, PA., Sept. 19.—The night racing season was brought to a close in this city last night when O. S. Bunnell gave the final tournament at Tioga track. The weather was fine, the track fast and well lighted, and the racing was all that could be desired. In the professional races Starbuck easily took first honors by riding the mile match race between himself and Eaton in 2:08⅘, breaking all records for the track. Conn Baker was easily second by his win in the invitation mile and he would have been in evidence in the mile handicap had he not been thrown on the stretch along with McCurdy, Carpenter, and Smith. Sanger failed to show form in the invitation race but his riding in the mile handicap was a feature. He caught his field in the first heat and beat Conn Baker out in the stretch in 2:09. In the final he repeated his performance save that he was unable to beat out Baldwin who was the limit man and had such a big start. Scarcely five yards separated them at the finish, however, and it is safe to say that Sanger rode under 2:07½, since Baldwin won in 2:07⅗. The class A races were uninteresting and featureless. The summaries:

One-mile open, professional.—J. Baldwin, first; H. Bartholomew, second; H. K. Smith, third. Time, 2:17.

One-mile invitation.—Baker, first; Tyler, second; Coleman, third. Time, 2:09⅘.

One-mile match race.—Starbuck, first; Eaton, second. Time, 2:08⅘.

One-mile open, Class A.—Frank Turner, first; J. L. Fagan, second; J. Lindley, third. Time, 2:43.

One-mile tandem race.—Starbuck and Bartholomew, first; Eaton and Buzzard, second. Time, 2.14⅘.

One-mile handicap, professional.—Baldwin, 75 yards, first; Sanger, scratch, second; Bemer, third. Time, 2:07⅗.

Five-mile handicap.—Kluge, 275 yards, first; Eaton, 80 yards, second; Starbuck, scratch, third. Time, 12:37.

Half-mile handicap, Class A.—J. A. Shomo, 30 yards, first; R. A. Guth, 45 yards, second. Time, 1:06⅕.

Killed by a Fall from a Wheel.

WASHINGTON, D. C., Sept. 21.—Prof. C. V. Riley, formerly entomologist of the agricultural department, died this week from injuries received by a fall from his bicycle. The professor, while riding along Connecticut Avenue, struck a large stone, and was thrown head foremost to the pavement with terrible force. The patrol wagon was then summoned and the unconscious sufferer taken to his residence. Here a careful examination by two physicians showed that the skull was fractured at the base. The injured scientist never recovered consciousness.

Niagara Wheelmen's Road Race.

MILWAUKEE, WIS., Sept. 22.—The first annual road race of the Niagara Wheelmen, which club was organized a few weeks ago, was held yesterday afternoon over the Cedarburg plank road from Mequon to this city, a distance of about twelve miles. H. Warnken, with a handicap of one minute, won the race. The winners of time prizes were W. C. Williams, J. W. Warnken, and F. C. Laimbach. A hard wind blew in the faces of the riders and made fast time impossible. Frank Harbach, who was looked upon as one of the winners of the race, got a bad fall and scored eighth place.

Will Knippenberg, the hustling western Sycamore, will represent crimson rims on the Pacific coast.

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C. C. Ingraham, at Freeport, Ill., beats World's Record

Quarter-mile Flying, Unpaced,
Time, :25 4-5

Cutting Record a Full Second.

A FEW OTHER WINS:

They come thick on SOLID STERLINGS.

A

Reading, Pa.—Fred Loughead first in half-mile and mile open. Krick first in mile handicap.
Portland, Ore.—C. E. Dow first in quarter-mile, :30⅘; first in one-mile, 2:14⅕. Both state records.
Menominee, Mich.—Virum first in half-mile open; state record.
Wayne, Neb.—Frederickson first in mile open, two-third mile open, and Nebraska records for quarter-mile, half-mile.
Greenwood, S. C.—T. W. Parks first in five-mile open, first in two-mile handicap.
Belvidere, Ill.—Bert Swensen first in county championship, first in three-mile lap.
Marengo, Ia.—C. C. Ingraham first in quarter-mile open.

B

Cleveland. O.—Charley Rush (fourteen-year old) first in ten-mile Cadillac road race. Time, 27:00 Sixty-eight starters.
Amesbury, Mass.—A. T. Fuller first in mile open.
Manchester, N. H.—Fuller first in mile open, 2:11; state record. First in half-mile open. first time in five-mile handicap.
Morrison, Ill.—R. D. Upton first in mile open, three-mile open, five-mile handicap, and team race. George Whitcomb first in county championship.
Benton Harbor, Mich.—F. E Mosher first in eight-mile road race.
De Kalb. Ill.—Bert Swensen first in half-mile open, first in mile open, first and time in five-mile handicap.

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274-278 Wabash Ave., CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York,
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.
Pacific Coast Branch, 314 Post St., San Francisco.

MILWAUKEE WILL HAVE A CYCLE SHOW.

MILWAUKEE, WIS, Sept. 23.—The first cycle show that has ever been held in this city will be conducted at the North Side clubhouse for ten days, beginning January 1. A committee has been appointed to take charge of the matter, and it reports that local dealers are enthusiastic over it. At present it has not been decided whether or not to make this a strictly local affair. It is very probable, however, that only local manufacturers and agents will be allowed to place exhibits. A number of applications have already been received by the committee.

William Sanger, Walter Schrader, and Harry Zerbel, all of this city, who are the three fastest riders in the state, spent a night in jail at Menominee the other night because they did not carry lanterns on their wheels. The riders arrived in Menominee, where they had entered the races, at night and were riding through the streets when

A Policeman Placed Them Under Arrest

and threw them in a cell. They tried to explain that they did not belong to the city and were ignorant of the ordinance providing that they had to carry a lantern, but they were unceremoniously put in cells and not allowed to communicate with friends. The next morning they were heard and discharged.

An assault will shortly be made on records in this city. While it is doubtful if any world's records will be broken, little doubt remains that nearly all the state records below a mile will be smashed. The course will be a novel one. The 16th Street viaduct in this city is nearly a mile long and is as level as glass. It is of cedar pavement, which was only recently laid and is therefore in good condition for fast work, Among those who will probably try their hands at the records are William Sanger and Harry Crocker. Some of the fast Class A men also may take a hand.

Preparing for a Big Parade.

At a meeting of the semi-centennial celebration committee several nights ago it was decided to award several prizes in the parade of the local wheelmen. The celebration will be held about the middle of next month, and will last two days. It will be in honor of the fiftieth anniversary of the incorporation of the city, and the bicycle parade will be one of the features of the celebration. Fifty dollars will be awarded the club making the best turnout and a like amount to the best appearing female club. Other prizes will be given also.

FOURTEEN RECORD BREAKERS.

BUFFALO, N. Y., Sept. 21.—The fifty-mile interclub road race, which was run here today for the Rose trophy, was the most interesting and exciting event which has ever taken place in local cycling circles. There were twenty-four entries from the four clubs, and the competition for club supremacy was so keen that fourteen of them crossed the tape inside of the American fifty-mile road record, and they did not finish in a bunch, either, there being as much as nine minutes' difference in their finishing times. E. F. Leonert was the first man across the tape. His time was 2:21:09. The previous record for the same distance was 2:30:40, held by Weinig, of this city, made in last year's race for the Rose trophy. The greatest rivalry is between the Rambler Bicycle Club and the Press Cycling Club, and although Leonert, who won today's race, belongs to the latter, the Ramblers won the trophy by 101 points against the Press C. C.'s 93.

The Race was Hotly Contested Throughout,

and there were a number of falls, deflated tires, and other accidents which threw some of the riders out of the race, and prevented others coming in with the leaders.

C. Paxon, of the Parkside Wheelmen, followed Leonert to the tape in 2:21:12. Then came the three Rambler members, W. F. Buse, A. B. Goehler, and W. Blake in 2:21:13, 2:21:15, and 2:21:16. R. Duer finished sixth in 2:21:41, T. Mack seventh in 2:28:50, and G. Miller eighth in 2:29:05. A number of protests were entered after the race. The Press Club claimed that there was collusion between the Ramblers and the Parksides to defeat them, and the Parksides entered a counter protest stating that a member of the Press Club had accepted pacing. A warm discussion ensued, and at its close the judges refused to entertain any of the protests.

GENERAL MILES LOOKING FOR GOOD ROADS.

WASHINGTON, D. C., Sept. 21.—General Miles, commanding the department of the east, is taking active steps to secure for the use of the army accurate information as to the condition of all roads between large centers of population and places of strategic importance in his department, which might be required for the movement of troops in an emergency involving the incapacity of the railroads. Since the expansion of the railroad service these natural arteries of communication generally have been suffered to fall into bad condition, and it is the purpose of General Miles to do everything possible to better this state of affairs. Realizing that the old road charts are now of little service, the information desired is to be collected by officers detailed for the purpose, and the bicycle will be the means of transportation used.

Last week First-Lieut. G. W. Stevens left New York on a wheel for Washington. He found the road as far as Philadelphia in excellent condition, and made the run to that city from New York in 7:25:00. After spending a day and a half in Philadelphia looking over the maps he started south. The road from Philadelphia to Baltimore, by way of Bel Air, was found to be sandy and very bad, owing to heavy rains, and good time could not be made. Between Baltimore and Washington the road was good. Lieutenant Stevens is now engaged in reconnoitering the roads in Maryland and Virginia in the vicinity of Washington. Mount Vernon is one of the first places to be visited.

SEARLE WAS A STARTER.

NEW YORK, Sept. 21.—The first annual 100-mile handicap road race under the auspices of the Century Cycle Club, of Newark, was run today over the perfect Union County roads. The Elizabeth-Rahway course of twenty miles was used, necessitating five circuits. A large crowd of enthusiasts gathered at Earl's halfway house to witness the start, which was made at 9:25. Although the day was intensely warm the absence of a breeze made fast time a possibility. The scratch man, John W. Conklin, was the winner, taking both the race and time prize.

R. P. Searle, the long-distance rider, was a starter from the same mark, but punctured his tire on the fifty-fifth mile and withdrew. Conklin's fractional times were as follows: Twenty miles, 1:02:05; forty miles, 2:10:08; sixty miles, 3:21:46; eighty miles, 4:39:26.

The order of finish was as follow:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	John W. Conklin	Scr.	5:47:35	11	C. Dimmick	24:00	6:52:45
2	Fred Coningsby	27:00	6:15:53	12	L. S. Mockridge	32:00	7:00:46
3	S. Wilson, Jr.	21:00	6:19:29	13	Max Walton	35:00	7:08:23
4	A. Harry	21:00	6:19:30	14	John Grigo	35:00	7:10:17
5	C. A. Carlson	33.00	6:35:14	15	J. W. Perkins	41:00	7:18:25
6	H. Appley	17:00	6:19:50	16	John Wilson	25:00	7:02:26
7	Lewis Meir	27:00	6:35:00	17	W. W. Watson	25:00	7:08:00
8	John Hepburn	35:00	6:41:21	18	W. L. Hughes	45:00	7:32:21
9	A. Martindell	41:00	6:48:54	19	Julius Bindrim	21:00	7:13:28
10	Joseph Jacobus	35:00	6:45:40	20	P. W. Bartells	17:00	7:09:29

MISSOURI RECORDS GO.

ST. LOUIS, MO., Sept. 22.—The first tournament of the West End Athletic Club, which took place yesterday, was worthy of better patronage than it received. The attendance was very small, and although none but local men competed the races were closely contested. Two competition records went by the board—the one-mile Class B and the two-mile Class B—Will Coburn getting both of them. The former was 2:10, and was held by F. J. Titus, this he lowered to 2:08⅘; the latter was 5:00, held by Dute Cabanne, and it was lowered to 4:39⅘. In two races spills occurred, and in one F. W. Beeson went over the bank at the lower turn and broke his collar-bone; in the other spill, although eight men went down, no one was hurt. During the afternoon Eugene Devoy established a paced third-mile record, going the distance in :39⅘. Summaries:

Half-mile open, Class A.—Bert Harding, first; J. J. R. Howard, second. Time, 1:12⅗.

One-mile open, Class B.—Will Coburn, first; J. W. Coburn, second; G. A. Maxwell, third. Time, 2:08⅖.

One-mile, members W. E. A. C.—Will Coburn, first; G. A. Maxwell, second; J. W. Coburn, third. Time, 2:23⅗.

One-mile handicap, Class A.—Tom Coburn, 35 yards, first: Alex. Laing, 35 yards, second; Geo. Livy, 55 yards, third. Time, 2:29⅗.

Two-mile handicap, Class A.—Tom Coburn, 70 yards, first; Alex. Laing, 70 yards, second. Time, 5:06⅕.

Two-mile open, Class B.—Will Coburn, first; G. A. Maxwell, second; J. W. Coburn, third. Time, 4:39⅘.

OBJECTED TO THE REFEREE'S DECISIONS.

CEDAR RAPIDS, IOWA, Sept. 23.—The second meet of the Iowa circuit opened here today. The one-mile open event, which was paced to the quarter by a tandem, was won by G. E. Bicker; C. E. Ingraham finished second. Although the referee set no time limit on the race, he declared it off. There seemed to be no reason for his decision and Bicker will carry the case to the Racing Board. The referee made another peculiar decision in the quarter-mile open event, first place in which he awarded to Jackson a local rider, notwithstanding Ingraham had been deliberately fouled and made a protest, which was ignored. The summaries:

One-mile tandem.—Bicker and Ingraham, first. Time, 2:25.

Quarter-mile open.—Jackson, first; Ingraham, second; Bicker, third. Time, :33¾.

Three-mile handicap.—Coyle, first; Miller, second; Ondkirk, third. Time, 8:03.

One-mile club race.—Miller, first; Streeter, second. Time, 2:52.

One-mile.—Mertens, first; McBride, second; Ingraham, third. Time, 2:20⅖.

Two-mile lap race.—Cummings, first; Mertens, second; Repine, third. Time, 5:28.

THERE WERE ST. LOUIS MEN AT ALTON.

ALTON, ILL., Sept. 18.—The bicycle races this afternoon proved a society event. An immense throng was present, including a great many ladies. The track, however, was in miserable shape, which accounts for the slow times. With the exception of the handicaps (which were a gift to the long-mark men), the St. Louis boys carried off the lion share of the prizes. The results were as follows:

One-mile novice.—J. C. Weidner, first; J. W. Beeson, second; F. H. Nagel, third. Time, 2:59.

One-mile open.—E. Stade, first; Bert Repine, second; C. McAdams, third. Time, 2:47.

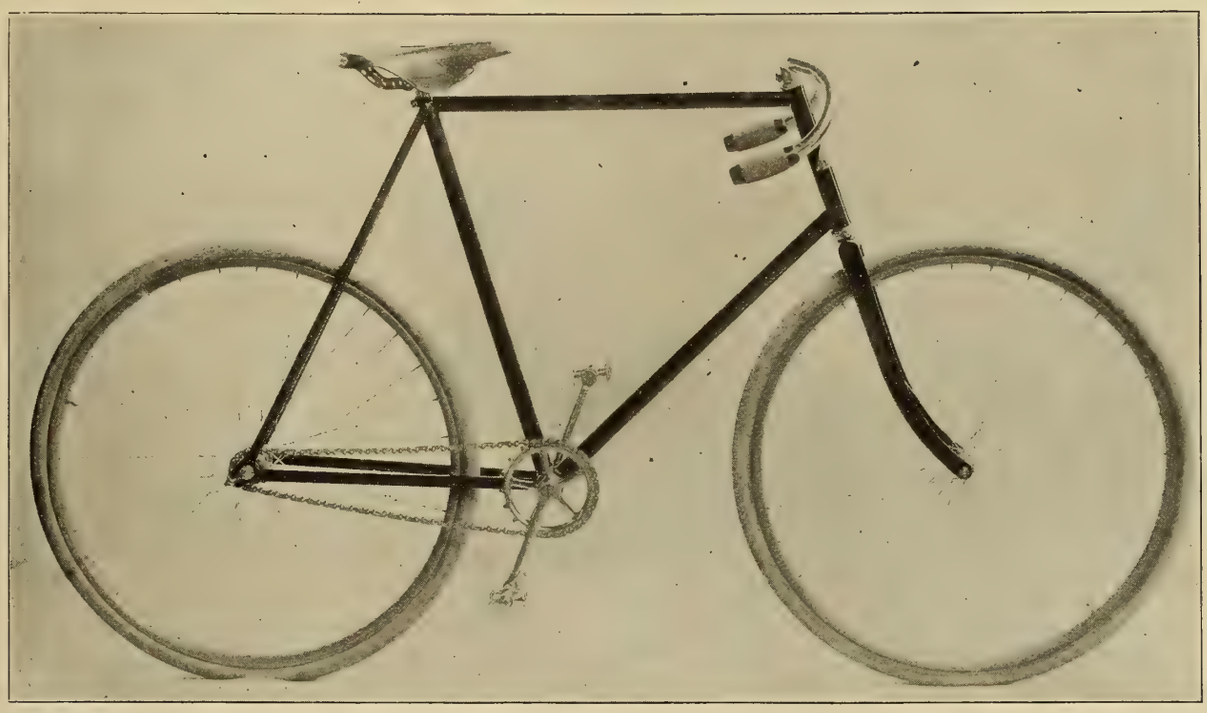
Half-mile open.—A. G. Harding, first; J. J. Becheree, second; Alex Laing, third. Time, 1:20.

The two-mile tandem race did not have entries enough to run, so Bert Harding and Tom Coburn rode an exhibition mile on the tandem in 2:32.

One-mile handicap.—C. McAdams, 144 yards, first; G. A. McKinney, 180 yards, second; J. C. Weidner, 80 yards, third. Time, 2:21.

Two-mile handicap.—C. McAdams, 300 yards, first; G. A. McKinney, 350 yards, second; J. C. Weidner, 165 yards, third. Time, 4:58.

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THE WESTERN CIRCUIT.

California is the next objective point of the racing cracks. The trip is taking on importance every day as the number of men increases. All of the best riders are to be of the party, from present appearance. The party will be known as the Western Boomers, and with the present enrollments should indeed prove boomers for the cycling sport. There will be an even dozen starters in the open races throughout the trip, and these men will be all, or the greater part of the men who are seen in THE BEARINGS' thermometer. The party will meet at Louisville on October 2, where a national race meet will be held on the famous Fountain Ferry track. This will be the final meeting of some of the cracks, as a few remain there for records. It is given out, however, that

Should the M. & W. Team Capture the Records

before October 20 this team, or the stars, will be seen in the far west instanter. It is not the intention of the Morgan & Wright men to give up competition, or to release their position in THE BEARINGS' thermometer.

From Louisville the western party starts, and the number will be about thirty. The St. Louis meets of October 5 and 9 are still on, having been given to other organizations. Following St. Louis is the Des Moines meet of the 10th and 11th, with a number of fine races with good prizes. Then comes Council Bluffs on the 12th, and on Monday the men take a side trip to Lincoln, Neb., and returning to Omaha give a meet on the 15th. Denver promises to

Eclipse any of Her Former Efforts

with the three-day meet of the 17th to 19th. Any of the riders who competed at Denver at the national meet will want to compete at the meet of this season. From Denver there is a four-hour trip to Pueblo and another returning, and then to Salt Lake City, where a grand meet will be given on the Hot Springs Association track. This is October 25 and 26. The run to the coast will take some days, and the coast meets are about ten in number, with fifteen to twenty days of racing.

The California people are aroused to the highest pitch by the information that they are to see the cracks of the country, and are working with a will to form one of the most pleasant and profitable circuits that the circuit chasers ever followed. The last meet in California occurs on November 31. The return trip will lead the men through Arizona and Texas, and as this region was in the national circuit at one time and was compelled to give up dates by the extension of the California branch of the national circuit, it is the intention to ask for dates. El Paso, Waco, Dallas, Houston, San Antonio, Laredo, and Paris are warm cycle towns in Texas. All of these cities may be visited at small expense on the return. It is reported now that California will see most of the cracks for the entire winter, as some will not go out of training at all, but will stay in shape and enter the spring races there. Johnson will be record breaking at San Jose track during the winter.

HAD TROUBLE WITH THE BAGGAGE MAN.

The circuit chasers returning westward from the Philadelphia meet were treated badly by over-officious official of the Pennsylvania Railroad at the Philadelphia baggage-room. Spooner and Pelot, the press men of the circuit, had four trunks, or rather Spooner had three and Pelot one. Archie, the baggage man, said the baggage was sample baggage and would allow but 150 pounds on two tickets. Thereupon Spooner had two of his trunks sent on by freight and opened the third to show that it was not a sample trunk but was personal in every way as was that of Pelot. Mr. Archie would not allow baggage for but one ticket and reiterated that the stuff was sample baggage. Spooner and Pelot thereupon took their personal tickets and demanded that they be allowed the full allowance of 150 pounds on each ticket. "I will not check the baggage that way," said the baggage man; "I will allow you two fellows only one ticket and you can do what you please about it. I am not going to let that baggage through and you might as well understand that. You have sample baggage and are wheelmen. I have my orders, and I am going to live up to them. Please hand over $8.15, and be quick about it. I have something else to do except to monkey with you fellows. Well, are you going to give me the money? You can't work me." And rather than miss the train the men paid for their baggage at the rate of $2.20 per hundred.

Five men who were going over the Pennsylvania road the next day had their baggage transferred and went over the B. & O., and will travel that way hereafter. The injustice of the position of the man was shown in the fact that Bliss checked two trunks weighing 300 pounds a little later and was assessed only one hundred pounds excess, and one of his trunks contained three bicycles and was a sample trunk in the definition of the word as given by this fresh baggage man.

NEW OFFICERS FOR THE LOUISVILLE TRACK.

LOUISVILLE, KY., Sept. 18.—The first annual meeting of the stockholders of the Fountain Ferry Cycle & Athletic Association was held last Wednesday night, and of the twelve directors elected only four were on the old board. The new board is composed of Tony Landenwich, R. F. Pelouze, E. A. Neuhaus, Jr., Thos. P. Watts, G. E. Johnston, W. W. Watts, C. H. Jenkins, J. W. Brigman, M. J. Fleck, Chas. J. Martin, Prince Wells, and T. E. Jefferis, every one of whom has been connected with the sport in this city since its inception. They have already made a number of reforms that will be of great benefit to the association and make smoother the running of race meets. They have appointed a regular committee whose duty it is to furnish officials for each meet, and each of these officials is responsible for the action of his assistants and substitutes and will be held accountable to the board for any dereliction of duty.

The Commercial Club, of this city, was organized for the purpose of booming the town, and it never loses an opportunity of doing so. The call for the good roads parliament was received by them and as the state is in great need of better roads the club decided to send delegates to the parliament. The following were selected to represent the club and city, each one being an enthusiastic wheelman: W. W. Watts, G. E. Johnson, Arthur H. Robinson, Young E. Allen, and J. M. Chatterson.

WON BY CHICAGO MEN.

PEORIA, ILL., Sept. 18.—The annual tournament of the Peoria Bicycle Club held here today was attended by 3,000 spectators, although the weather was intensely hot. No records were broken but the racing was good. A. S. Walker ran into the fence in the one-mile novice event and broke his collar-bone. Chicago men won nearly everything. The summaries:

Half-mile scratch.—W. G. Trumbull, first; John Miller, second; H. E. McNiven, third. Time, 1:08⅘.

Two-mile handicap.—H. E. McNiven, first; W. H. Herschberger, second; P. Skelton, third. Time, 4:48⅘.

One-mile scratch.—H. E. McNiven, first; W. H. Herschberger, second; W. G. Trumbull, third. Time 3:02⅖.

Two-mile handicap, Peoria.—L. W. Flint, first; W. C. Bartlett, second; B. W. Brayshaw, third. Time 5:00.

One-mile ha dicap.—W. G. Trumbull, first; P. Skelton, second; John Clark, third. Time, 2:23⅘.

Two-mile lap.—W. E. Kenyon, first; H. E. McGiven, second; J. F. Farries, third. Time, 6:23⅖.

Five-mile handicap.—John Clark, first; L. W. Flint, second; W. H. Herschberger, third. Time, 13:01⅖.

One-mile invitation.—W. E. Kenyon, first; John Clark, second; W. H. Herschberger, third. Time, 2:16⅘.

One-mile consolation.—G. B. Rogers, first; F. B. Thompson, second.

CHICAGOANS WIN ALL THE OPENS.

ONARGA, ILL., Sept. 21.—The racing meet of the Onarga Cycling Association held here today was well attended and there was a long list of entries for the various events, many of the riders coming from Chicago The summaries:

One-mile open to Iroquois, Kankakee, and Ford counties.—C. B. Brewer, Jr., first; H. Danforth, second; B. A. Plant, third. Time, 2:36⅘.

One-mile open.—James Bawden, first; W. E. Kenyon, second, P. Skelton, third. Time, 2:38.

Half-mile county.—C. B. Brewer, Jr., first; Frank Browne, second; James Vleit, third. Time, 1:13⅕.

One-mile handicap open.—A. H. Stewart, first; B. A. Plant, second; L. E. Lange, third. Time, 2:15⅖.

Two-mile tandem.—James Bawden and C. S. Morrison, first; W. E. Kenyon and H. Hershberger, second; P. Skelton and John Clarke, third. Time, 4:59.

One-mile county.—Frank Browne, first; James Vleit, second; O. Bernes, third. Time, 2:44.

Quarter-mile open.—John Clarke, first; L. E. Lange, second; M. E. Kenyon, third, Time, :33⅕.

Five-mile county.—C. Brewer, first; Frank Browne, second; James Vleit, third. Time. 14:27⅘.

THE BLUEGRASS BOYS RACE.

LEXINGTON, KY., Sept. 18.—Thos. B. Dewhurst is the largest bicycle dealer in this city and each year he holds a racing tournament that attracts the best men in the state. The last meet, held on the 17th, was the crowning one of all, the attendance being large and the contests unusually interesting, although the track was too dry and dusty for very fast work. The summaries:

One-mile open.—O. S. Kimble, first; E. D. Fichtner, second; C. O. Updike, third. Time, 2:55¼.

Half-mile open.—O. S. Kimble, first; E. D. Fichtner, second; C. O. Updike, third. Time, 1:15½.

One-mile 2:40 limit, Bluegrass County.—First trial was won in 3:36. The second and deciding one.—D. P. Hemphill, first; C. O. Updike, second; J. H. Carson, third. Time, 2.46.

Two-mile handicap.—C. R. Hawkins, 125 yards, first; C. O. Updike, 75 yards, second; D. P. Hemphill, 90 yards, third. Time, 5:05.

NEW HALF-MILE RECORD.

SAN FRANCISCO, CAL., Sept. 20.—The world's record for a half-mile, flying start, was lowered to fifty seconds yesterday by Walter Foster, who today further reduced it to forty-eight seconds, paced by a quad.

Ed Moulton's Diamonds.

Ed Moulton, the trainer of Cooper and Bliss, is now off the circuit and has charge of the Minnesota football team. Ed and his proteges have had a very successful season on the track. The riders attribute no small measure of their success to him, and that is why he wears two big diamonds, each one a present from one of the boys. He says that he thinks more of those diamonds than anything else that he possesses.

The Columbia Balloon Found.

The balloon used by the Pope Mfg. Co. to announce the winnings of the Columbia racing team at race meets on the national circuit, which broke away at Springfield, Mass., on September 12, has been found at Gloucester, R. I. A reward of $50 was offered for its return.

CAN YOU FIND THE HOLE? CAN YOU FIND THE HOLE?

Nearly

53 Seconds

were clipped off the previous

World's Five-Mile Record

(CLASS A)

By JOHN H. GARDNER, at Springfield, on a Stearns bicycle
fitted with the new

Straus Speed Tires

Time, 11:03 2-5.

Fast enough to prove the quality of the tire. Eh?

At Springfield, W. S. Reynolds, on an Eclipse, won the half-mile Class A in 1:02 3-5, and was a close second in the mile, ridden in record time—2:04 4-5. In Class B, F. J. Jenny, on an Orient, scored one second and one third. At Waltham, Sept. 14, Jenny captured three thirds, while Reynolds secured one first and H. E. Walton (Eclipse) won another. Their wheels were all shod with the new Straus tires.

NEWTON RUBBER WORKS,

Makers of Straus and *Slick Tires,

NEWTON UPPER FALLS, MASS.

*Easily the best low-priced tire on the market.

CAN YOU FIND THE HOLE? CAN YOU FIND THE HOLE?

FUTURE PROSPECTS OF PROMINENT RACING MEN.

Fred Titus expects to stay on the track for the next three years and is in hopes of establishing a comfortable bank account. Next season will see Cabanne on the circuit, but not as a professional. Murphy rides better the older he grows, and he will doubtless ride as long as racing continues, even if he becomes a grandfather in the meantime. If Gardiner keeps his word, which, however, seems very unlikely, he will retire from the track next season, while Sanger thinks that the coming winter will see him entirely recovered from the sickness with which he was afflicted last winter and will race as long as he continues to hold his speed. John S. Johnson evidently has no intention of retiring from the track. Tyler believes in racing one half the year and resting the other. If Coulter fails to get a good position on one of the teams next year, he may give up racing and take solace in becoming a benedict.

The New Men Will Stay on the Circuit.

Of course the riders who have just come before the public this season, such as Rigby, Kiser, Cooper, and others, will continue on the circuit another year. Last year Bliss retired to get married, but this year he will probably stay on the track, although he may be late in coming before the public next year, as his management of the Chicago retail store for the Monarch company occupies his time in the early spring. Bald will no doubt stay on the track until he becomes a back number, which will apparently be a long way in the future. As the two Johnsons are jewelers, they will be able to return to that trade when they find that they can not race any longer. Ziegler has fallen in love with the eastern country and wants to see more of it before he retires. He entirely underrates his ability and is always in doubt about any of the manufacturers wanting his services another season. Doctor Brown may take up his practice next year. Jenny and all the other men now on the circuit will be with the circuit chasers in '96, provided they secure positions, of course. That will probably not be difficult, for

More Racing Men Will be Wanted Next Year

than ever before and there will be positions open to all who are in the field now and to more, so that a number of new faces will be seen. Little Rigby will be a prominent light in '96, as his work at the close of this year proves. He is a plucky fighter and a splendid sprinter. Then there is W. M. Randall, of Rochester, who will be placed with one of the teams. He is of the build that makes racing men and has a good bit of speed, as was demonstrated by the good work he accomplished at Rochester and Buffalo early in the present month, just after he had been thrown into Class B. Benkey, of Mt. Clemens, is another good rider, and one who is prominent in other branches of athletics besides cycling.

Brought Out Few Class A Men.

Men must be found somewhere to make up the many new teams for the coming year. There are already eight manufacturers in the field wanting men, and they are looking for Class B riders, as they seem to furnish the only branch of the sport by which good advertising can be obtained. This, at least, is the view of the prominent makers, who should know. The past season has brought out few very prominent men in Class A, and men with ability to select team stock will have difficulty in doing so on the past records of the men. Team managers already have instructions to select men for next season, and every Class A man who comes out prominent at any meeting has numerous offers at once to sign and agree to ride a certain wheel next year. Many riders of mediocre quality have been instructed to go south and prepare for the coming season, with the understanding that if they do well they will be given a chance on the regular team.

WHAT BLISS HAS TO SAY.

"Why, a man came to me at the Reading meet and said, 'Well, Bliss what would a meet be without you?'"

The little ex-champion record breaker was on his way home from his successful two months of campaigning as a member of the Monarch team and team mate of Tom Cooper. He was looking well, in fact never looked better in his life, yet had had some of the hardest work he had ever indulged in for a steady season of racing on the track. He returned last year looking like an animated corpse. He had been record breaking at Springfield, and had followed this by an attempt to race in the first class, an attempt, by the way, that did not fail. This season Bliss has raced steadily, and was in good trim when he started. He

Was Called a "Has Been"

at the start and has worked hard to prove the assertion to be false, in which he has been very successful.

"Why, when that man said that I was necessary to a meet to make it a success, I did a little thinking, and have come to the conclusion that I am the oldest racing man on the path today; that is, I am the oldest who has been regularly following the game. Murphy has been a racing man longer than I have, but I have been on the national circuit as the member of some team ever since the summer of '92, and I expect to race again next season. I know that I said I had given it up this season, or rather last fall, but when I thought of all the diamonds that might be won for the little work, then I decided to go after them. I have $1,000 worth and have some work yet before me. I may be a 'has been'

"Or I May Be a Veteran.

The latter I do not think applies, but I do know that I am only twenty-three now, although I look older. One thing I can say, I am more anxious to get home now than I ever was. I am a married man."

Bliss will be at the Louisville meet, and while there may make an attempt at records, following pace, when he will leave for the Pacific coast. Bliss is confident he can follow as fast a pace as was ever set for him in the old days, but speculates only about the new pacemaking, quads and the like. There can be little doubt that the little man could be snugly stowed away behind a quad and could make his feet go as fast as the pace would carry him.

COUNTY FAIR'S MAIN FEATURES.

MENOMINEE, MICH., Sept. 18.—The bicycle races proved to be the principal attraction at the ninth annual fair, which opened here today. Zerbel won the quarter-mile open Class B event in :34¾, the two-mile Class B in 4:49, and the one-mile flying start in 2:19⅘. Quimby won the two-mile open Class A in 2:24½ and the one-mile handicap Class A in 2:24, with a handicap of 100 yards. The five-mile handicap fell to Harkins in 13:00, the two-mile open to Stolz in 4:50, and the quarter-mile open to Chase in :35¼.

Second Day.

MENOMINEE, MICH., Sept. 19.—The second day's races at the fair were attended by fully 5,000 people. Zerbel rode a half-mile in 1:04⅕, in an endeavor to establish a new state record for Michigan. Sanger rode a mile in an attempt to lower the Michigan Class B record, but only came within eight seconds of it, his time being 2:10⅖. He was paced by two tandem teams, one of which lost considerable time in picking him up in the last quarter. After finishing the first half Schrader fell from one of the tandems against the fence and was removed from the track unconscious. He soon recovered, but was much bruised and cut about the head. The summaries:

One-mile tandem, Class A.—Harkins and O'Brien, first; Weilip and Stolz, second; Dunning and Virum, third. Time, 2:25.

Half-mile open.—Virum, first; Stolz, second; Weilip, third. Time, 1:08½. State record for Michigan.

One-mile open, Class B.—Zerbel, first; Schrader, second; Sanger, third. Time, 2:08¾. Track record.

Two-mile handicap, Class A.—Chase, first; Seidl, second; Quimby, third. Time, 4:47.

One-mile handicap, Class A.—Hume, first; Seidl, second; Sandburg, third. Time, 2:29.

Half-mile open, Class B.—Sanger, first; Zerbel, second; Schrader, third. Time, 1:13.

One-mile, Class A, paced, flying start.—Stolz, first; Chandler, second; Weilip, third, Time, 2:21¾.

Two-mile tandem, Class A.—O'Brien and Harkins, first; Weilip and Stolz, second. Time, 5:19.

Five-mile open, Class A.—Stolz, first; Weilip, second. Time, 12:17.

PRIZES WELL DISTRIBUTED.

JERSEYVILLE, ILL., Sept. 19.—The bicycle races given under the auspices ot the Jerseyville Cycle Club today were largely attended. Although the track was in excellent condition, the times were nothing extra. Bert Repine, of Galesburg, carried off the honors in the open races, while Clark McAdams, of Alton (in whom the handicapper seems to have missed his calculation considerably), won the handicap races. Frank Wing and the Coburn boys were to have gone for some track records, but their tandems did not arrive in time. The summaries:

Quarter-mile open.—Bert Repine, first; A. C. Bergdorff, second; Bert Harding, third. Time, :35⅕.

Two-mile handicap.—Clark McAdams, 240 yards, first; R. Buder, 140 yards, second; W. E. Kenyon, 100 yards, third. Time, 4:44.

Half-mile open.—Bert Repine, first; W. E. Kenyon, second; Alex. P. Laing, third. Time, 1:16⅕.

One-mile handicap.—Clark McAdams, 120 yards, first; W. E. Kenyon, 50 yards, second; R. Buder, 75 yards, third. Time, 2:15⅕.

TOLEDO UP IN ARMS.

Alvin Peter, the manufacturer of the Viking, wants Toledo to have the national L. A. W. meet in 1896. When the idea was first broached he immediately came forward with a guarantee offer of $2,000, saying at the same time that if more was needed the promoters knew where to come for it. Mr. Peter is thoroughly in earnest about having the next meet in Toledo, and does not like the idea of Cleveland coming forward at a late date as a candidate for it, especially after one Ohio city had begun making bids for it. He declares, however, that if Toledo fails to secure the national meet he will see to it that that town has one of the best racing tracks which money can build, and that it is finished in time for the holding of a tournament the week following the L. A. W. meet. In addition he will give $5,000 for prizes to be offered at such a tournament, to be held under the auspices of the Associated Cycling Clubs, of Toledo. This, together with what the four clubs of the city can hang up, will secure a racing meet which will make others pale into insignificance. The maker of the Viking means business, and says he is ready to make good his offer at any moment.

BICKER WINS AT MARENGO.

MARENGO, IOWA, Sept 20.—This was the opening day of the bicycle races in the Iowa circuit. The summaries:

Quarter-mile open.—Ingraham, first; Cummings, second; Bicker, third. Time, :33.

One-mile handicap.—Fowle, 170 yards, first; Rowland, 165 yards, second; Knepper, 115 yards, third. Time, 2:12⅕.

Half-mile open.—Bicker, first; Shaw, second; McBride, third. Time, 1:15.

One-mile open.—Cummings, first; Bicker, second; Ingraham, third. Time, 2:32⅖.

Two-mile lap.—Bicker, first; Streator, second, Coyle, third. Time, 6:05.

WHY WHEELS RUN EASY.

That old adage, "Easy come; easy go," is illustrated in no better way than by a picture of the cycler, in all the glory of a "Crimson Rim" mount, speeding along, with the elixir of life injected from the smoothness of the wheel which casts him into a state of great happiness and contentment. This wheel runs easy because grafted in every line are models of style and speed.

INGENUITY GALORE....

is another fitting expression. Yes, a genius was instrumental in the construction of the "Crimson Rim," for it could not have been otherwise. Merrily spin the wheels and merrily the riders cut the atmosphere. Greet the Sycamores, for they buzz to beat and victory with the winning SYRACUSE.

SYCAMORE WAS AN INDIAN. HE WAS!



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

ON MORGAN & WRIGHT TIRES.

TWO WORLD'S RECORDS.

J. E. Walsh, on a Stearns, at Springfield, Mass., September 12, placed the Class A three-quarter-mile competitive record at 1:35. The same rider, at the same time and place, placed the Class A competitive half-mile record at 1:02 2-5.

CANADIAN RECORD.

Angus McLeod, on a Brantford, at Kingston, Ont., September 18, placed Canadian Class B two-mile record at 4:40.

SOUTHERN CHAMPIONSHIP.

E. J. Daubert, on a Sterling, at Louisville, September 14, won the one-mile southern championship.

UTAH RECORD.

Walter Webb, on a Crescent, at Ogden, Utah, September 15, placed the novice record, one-mile, for the state at 2:16.

FIFTY-EIGHT PER CENT.

At Syracuse, N. Y., September 16, Morgan & Wright tires won seven out of twelve places.

FORTY PER CENT.

At Peoria, Ill., September 18, twelve out of thirty places were won on Morgan & Wright tires.

FIFTY PER CENT.

At Philadelphia, September 19, five out of ten firsts, or more than all the rest combined.

PERSONAL MENTION.

Following is a list of some winnings which, to the best of our knowledge, were made on the wheels mentioned and on our tires. Corrections thankfully received:

James Barels, on a Stearns, won mile consolation at Sanborn, Iowa, September 10; also third in mile open at Le Mars, Iowa.

Wm. Carman, wheel unknown, third time prize in R. Q. T. national twenty-mile road race at Toronto, September 14.

R. F. Chase, on a Tribune, won three-mile open at Oshkosh, Wis., September 10.

James Clark, wheel unknown, second in mile handicap, A, and third in mile open, A, at Waltham, Mass., September 14.

John Clark, on a Jupiter, won five-mile handicap in 13:01⅖, second in mile invitation, and third in mile handicap at Peoria, Ill., September 18.

Tom Cooper, on a Monarch, won half-mile open, B, 1:11; mile open, B, in 2:18¾, and quarter-mile open, B, in :31 at Philadelphia, September 19; also first in mile open, B, and fourth in mile, 2:15 limit, at Marinette, Wis.; also second in mile open, B, and third in half-mile open, B, at Waltham, Mass., September 14.

C. R. Coulter, on a Falcon, third in half-mile open, B, at Syracuse, N. Y., September 16.

F. F. Cross, on a Phoenix, third in mile novice and mile consolation at Sanborn, Iowa, September 10.

Will Curry, on a Tribune, third in half-mile handicap at Louisville, Ky., September 14.

E. J. Daubert, on a Sterling, won two-thirds-mile open, A, mile southern championship; second in mile open, A, Fountain Ferry championship, and second in mile unpaced, A, in 2:20 at Louisville, Ky., September 14.

Harley Davidson, on a Brantford, won mile handicap, B, in 2:15⅗ at Springfield, Mass., September 12; also won mile open, B, in 2:33½ at Syracuse, N. Y., September 16.

Arthur Gardiner, on a Thistle, won half-mile open, B, in 1:05; third in mile open at Syracuse, N. Y., September 16.

John B. Harrison, on a Union, third in mile open, A, Fountain Ferry championship at Louisville, Ky., September 14.

F. H. Harvey, wheel unknown, won half-mile open and quarter-mile open at Le Roy, Ill., September 3.

W. H. Herschberger, on a Fowler, second in two-mile handicap, second in mile open, third in five-mile handicap, and third in mile invitation, at Peoria, Ill., September 18.

Charles Hofer, on a Syracuse, won half-mile open in 1:12, quarter-mile open in :33½, five-mile handicap, from scratch, in 13:16, and second in two-mile handicap in 5:03, at Cresco, Iowa, September 12.

John S. Johnson, on a White Flyer, second in mile handicap, professional, at Syracuse, N. Y., September 16.

W. E. Kenyon, on a Thistle, won two-mile lap in 6:23⅗, and mile invitation in 2:16⅘, at Peoria, Ill., September 18; also second in mile handicap, A, and half-mile open, A, and third in two-mile handicap, A, at Jerseyville, Ill., September 19.

Owen S. Kimble, on a Stearns, won mile handicap from scratch, won mile unpaced, A, in 2:18⅗, and second in five-mile Kentucky Division championship, at Louisville, Ky., September 14.

Fred Loughead, on a Sterling, won mile open, A, in 2:22⅖, and half-mile open, A, in 1:08, at Philadelphia, Pa., September 19.

John R. Lund and H. Van Herik, on a Dayton, won mile tandem, B, in 2:28⅖, at Syracuse, N. Y., September 16.

W. D. McGwin, wheel unknown, won mile 2:40 class, at Flushing, L. I., September 7.

Augus McLeod, on a Brantford, won two-mile open, B, in 4:40, lowering the Class B record of 4:45 at Kingston, Ont., September 18; also fourth time prize in R. Q. T. national twenty-mile road race at Toronto, September 14.

Bert Morrow, on a Relay, won half-mile open in 1:26½, second in two-mile open, and third in three-mile handicap, September 9; won two-mile handicap and quarter-mile open, third in five-mile handicap September 10, at Sanborn, Iowa; second in five-mile handicap at LeMars, Iowa.

Barney Oldfield, wheel unknown, second in half-mile open and third in mile open, at Wooster, Ohio, September 18.

Miss Annis Porter, on a Thistle. rode the Elgin-Aurora century in 7:18:31, lowering the ladies' record of 7:30, September 19.

Raymond Pulley, on a Triangle, won half-mile county championship in 1:14, and two-mile open in 6:08, at Shenandoah, Iowa, August 20.

E. Radway, wheel unknown, second time prize in R. Q. T. national twenty-mile road race at Toronto, September 14.

Bert Repine, on a Syracuse, won quarter-mile open, , in 1:16½, at Jerseyville, Ill., September 19.

J. Robinson, wheel unknown, second in R. Q. T. national twenty-mile road race at Toronto, September 14.

G. E. Rodgers, wheel unknown, won mile consolation, at Peoria, Ill., September 18.

Homer Ross, on a Victor, won half-mile boys' in 1:21, August 31, and half-mile boys' in 1:18, August 22, at Shenandoah, Iowa.

W. C. Schrader, on an Andrae, second in half-mile handicap and third in mile handicap at Wausau, Wis., September 14; also second in two-mile open, B, and third in mile open, B, flying start, in 2:28, September 18, and second in mile open, B, third in mile open, B, September 19, at Menominee, Mich.

P. Skelton, on a Thistle, second in mile handicap and third in two-mile handicap at Peoria, Ill., September 18.

Ernest Stade, on a Syracuse, won three-mile handicap, A, in 7:13, August 30, and mile lap, A, and two-mile handicap, A, in 4:47½, August 31, at Kansas City, Mo.

Anton Stoltz, wheel unknown, won five-mile open, A, paced, in 12:17, second in half-mile open, A, at Menominee, Mich., September 19.

B. F. Swanson, on a Sterling, won three-mile lap race September 11, and mile championship of DeKalb, Boone, and McHenry counties, September 12, at Belvidere, Ill.

J. Szukala, wheel unknown, won first place and time prize in Polish Cycling Club's ten-mile road race in 24:15 in Chicago, September 1.

Bob Terrill, on a Syracuse, won mile open, B, in 2:28, August 30, and second in mile lap, B, August 31, at Kansas City, Mo.

J. E. Walsh, on a Stearns, in mile 2:20 class, A, rode the half-mile in 1:02⅖, three-quarters in 1:35, breaking the world's record for each distance, at Springfield-Mass., September 12.

Fred Weage and H. MacLagen, on a Clarke, lowered the Elgin-Aurora century tandem record from 7:32 to 7:10, September 15.

Walter Webb, on a Crescent, broke the state mile novice record in 2:16, and won mile invitation in 2:15⅖, at Ogden, Utah, August 15.

A. E. Weinig, on a Barnes, third in mile handicap, professional, at Syracuse, N. Y., September 16.

C. S. Wells, on a Syracuse, second in mile invitation, B, and second in mile open, B, Kansas City, Mo., August 31.

A. B. Wilson, on an Imperial, won mile and half-mile county championship, and third in quarter-mile open at LeMars, Iowa.

W. L. Wilson, on a Stearns, won half-mile open in 1:07, at Shenandoah, Iowa, September 9; also won fourteen-mile road race in 39:00, at Denver, Colo.; also won half-mile open in 1:11, and mile open in 2:35, at Aurora, Neb.; also won half-mile (heats), best time 1:07, at Tarkio, Mo.

J. A. Woodlief, on a Syracuse, won half-mile open, A, in 1:05⅘, second in mile open, A, at Kansas City, Mo.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

PURELY CONVERSATIONAL.

We like a plain-spoken, conversational ad. We think you do. We think most people do. And it is distinctly our purpose to be on conversational terms with the majority of those who are interested in bicycles and bicycle tires.

Orders for 1896.

The end of active racing is near. There will probably be a short season of record-breaking, and we hope Morgan & Wright tires will figure in the result. Meantime, we have been looking over orders already booked for 1896. We are happy to announce that there are a few.

At Toronto's Show.

Having only recently tried for a strong Canadian footing, it is a matter of pride that out of 163 bicycles exhibited at the big Canadian show at Toronto 70 machines had Morgan & Wright tires. The other 93 sets were divided among fourteen makes, the largest number of sets of one make being seventeen, the next largest ten, and so on. At both Toronto and the Montreal show, in progress at this writing, the M. & W. quick-repair tire is the prevailing feature. The Canadians are an appreciative people.

Plenty, and to Spare.

During the past few weeks the reading columns of this journal have contained the record of hundreds of winnings on M. & W. tires. In three instances only, out of the many, we have advertised that which did not belong to us, despite our efforts to the contrary. Riders will change tires now and then, and errors will creep into the best regulated business families.

The Quick-Repair Strip.

We are receiving letters from riders who fancy they can apply the new quick-repair strip to their old inner tubes themselves. This is possible, not probable. It is a very careful operation; necessarily so, because it would be poor policy to allow imperfect goods to leave our factory. We will accommodate riders of M. & W. tires by applying the quick-repair strip to their present inner tubes for the nominal price of $1, at our factory. Next year, of course, the quick-repair tire will be standard.

A Repair Man's Testimony.

Riders and dealers alike must appreciate plain talk like the following, picked at random from a lot of similar pleasant letters received by us. Fred Travis, of Brighton, Mass., writes:

> In the several years in which I have been connected with the cycle business as repair man, tire man, etc., I have had abundant chance to see for myself the comparative merits of about every kind of tire in common use. Having tried all types on my own wheels, as well as others, I have had less trouble with M. & W. tires than with many others, some of them, like some cycle firms, claiming to be the "only" one on earth. Of course, nothing yet made by man is perfect, and tires are no exception to the rule, but I am satisfied that the M. & W. will give far less trouble, under the care that should be bestowed by any reasonable rider, than any other make of tire, though the latter may seem to a novice more simple.

The above was written without reference to the new simplifier—the quick-repair tire.

MORGAN & WRIGHT, CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

HORSELESS CARRIAGES AGAIN.

WASHINGTON, D. C., Sept. 21.—This all-absorbing question is uppermost in the minds of the people as well as of the manufacturers, as is evidenced by the following report from Consul C. W. Chancellor, at Havre, France, just received at the state department and dated August 2. Mr. Chancellor says:

In view of the large number of communications which I have received from all parts of the United States asking for details in regard to motor propelled vehicles, including bicycles and tricycles, it may not be out of place, as the original report has already been published, to add some data for such publicity as may be deemed advisable by the department.

Bicycles and tricycles are propelled by small petroleum motors.

The Weight of an Entire Machine is Under 100 Pounds,

and the price is about $250. The petroleum vapor is ignited by means of an electric spark. In order to set the machine in motion the rider mounts, turns a tap to admit the petroleum, which at the same time turns on the electric current that lights the fuel; he then propels the cycle with his feet in the usual manner until he finds that the motor is working. Another handle is moved, which releases the treadles, and the cycle is then in full swing. On mounting a hill, the rider can assist the speed by gearing up the pedal again and using his feet, thus adding the animal to the engine power. There is also in course of construction a somewhat similar machine to carry two persons.

For propulsion of ordinary carriages not constructed with permanent motors

A Kind of "Steam Horse" is Used.

This is joined to the carriage as an integral part of it. The front wheels of a victoria, as of any other carriage, are removed and the fifth wheel or turntable is attached to the projecting platform of the "steam horse." These small steam engines have tubular boilers, and coke is employed for fuel. No smoke, steam, or noise is produced at any time.

The prices vary, according to the size, from $1,800 to $2,500. There are the chaise, victoria, phaeton, etc., which in all cases have the appearance of an ordinary carriage with the shafts removed; while the weight is not very much in excess of that of the type of carriage represented. For instance, a victoria to carry four persons, two inside and two on the box, would weigh under 1,500 pounds.

Most of the engines are of the petroleum type, and

The Gas is Fired by One or More Red-Hot Tubes

in the same manner that a gas engine is fired. On the box there is a guiding lever, and another lever to disconnect the engine by releasing a clutch. The lever when placed in other positions gives four speeds. A handle for reversing the usual brake lever is present, and a foot lever is employed to release the speed lever, acting as a brake. The valve which regulates the flow of the petroleum is also placed near the hand of the driver, but this does not require much attention after it has been set. To start the carriage it is necessary to stand at the back, light the burners which heat the ignition tubes, and turn the handle till the motor starts. The driver then mounts his box and by means of his lever clutches the engine to the motor part of the carriage.

As solid smooth roads are quite essential to the successful use of the French system of "voitures automobilis," it will be necessary, before this system can be profitably used in the United States, to bring our roads to the condition of the European highways.

In France all Carriages Pay an Annual Tax.

Those which seat one or two persons pay 50 francs ($9.65); those with three places pay 75 francs ($14.37); and those with four places pay 100 francs, or $19.30. Bicycles and tricycles are taxed each 10 francs, or $1.93. These taxes are payable monthly in advance, and no vehicle is permitted to go on the road until the tax is paid. As there is need, generally felt and universally acknowledged, for better roads in America, it is worth considering whether or not an income from this source, if capitalized, would not be sufficient of itself to effect the much-needed improvements and keep in repair our highways, thereby rendering them suitable for the operation of motor-propelled vehicles.

WOMAN'S BEST FRIEND.

An eminent French physician, searching for the best means of producing muscular development in women, found that the bicycle has special features which recommend it for the purpose. It may be graduated for different purposes, he says, and requires no unusual expenditure of energy except when ascending hills or developing speed. It can be used progressively to excite muscular action, and is an excellent means of exercise for women. Ordinary horseback riding is not exercise in the proper sense of the word, and is inclined to make invalids of weak women. If horseback riding is advised for women, they should ride astride, says the French scientist, although he makes haste to state that he does not recommend such a custom.

Few women practice fencing, and, while they do well at it, the use of such weapons is not properly a part of their education and calls for violent exercise which does not accomplish the object in view. Gymnastics are not interesting or amusing enough to be regularly followed, and many of the exercises are subject to criticism. Lawn tennis, which is much in fashion, may do some good, but it requires many violent motions, which, if badly calculated, may be injurious.

On the contrary the safety is well adapted for the requirements of women. Balancing is particularly attractive to women, and they become surprisingly skillful in the management of the wheel. Daughters, sisters, and wives will learn to ride the safety much more readily and with more grace than men, and they will gain in health by it, provided that they never forget they are women, and do not compete with men—except in the matters of gracefulness and moderation—and have the wisdom to cease riding before it becomes tiresome and injurious.

WOMAN'S ADAPTATION TO THE WHEEL.

It has often been said that woman was relatively a better cyclist than man, and, considering her general strength as compared to man's power, she can ride longer distances, go better over hills, and put forth some wonderful efforts. It is generally true, and if it is studied carefully no one need be very much astonished, says a French physician. The normal woman seems to be built for a cyclist. One might almost think that nature, in making woman's body, had the safety in view, while in making the masculine structure Dame Nature did not think of the two-wheeled machine that we now make our favorite means of locomotion. By an examination of the skeletons of women and men, the difference can be seen very easily. They are not made in the same way, and, if the main lines are the same, they differ in many of the details that are important. With the woman the bones of the skull, arms, and chest are smaller and lighter than those of man, while the pelvic bones and those of the thighs are larger and proportionally heavier. When the bones are covered with flesh, the proportion is still better indicated and the difference more marked.

The Center of Gravity is Much Lower

in woman's body than in man's. This gives her greater agility and a more perfect equilibrium. Her hips are more developed and heavier; the thighs shorter and larger, which enables her to hold herself in the saddle better; and, relatively, her lower limbs are stronger. With man, on the contrary, the upper part of the body and the arms are more developed, which, from a cycling standpoint, is not good. Woman, therefore, because of her structure, should be a better cyclist than man, though the latter, notwithstanding this, in bicycle riding, as in all kinds of physical exertion, possesses the greater muscular power. It is perfectly true, nevertheless, that woman considering her constitutional weakness, is better adapted to cycling than man.—*Le Cycle.*

AN ÆOLIAN HARP.

A member of THE BEARINGS' staff was riding home one day recently when a rider who was going at a fairly good clip came along. As the wind was in the faces of the riders the newspaper man "tacked on" for the benefit of the other rider's pace. Every time a gust of wind struck the riders a peculiar noise came, it seemed, from the other rider's wheel. THE BEARINGS' man thought that the rider was on a wheel in which the bearings were grinding up. It seemed hardly possible that he could maintain such a hot pace with his bearings in bad order, but he kept on, apparently fresh, and the peculiar noise continued. It was not until a mile or more had been covered that the real source of the noise was discovered. It emanated from a series of rubber bands that the rider had stretched from his handle-bars to the front forks of his wheel, down to the front axle, and from handle to handle. Every gust of wind turned the bands into an Æolian harp. As soon as the source of the noise was discovered it assumed a pleasanter sound, and it was not a great stretch of the imagination to find music in it. Perhaps this fad will become popular.

CABANNE & CO. STILL IN SUSPENSE.

PHILADELPHIA, PA., Sept 21.—The Titus-Cabanne-Murphy case still remains undecided, but it is expected that Chairman Gideon will make known the Racing Board's ultimatum this week. On last Monday he received a full account of the case from D. W. Robert, the St. Louis member of the board, along with several statements, evidence, etc., but the facts have not been allowed to leak out from the official sanctum. Mr. Gideon has been very reticent all along, and will probably not be heard from until he issues his next bulletin. Immediately after receiving the facts of the case from St. Louis he forwarded duplicates to the other members of the board for their decision, and answers are expected in a day or two.

SHORT ROAD RACES.

NEW YORK, Sept. 21.—The Clio Wheelmen held another race meet on the Bayonne Boulevard which was well patronized by the local talent. The summaries:

Half-mile scratch.—C. E. Ertz, first; W. L. Danner, second; W. C. Roome, third. Time, 1:10⅕.

One-mile open.—F. F. Goodman, first; C. E. Ertz, second; R. Brown, third. Time, 2:38⅕.

One-mile handicap.—C. E. Ertz, scratch, first; F. F. Goodman, second; H. Loehrs, third. Time. 2:20⅗.

Five-mile handicap.—C. E. Ertz, scratch, first; W. C. Roome, scratch, second; W. A. Brown, 125 yards, third. Time, 14:47.

One-mile exhibition.—C. E. Kluge. Time, 2:25.

Are Your Dunlops Genuine?

Better take them off and look at the tubes. Everybody in the bicycle business is not necessarily honest; a few fakirs and frauds have crept in of late years.

Read Mr. Vinton's Experience:

15 Everett Place, Newport, R. I., Aug. 9, 1895.

To the American Dunlop Tire Co.

Gentlemen: Please send me as soon as possible

1 inner tube, 30 inch.
1 inner tube, 28 inch.

for a 1¾-inch tire for a Beeston-Humber light roadster (24 pounds, 1894). Have them as fresh and new and as well tested, both in the valve and in the tube, as may be, and put in the best valve.

My experience with your tire, which I still believe to be the most convenient and the best tire on the market, has been a sad one. When the machine was new I had trouble and found upon examination a rotten, second-hand, four-times-patched, etc., inner tube on the front wheel.

The rear one soon after gave out and I was told that the outer shoe was of your make, but that the tube was not. The rascally dealer had stolen my tubes.

After much unpleasant remark on both sides, the agent put in other tubes but little better than the first.

Recently when in Boston I ordered another dealer to send to you for genuine "Dunlops" and put them in, but finding myself in trouble yesterday (the rear tire burst), I was told that the tube was not Dunlop make, but was an inferior tube in all respects. I am discouraged. The repairs have cost me many dollar bills, and I am still without a real good stamped and tested tube of your make.

I am told that some agents will steal out your tubes and will never supply them if they can avoid doing so, but they don't forget to charge, all the same. Please send to

F. P. Vinton, care Geo. Pierce, Esq.,
15 Everett Place, Newport, R. I.

THE AMERICAN DUNLOP TIRE CO.

504-506 W. FOURTEENTH STREET, NEW YORK CITY.

GET OUR CATALOGUE.

CHICAGO: 266 Wabash Avenue.

FEMININE CYCLE COSTUME IN PARIS.

It is reported that the prefect of police, M. Lepine, intends to forbid women wearing bloomers, and it has caused much ink to flow. The *Gaulois* has opened an investigation of this important, though seemingly frivolous, question, and has interviewed several women in Paris who are considered judges of good taste. The question asked by the *Gaulois* was the following:

"Which of the two garments, the skirt or bloomers, is the best from a point of view of beauty, hygiene, and correctness?"

Mme. Sarah Bernhardt.

"Pantaloons may be more comfortable. I am satisfied that under certain circumstance women have the right, and sometimes they are obliged to wear the masculine costume; but, excepting at times that are not found in daily life, all my womanly instincts, all my preferences as an artist, plead in favor of the skirt, the long skirt. For even the short skirts of the wheelwoman are repellent to me. It is for you to say what I think of those who, without skirt or reason, wear masculine costume.

"It is not the use of the safety that accounts for it. I think that it is on the tapis to change our manners more than is realized. All these young women, all these young girls who devour space on a safety will not cease wearing bloomers in family life in their own homes.

"I do not know whether the physical result is great enough to permit us to neglect entirely the moral. They say, do they not, 'there is a healthy soul in a healthy body'? The rule has many exceptions—and then, has it been demonstrated that the bicycle has no muscular or nervous disadvantages? But the moral consideration should prevail, and I think that the life outside given by the bicycle may have grave consequences.

"Since you speak of costume, do you not think it is really extraordinary the infatuation of so many women for the masculine costume—that is not all becoming; and I have a suspicion that the men themselves are not very proud of it?"

Mme. Sarah Bernhardt accompanied these words with a smile which seemed to say that the pride of an artist did not permit her to take part in the disputes of the moment, and who will remain—under whatever costume she pleases to wear—herself.

Mme. Melba.

Hardly had the object of the visit been announced than the opinion of our amiable songstress could be divined by the significant little mouth that she made. And her speech, accompanied by an accent which gave to the words a particular color, was disdainful. It was not from a philosophic or social standpoint that Mme. Melba looked at the question. It was from the standpoint of a woman and an artist, and, one could feel it by instinct, she looks for the true and beautiful without becoming lost in psychology.

"I have a horror of the masculine costume for women. It is ugly, even on the stage, and I have never consented to wear it; and I will add that I will never wear it without blaming the other artists who do not feel as I do. My artistic and feminine preferences are troubled when I see women give up the charms and conventionalities of their sex by the costumes that they wear. You may be sure, besides, that the safety—for which I have very little sympathy—is not my pretext. It is much less for reasons of comfort than for other mysterious reasons that they sacrifice the skirt for the bloomers."

Mlle. Brandes.

"I have no opinion upon the safety, sir, or upon the costumes that are worn. I do not practice this kind of sport and can not appreciate its advantages and disadvantages. But, as a woman and an artist, I can tell you that the full bloomers have never appeared proper to me. They are brutal and ridiculous. I do not see how women can sacrifice the noble lines that a rhythmical advance gives to a long skirt."

Mme. Adam.

"I know," said the celebrated editress of the *Nouvelle Revue*, "all the importance carried by this question, notwithstanding its frivolous aspect. Well, to give my opinion of the matter, I have recourse to the principles which direct me in the study of human problems. I believe in appropriating the forms where they belong, not to hide, but to accompany and serve.

"I do not believe in general obligations, apropos of questions as personal as that of costume. I have a horror of style. I wish that each and every one should clothe himself or herself according to the moral and physical style of his or her being. With all the uniformity they have not yet succeeded in effacing the differences in classes and nationalities. Do you think that, in clothes and hats all alike, I can tell a Spaniard from a Parisian on the boulevard?

"I think that the women of today are sufficiently educated to be able to choose the costume that suits them the best, according to their profession. Let women writers wear long dresses. Let Mme. Dieulafoy wear the masculine habit. This is a principle that should be respected.

"As to our wheelwomen in bulging bloomers, I do not know whether they obey necessity or fancy. According to my taste, there are really too many calves shown in our Parisian streets. However, a woman in bloomers does not displease me at all when she is upon the machine. All harmonizes in the movement. But I do not think that the skirt reaching the ankles can be very troublesome, and it has the merit of being graceful.

"To tell all my thoughts, I think that pantaloons that only reach the knees are immodest, that is the word! Still more, they are ridiculous. They would say the same of a horsewoman who would walk with her train upon her arm. She would be grotesque. The wheelwomen who get off their machine, who wear bloomers, are the same. Such a fashion! If it should become general, it would have the most dangerous consequences from a moral point of view.

"Do not think, however, that the feminine clubs organized in several cities, and especially in Vienna, obey praiseworthy sentiments when they demand for women costumes more suitable than long gowns for the active part that they begin to take in modern life. A thousand times no! It would still be uniformity, to oblige them to follow a narrow rule in which I see neither utility nor legitimacy. These women's clubs are centralizations, and I am in favor of decentralization in everything. I do not think that our countrywomen will make themselves ridiculous by dressing themselves on Sunday according to the Parisian fashion."

"And the health, madame? Do you not know that the physicians are not in favor of the skirt? Physicians claim that the skirt catches and retains the dust."

"Are these doctors women? They are not; is it not so? I think that the women doctors could bring a legitimate action against bloomers. I advise you to consult one of them on this point."

Gyp.

Here is the brave and significant answer of the author of "Petit Bob" and "Bonheur de Ginnette"—to name only these two works among so many volumes, so modern, so Parisian, and so *Parisiennement* provincial—which have made their author celebrated. We can find there, as in a synthesis, active observation, a little severe, very aristocratic, an expressive and rapid gesture, finally all this contained in the three letters of this rare syllable, Gyp:

If they *really* ride, the skirt is impossible.

Full bloomers are abominable.

Both are equally conventional. On the safety all is conventional, because everything is ugly.

He! the crack of the whip lashes the Amazon on the fragile bicycle wheels!

Mlle. Blanche Pierson.

This amiable artiste answered the question gracefully: "The cycle questions are unknown to me," said she; "I can not therefore formulate an opinion in regard to a sport upon which I am entirely incompetent."

"Very well, but it is mainly upon the feminine costume that we desire to have your feeling. In two words, the skirt or bloomers?"

"I fear that I can not bring any light into your investigation. The question of feminine costume is so complex. I am inclined to think that, with the safety as with other things, they will have much trouble to prevent the women from wearing bloomers."

"Are you very sure, Mademoiselle, that you have not touched the bottom of the debate?"

SANGER INTERVIEWED.

Walter Sanger is anxious to finish his season, and after a crack at the mile unpaced record will go to Milwaukee for a long winter's rest. He will come out another year with his brother Will, as large a man as himself, as a partner in the professional ranks.

"Willie will never again ride as an amateur if I can help it," said Sanger. "I am content with the professional issue and think that Class B will be abolished very shortly, perhaps before the opening of another season."

Sanger has won a snug sum of money this season, in spite of the changeable form that he has displayed. He has had great difficulty in getting into anything like his former condition.

The Results of his Sickness

have hung to him through the season and at times he has had chills that scared him with the thought that the old trouble might return this fall.

"I am going to get that one-mile unpaced record and then quit," said Sanger. "I will ride Vim tires. The wheel I do not know, as yet. I am going to use an 84 gear, and may use an 88. I am confident that the record can be pulled down to 2:02 or lower, and will pull it just as far as I can. There will be no halfway business about it. The Springfield track will be used. I had originally intended to go to Waltham, but Bradstreet coolly informs me that he is going to

"Assess All Record Breakers

the price of keeping the track open while they are there, and places the figure at $75 per month. I am no sucker. Bradstreet played me for a sucker once, but I was not a fish at the end, for he was the one who was caught. I waited for a year and a half for a prize but finally succeeded in obtaining one that was worth more than the original value. He sent me by mistake a pink stone for a yellow one. I had three diamonds sent me and returned them all as not up to value."

Sanger will go to California, as will others of the pros in his following, providing purses of value are offered at each meeting.

Glide. Glode Glidden.

We were surprised and a trifle puzzled by an unfamiliar word in an English contemporary, in which an author is permitted to write, "We glode unmolested to our abiding place." Perhaps the writer reasoned by analog and uses the same declension for glide that he would for ride.



"Yankee Brains Lead the World."

(Uncle Sam's Soliloquy.)

"Here s the 'Defender,' a Yankee boat, built partly of aluminum, a triumph of ingenuity and skill.

"A costly boat, but she has already proven **the fastest in the world.**

"Here is the Eagle, a Yankee bicycle, the fastest in the world. Has **aluminum rims,** which make the wheels light running. They are strong, too; have been tested on Eagle bicycles for four years. More expensive, but better. Any one can build a boat or a bicycle, but it takes Yankee brains to turn out a Herreshoff boat or an Eagle bicycle."

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

CHICAGO STORE, 7 ADAMS STREET.

The Bearings
Cycling Authority of America

THE Fowler TRUTH

L . IV. CHICAGO, SEPTEMBER 26, 1895. No. 4.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Office and Factory,
142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

OUR OPENING.

Wasn't it a peach! Not one of those rotten peaches of which we have heard so much, but a large, rosy, juicy peach, such as the poets love to sing praises to.

It occurred last Saturday evening, September 21, and the occasion was that of the formal opening of our new West Side store, Nos. 77-79-81-83-85 87 Ashland Boulevard.

Conservative estimates place the number of those in attendance in the neighborhood of 100,000.

Of course not all at once, but at least that many persons honored us with their presence. But during the evening at no time were there less than 20,000 brave men, fair women, and howling children jammed into the thoroughfare about our establishment. It was entirely Fowleresque, there being brass bands, vocal, and instrumental quartettes, and all the accessories.

The awards were made as follows: The Thistle Cycling Club won the Fowler tandem, they having the greatest number of members present, there being 222 of them. The second prize, a Fowler Bantam, went to the Illinois Cycling Club, with 137 members present.

The Chicago Cycling Club were awarded the Fowler Bantam for presenting the most uniform appearance, there being seventy members present, presenting a truly magnificent sight.

The wheel drawn for was won by number 1,926, which lucky number was held by Mr. Frank Burket, of 621 W. Lake Street. To say that he was tickled would fail to express in the slightest way his feelings over his extreme good fortune.

We know of at least eight cycle concerns that gnashed their teeth and wept with remorse when they saw the splendid turnout at our opening. Fowlers always did lead the way, and from now on it will be in order for our imitators to ape our ways. Look out for them, they are already scheming on openings similar to ours, which, alas, can never be. For no other concern in this great, wide world of ours possesses the energy, perseverance, American push and up-to-dateness of the Fowler Cycle Mfg. Co. We are not throwing chrysanthemums at ourselves, but it's a cinch that no other cycle concern can say for us, what we have already said for ourselves. That's no joke, or fable.

WATCH
OUR SMOKE
IN '96.

The Fowler

We do not own
balloons, nor have we
lions to roar,
but
our smoke in '96 will
soar higher than any
windbag and our
echo will sound louder
than the mightiest howl
that ever happened.
SEE?

We want agents everywhere.
Write us quick.

Address
FOWLER CYCLE MFG. CO.
142-148 W. Washington St.,
Chicago, Ill.

Them's Our Sentiments Exactly.

We are in receipt of the following from an eastern admirer of all that is good, honest, fair, and high-grade—the Fowler: "When success begins to dawn on effort and expenditure, then crowd on the steam with an increased pressure. To relax effort at this stage is practically to abandon the original purpose at the critical moment. This is the time of all others to lay on the lash and quicken the speed of the team."

The above very prettily worded, and altogether clever quotation, will stand twice reading. Shakspere never wrote truer words in all his grand existence.

The Fowler Shin-Dig.

It was a sight to behold that Fowler blow-out which was tendered the cycling and daily press of America last Thursday evening (?) at the Hotel Normandie, 12th Street and Michigan Avenue. There were forty-eight thoroughbred gentlemen that sat themselves down at the festive board to eat, drink, and be merry. Without exception, they said that they had never before partaken of such unstinted hospitality. If this is so, we are glad. It was our intention to bring them closer together, make them better acquainted, bury several hatchets which existed between the papers, and, above all, to demonstrate to them in a substantial way our appreciation of the kind treatment we have received at their hands.

DECEPTIVE BLUFFS.

The time was about 3 a. m. The occasion one when we had vainly tried to seek repose, and had failed, owing to the momentum with which our brains swirled, caused by the volume of "rush" which is being transacted daily in our sanctum sanctorum. We had arisen, lighted a Perfecto (on the level), turned up the gas, and sought relaxation by the perusal of a cycling paper which lay upon our table. On one of the pages there appeared a half-tone cut of what looked like the World's Fair buildings, in all their glory. Beneath the picture were the words: "Where ——— bicycles are made." We remember distinctly on a recent trip east of having visited the factory where the aforesaid ——— bicycles are made, and to let that concern down easily, we will but say that one of their alleged numerous smoke stacks covers about a total area of space used in the making of those same old ——— bicycles.

We could take a bird's-eye view of the city of Chicago, have a half-tone made of same, and label it, "Where Fowler bicycles are made." It would be the truth, for they are made in Chicago. But it would be a deceptive bluff, and as bluffs don't go nowadays, we confine ourselves to the single statement that Fowler bicycles are made at numbers 142, 144, 146, and 148 W. Washington Street, Chicago, Ill.

If you see a truss frame bicycle it is either a Fowler or a counterfeit. Counterfeits are never as good as the original. The Fowler is an original bicycle.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ADVERTISING FOR LOCAL DEALERS.

Though bicycle advertising is put out with a lavish hand by the different makers, the local field is left to the mercies of the local agent; and much of that gentleman's success depends on the time and brains he puts into the ever-important subject.

Personal solicitation has always been the great feeler for trade with bicycle men, but this is not sufficient. When a person has made up his or her mind to purchase a bicycle the agent drops around and works up the sale for the particular wheel he represents. This will answer in a small place where it is practical for the agent to personally cover the territory, and even then it should be assisted by liberal, striking newspaper advertisements.

When a man first sees the *Morning Monger* at the beginning of the season, he has not thought of buying a bicycle. Your announcement attracts his attention, provided it is bold and well displayed, and he mentally says: "Good ad." Next morning he sees a like display bearing your name, and it suggests to his mind that bicycling is rapidly spreading. This goes on; he is hit with your ads, and finally the saying, "The constant dropping of water wears away the hardest stone," is exemplified, and he decides to have a wheel for himself. The ever-present advertisement accomplishes what a personal solicitation could not.

The daily paper is of first importance in the list of helps to the local agent along the advertising line. Use space liberally and continuously. The man who is liberal in his advertising policy always has the money wherewith to be liberal. This does not mean that one should employ each scheme that comes along. You must be judicious and cultivate a faculty of picking out that which will bring you the most returns.

If there is no daily in your town, use the weekly. Always change copy each issue, even at the loss of some sleep. Your ads can be made bright and to the point with little effort by following and adapting portions of the advertisements in the bicycle papers, especially that of the wheel you handle. It is a good idea to give a list of prominent local people who ride your wheel; it will have its influence in throwing trade your way.

Good borders and clear readable type should be used, leaving out fancy rules and ornaments. Cuts of wheels and cycling scenes add greatly to the appearance and effectiveness of an advertisement, and these can be procured of the maker, usually without charge.

Do not crowd the space. Terse bright matter, well displayed, attracts attention.

Do not attack your rival agent. It can not fail to prove an advertisement for him.

It always pays to be on good terms with the local press. Know the sporting editor, and when anything new happens in your line, give him an item for his local page. He will usually be glad to use it, and each time your name or that of the wheel is mentioned, it's a reminder to some one who is thinking of purchasing a bicycle, and it may prove the straw which will bring him from the brink of indecision to make your wheel his mount.

Programme and score card advertising should only be considered if you have some of your appropriation left after attending to the local press.

The newspaper is the agent's right-hand man; use it accordingly, and consider the money placed in it an investment, not an expense.

Attractive window displays, souvenirs or printed matter given out at local race meets, signs tacked up around your city all help to boom the business. Whatever you do, do well. Whatever you are, be original.—G. H. E. HAWKINS, in *Brains*.

THE LATEST ADDITION TO THE RAMBLER FAMILY.

The Rambler combination tandem No. 2 is the latest addition to the Rambler family. While really one of the '96 line, G. & J. are ready to fill orders at once. The frame is an improved truss pattern, the forward portion of the frame having been modified to conform in shape and height to Model D, ladies Rambler. The lines of the rear portion of the frame have also been altered to secure greater symmetry and strength. The steering is done by either one or both riders. It is fitted with the G. & J. spoon brake, hand brake, and 28-inch wheels. The tandem weighs 50 pounds.



NO CORNER IN TUBING.

Toledo Manufacturers Laugh at the Idea of American Makers Controlling the Output of the English Mills.

TOLEDO, OHIO, Sept. 22.—One of the telegraphic news associations sent out a cablegram from London a few days ago reading as follows:

A resident of Toledo, Ohio, is said to have recently placed orders for over 2,000,000 feet of tubing at 24 per cent higher than is usually paid by Englishmen. The output of practically every tube firm has been purchased for the American market.

When the above dispatch was shown to local bicycle manufacturers they smiled at the idea of such an order cornering the market. "I do not know," said Mr. Yost, of the Yost Mfg. Co., "who placed the order, but it would take a much bigger order to corner the market. I do not believe either that an order was placed at such an advance in prices. Last year, that is when we were preparing for the season of 1895, we were a little hampered for want of tubing. We were buying the American product and had ordered what we thought we would need. Later in the season we found that we should need more and placed orders which the manufacturers in this country could not fill.

"Then we Went into the Foreign Market

and got close figures on tubing. We are now receiving frequent solicitations from abroad for orders. Only a dav or two since a firm from Hamburg offered us good prices. I do not believe there is any corner unless it arises from the demand exceeding the supply."

Colonel Raynor, of H. A. Lozier & Co., said: "Of course we get all the tubing from our own works at Ellwood, Pa., so I don't know what there may be in the story. A purchase of 2,000,000 feet would come far from cornering the market. One concern could easily use that much in a year. I am not in a position to say whether such an order was placed by a Toledo firm or not. There would be nothing remarkable about it in any event."

Mr. Gendron, of the Gendron company, was shown the article referred to. "Well, what of it?" he asked. "Would such an order

"Corner the British Market,

and do you know of such a one being placed by a Toledo firm? No, an order for 2,000,000 feet of tubing would not corner the market. It is simply a very good order, and any large concern could use the product. I have heard that some people are buying tubing on speculation, believing that the demand will exceed the supply this year, and possibly the price has advanced recently, or it is about to advance. It may be that this condition is responsible for this report."

C. F. Meilink, of the Dauntless Bicycle Co., said: "The total American production of tubing for the season of 1895 was about 14,900,000 feet. This year the manufacturers expect to produce 25,700,000 feet to meet the demand.

"The British Output

will be largely increased also, and I do not look for any dearth of material. Prices have advanced a little of late, and may advance farther, but I know nothing of any corner. Certainly no order of 2,000,000 feet would have that effect." Mr. Ransom, of the Snell Cycle Co., also smiled when questioned about the article. Said he: "Possibly the report refers to our order in Birmingham. If so, it has become slightly swelled crossing the ocean. We have placed some heavy orders abroad, but we did not pay any such advance as is mentioned. Neither have we 'cornered the market.' The demand for this year may exceed the best efforts of the tube manufacturers, but there will be no concerted action to produce a 'corner,' in my opinion. I think the story is printed at the instance of the manufacturers to pave the way for an advance of price to English customers. It looks like an excuse being made to advance prices. Maybe I'm wrong, but that's what the report looks like to me."

ENGLAND HAS NO FAMINE.

LONDON, Sept. 14.—Very dire and dreadful are the reports of the probable tube famine which is to take place this winter and next season, owing to the cornering of the market by American buyers. If it really is the case that several of the largest manufacturers of the cycle tubing in this country have practically closed their order books to home buyers except at an enormous advance in price, all I can say is that I am truly sorry to see that capable business houses should be so shortsighted. It will simply come to this, that several of the largest cycle makers will erect plants and make their own tubing, and then what will become of the present manufacturers. Your people will not, I presume, be so foolish as to allow us to go on supplying you with tubing year after year when you can make it for yourselves, and, therefore, it follows that the tube drawing firms here will in the end have to rely once more upon the home market. If in the meantime they have forced the cycle manufacturers

To Make Tubing on their Own Account.

where will be the trade which they are inclined to throw so lightly away at the present? I can hardly believe that the tube corner will come off; we are foolish in many things, but surely we are not so foolish as that. A great deal of fuss is being made over the unsatisfactory balance sheet of the Coventry Machinists' Co., but the general opinion seems to be that when the returns for the season are ascertained there will be a vastly different state of things revealed. The old company undoubtedly did well in making a clean sweep of a lot of old stock, even though the amount which this occasioned to be written off was large. Already the shares show a rise,

slight certainly, yet still a rise, and let us hope it marks the turning point.

The John Griffiths Corporation May be Reorganized,

and if this is done nobody can say that the step has been taken too soon. Mr. Griffiths will, I am told, shortly take up his abode in Coventry, and the headquarters of the concern are to be removed to that town. The company propose to sell other things than cycles during the winter, which, although a capital thing for a small local agent, seems hardly correct for such a high and mighty association. Necessity, however, often makes us acquainted with strange bedfellows.

There is apparently going to be a craze for anatomical saddles next season, and one or two of the saddle manufacturers are giving some little attention to these. William Middlemore, of Coventry, has taken up one of these patterns, which is the invention of a Mr. Heighton. The saddle is made in two halves, and each half or side is made to rock independently. There is no peak, but the freedom of leg action is most noticeable.

A New Method of Attaching the Pedal

to the crank has just been patented by Harrison & Sons, of Birmingham. A round hole is bored in the crank-end, and into this the pedal pin fits. A taper cotter passes transversely through both the crank and the pedal pin, and, as the end of the latter is split, driving in the cotter opens the end, and consequently grips the pedal firmly to the crank. The arrangement appears to be very simple and has the advantage that no space is lost either at the back or face of the crank.

The Watchmaker, Jeweler, and Silversmith, which, on the strength of the watch trade, for which Coventry was once noted, takes that town under its special wing, waxes eloquent over the cycle trade in a recent issue. It even goes so far as to suggest the cycle as a capital side line for watchmakers. "Never in the history of trade has there been a parallel to the development of the cycle industry." So says the *Watchmaker*, and then adds that

Watchmaking and Cyclemaking

have been so closely connected in the past that it is "quite natural for watchmakers all over the country to take to the sale of cycles." This is a truly pleasant prospect for the cycle agents, and I fancy that there will be a little difficulty in arranging the matter. I quite agree that the cycle trade came "as a salvation to Coventry," but that is no reason why it should be expected to do the same to jewelers all over the country.

W. B. Turner, late manager of the Coventry Machinists' Co., has just taken the National Works and is having extensive alterations made. When completed the premises will be fitted up with the most approved machinery for the construction of cycles of the highest grade. Mr. Turner expects to make a good display of machines at the national show.

I have just had

Another Grand Experience with Wood Rims.

A machine was built to my order a couple of months since for a lady rider whose weight is 112 pounds. The cycle has not yet been 300 miles, yet last week the rear wheel rim collapsed, the tire pushing off the edge on one side. Examination showed that the same thing was about to occur on the front wheel, and after this, my sixth experience of wooden felloes, I am going back to steel again. Wood rims may possibly do very well in a dry climate and with single tube tires, but they won't stand wet.

WILL O' THE WISP.

BINGHAMTON'S FIRST BICYCLE FACTORY.

Down in southern New York where the hills are high and stony is a pretty valley. Down its center run a couple of pretty rivers that meet, and with their joined forces rush merrily on to the sea. A good many years ago a few settlers were attracted to the spot, and on the river banks started what is now the hustling, prosperous city of Binghamton. On every side, winding in and out among the hills, avoiding the steep ascents, are beautiful gravel roads, roads that bring joy to the heart of the cyclist. These are the surroundings of the town that will be known to the wheeling trade as the home of the Zenith Cycle Co. The company is composed of business men of the highest standard and it is their intention to turn out a wheel that will be a credit to the town. The original plans were made on a basis of 3,000 wheels, but according to George H. Harris, who has charge of the selling department, the prospects are that the original limit will be exceeded. One and one-eighth tubing will be used on the machines, of which there are to be several models, which will weigh from 17 to 23 pounds. The reinforcements have been given special attention and together with the special design of adjustable handle-bars will go far toward giving Zenith wheels an individuality of their own.



GEORGE H. HARRIS.

Butler & Ward, of Newark, N. J., will shortly place on the market a new ladies' saddle of special design. They have also closed many large contracts with some of the leading makers of high-grade wheels. Next year will see a number of new models of B. & W. saddles on the market.

NEW FACTORIES STARTING UP.

PHILADELPHIA, PA., Sept. 22.—Judging by the plans being made by the local trade, next season's business should be the greatest known in this city, not only so far as retailing is concerned, but manufacturing as well. The organization of a company, headed by Frank Dampman, the Falcon agent, a couple of weeks ago, and the incorporation of the Pennsylvania Bicycle Co., will add great strength to the city's manufacturing industry. H. D. Le Cato, who is at the head of the latter concern, said yesterday that the company's plans were all laid, and that the '96 model of the Pennsylvania wheel would be out very shortly.

David Post, who recently joined the Peerless Bicycle Co., was in town last week, and while here engaged H. R. Ely, then with Garden & Brewster, to handle the interests of the Peerless on the road.

A new tire is to be placed on the market, which, if it does not prove too heavy, will be a good thing. The invention consists of a series of elliptical steel springs set at right angles to the rim and riveted to it. A steel band passes around the outside circumference of the tire, and is in turn riveted to the springs, forming at once a strong, resilient tire that can not be punctured, and being covered with rubber keeps out dirt and wet. The invention is intended for other vehicles as well as bicycles, the same principle holding good whether for large or small wheels, as by decreasing or increasing the strength of the springs, the tire can be made to adapt itself to any weight. There is no rolling motion and no slipping, and Mr. Horton, the inventor, thinks the tire far superior to the one now in use.

THE ACME COMPANY'S SUCCESS.

One of the eastern concerns that has been "sawing wood" the past year is the Acme Mfg. Co., of Reading, Pa. It has not been making any great outcry, but has been tending strictly to business, with the result that 6,300 machines were disposed of this season. The output will be increased to 15,000 in '96. Five models will be made, listing from $60 to $100. The



machines will be strictly up to date, will be made of 1⅛-inch tubing, and will have barrel hubs. A sterling silver name-plate will be used. The new models will be ready this month. To manufacture this large number of wheels it has been found necessary to increase the size of the factory, and a new building, 40x40 feet and five stories high, is now under course of construction.

WILL MEND PUNCTURES.

The "four-minute" bicycle cement, made by Gardner & Johnson, Derby, Conn., will repair, without heat or the aid of a patch, any torn or punctured tire in exactly four minutes. That is what its makers claim, and they stand ready to make their assertions good. Any one can do the trick. The puncture is filled by the cement, which will stand as much pressure and wear as the rest of the tire. If the tire should be so badly torn and pieces gone, so that the cement can not be made to stay in or quite fill the hole, a patch can be used. A piece of stout cloth or rubber covered with the cement will fix it. The cement sells for 25 cents a tube.

OLD HEADS AT THE HELM.

There are several well-known cycle men connected with the Moore Cycle Fittings Co., of 309-323 Sussex Street, Harrison, N. J. Theodore D. W. Moore, for fourteen years with Hartley & Graham, of New York, is general manager, while Robert Perkins, formerly superintendent of the Liberty Cycle Co., occupies the same position with this company. Parts of all descriptions will be made by this concern. The Moore company is prepared to sell separately or in pairs frames for motor carriages. It will also make complete bicycles, and is in a position to make contracts, as it has on hand a large quantity of tubing, steel, necessary supplies, and improved machinery. Its chain department is one of the largest and best equipped in the country. The company has a capital stock of $150,000, of which $100,000 is paid up.

Windsor BICYCLES

A SUPERB LINE

THE MODERN HIGH-GRADE WHEELS.
FAIRLY BRISTLING WITH NEW IDEAS.

SPARKLING ORIGINALITY. PEERLESS CONSTRUCTION.
GLORIOUS FINISH.

BEWITCHINGLY BEAUTIFUL AND AS GOOD AS GOLD.

THE FAVORITE BICYCLES.

Windsor BICYCLES

Contracts have been closed during the past three weeks for more than **6,000** wheels—all for early delivery in 1896.

DEALERS AND JOBBERS ARE INVITED TO SEND FOR ONE OF OUR **ADVANCE SHEETS.** READY FOR MAILING SEPTEMBER 25. A POSTAL WILL DO THE WORK.

Our agents will have a bonanza. We have spared nothing to make the 1896 Windsor look better, wear better, and be better than any other make. They will lead the long procession.

Sieg and Walpole Mfg Co
KENOSHA WIS

CHICAGO RETAIL - 285 WABASH AVE.

Address all mail to the factory.

Windsor BICYCLES

The Cleveland

It is better to sell an established certainty than to invest in an untried quantity.



THE CLEVELAND is the result of years of study and experience. The product of the best equipped factory in the world. The handiwork of genius and skill. A combination of advanced mechanical ideas.

The Leader of the Honest High Grade.

If you desire to be up to date in 1896

HANDLE THE CLEVELAND.

ADDRESS FOR PARTICULARS:

H. A LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
1724 No. Broad St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

THE AMERICAN SEWING MACHINE CO.

At least one of THE BEARINGS' representatives had, up to a few days ago, failed to visit the City of Brotherly Love. His ideas of Philadelphia had been derived from the industrious perusal of *Puck*, *Judge*, and various daily papers. As a train bore him swiftly to that city he mentally pictured a town rivaling Sleepy Hollow; cars drawn by mules, business offices fitted up with reclining chairs, and the whole population poking along with an habitual air of *ennui*. He was treated to an agreeable surprise when leaving the train, and after rubbing his eyes he found himself on an electric car, which, after whirling him through a thoroughly wideawake city, dropped him at the corner of 20th Street and Washington Avenue, in front of the American Sewing Machine Co.'s offices. Entering, the newspaper man

Looked in Vain for Reclining Chairs,

and was soon aroused from any thoughts of chairs or other luxuries by a brisk inquiry from a young man as to the nature of his business. The production of a card resulted in the scribe being ushered into the private office of W. B. Mendenhall, the president of the concern, a pleasantly disposed gentleman on the shady side of forty, who had the appearance of being on good terms with the world. From him was gained a little inkling of the firm's plans. This year has been more than successful. Not till the present time have they been in position to supply the American as fast as it was desired. The local trade has been very large, the merits of the machine having built up a patronage that is

The Best Token of Appreciation.

While still busy with this year's business the firm is quietly going ahead with preparations for a material enlargement of the plant that will be necessary to supply the increase of business that the meritorious results of this year's machines are bound to bring. Large tubing and barrel hubs will be used, and when completed the machine will scale 21 to 22 pounds. With the enlarged facilities, which include more space and the addition of a large amount of special machinery, the output will be doubled, and the pride of Philadelphia, as the machine has come to be known, will be more in evidence than ever.

WHERE GOOD LOCKS ARE MADE.

Having spent all his life on the western plains, where hills are as rare as hen's teeth, a BEARINGS' traveler experienced a feeling of genuine pleasure when he first viewed the scenery of central New York. He had read of towns "nestling in the hills," and it was with a feeling of importance that he incorporated that time-honored and time-worn phrase in his copy about Cortland. In order not to show partiality he has had to incorporate the same phrase in writing of Binghamton and Springfield, and the fact is gradually dawning on him that he will have to use the same phrase about every town east of Syracuse.

Leaving the environments of Bridgeport out of the question he will proceed with more important matters.

Smith & Egge, be it said to the credit of Bridgeport, are located there. Mr. Smith, Sr., is a very pleasing elderly gentleman who evidently believes in being personally in touch with every detail of their large business—a practice that might be followed to advantage by all business men. Smith & Egge manufacture locks and chains, toe clips, etc. Under

The Careful Guidance of Mr. Smith

are turned out all of the locks used in the United States mail service, both on the pouches and on the boxes all over this country. For the bicycle trade they have a number of neat locks as well as a first-class steel toe-clip. The locks are all made of the same material and with the same care that secured the patronage of Uncle Sam, with the result that they have sold locks during the past year to the extent of several thousand dozen. They aim to lead rather than follow in the march of improvement, and as a result have nearly ready for the market a sprocket lock that for neatness and strength will be hard to beat, and will certainly meet with the sales that such a device will merit.

TRADE HAPPENINGS.

BEAVER FALLS, PA.—The Morado Bicycle Co. has been incorporated, with a capital stock of $25,000.

ZANESVILLE, OHIO.—The Zanesville Cycle Co. has been incorporated, with a capital stock of $5,000.

ELGIN, ILL.—The Elgin Sewing Machine & Bicycle Co. has been incorporated, with a capital stock of $200,000. This enterprise succeeds the Diamond Sewing Machine Mfg. Co.

NEWBURG, N. Y.—The Newburg Cycle Co. has been incorporated by A. M. and George Meyer, of Newburg, and others, of New York City, and Hartford, Conn. Capital stock $100,000. This is the same company that was reported as being organized by George Meyer a few weeks ago.

LYNDHURST, N. J.—McKee & Harrington, bicycle manufacturers, have moved their plant to New York City, and are now located at 173-179 Grand Street.

WACO, TEX.—Woodworth & Mann, bicycles, reported to have been succeeded by A. O. Woodworth.

KENOSHA, WIS.—The Sterling Cycle Works are making preparations to increase their facilities for working a double turn, and have placed a contract for the installation of a complete lighting plant, including 600 incandescent and 25 arc lights.

SAGINAW, MICH.—The M. L. Marr Cycle Co., which was recently reorganized, is preparing to add to its capacity by the erection of an additional factory building, two stories high, 36x61 feet, and will equip it with special new machinery.

CHICAGO, ILL.—The Ralph Cycle Lock Co., at 801 Western Union Building, is preparing to put on the market an improved bicycle lock, invented by Ralph Lowenbaum.

SAN FRANCISCO, CAL.—George W. Glosser, bicycles, reported to have given bill of sale for $700.

NORTHAMPTON, MASS.—C. L. Houghton, W. I. Fox, of Whately, and John Woodruff, of Westfield, are organizing a company to manufacture an improved bicycle, the invention of Mr. Houghton. The wheel has a double-tube frame, parabolic in shape, and the advantages claimed are, that it is stronger and lighter than the diamond-shaped frame. The only brazed joint where any weight comes, is where the frame is joined to the head. A clamp, to which the horizontal saddle post is fastened is joined to the upper part of the curved frame, and is adjustable.

MINNEAPOLIS, MINN.—H. Hardy, 1038 Guaranty Loan Building, is interested in the organization of a company to manufacture a combination jarless and rigid bicycle, of which he is the inventor. It is claimed that this frame is absolutely rigid, but can be ridden springy if desired.

CAMDEN, N. J.—The Columbia Tube Co. has been incorporated by Edward E. Coleman, Charles D. Cramp, and W. J. Haines, all of Philadelphia. Capital stock, $10,000, of which $1 000 has been paid in.

HOUSTON, TEX—J. A. Hale, hardware, has opened new store in the Shaw Building, and will take up bicycles. Proposition invited from manufacturers of bicycles and bicycle sundries

HAMILTON, OHIO.—The Columbia Carriage Co. has perfected arrangements to go extensively into the bicycle manufacturing business, supplying the wholesale trade. The bicycle department will be under the management of Charles Thayer.

ELMWOOD PLACE, OHIO.—The Anderson & Harris Carriage Co. will go into the manufacture of bicycles, and contemplate turning out between 10,000 and 15,000 bicycles during the next season.

PEORIA, ILL.—The Peoria Carriage and Harness Co. is preparing to take up bicycles, confining itself to a jobbing business.

SPRINGFIELD, MASS.—Negotiations are reported pending between the board of trade and the Keating Wheel Co. looking to the removal of the latter company's bicycle plant from Holyoke, Mass. It is stated that the company has no desire to leave Holyoke, but that, if it remains, its present plant will have to be enlarged to double its present size.

HARTFORD, CONN.—The American Cycle Co., Wheeler & Beach, proprietors, dissolution of copartnership reported, E. L. Wheeler succeeding to the business, and the same will be continued under his name.

LITTLE FALLS, N. Y.—Snyder & Fisher are preparing to erect a new factory building for the manufacture of bicycles.

SHERBURN, MINN.—D. Thomas, hardware, bicycles, etc., is opening new store.

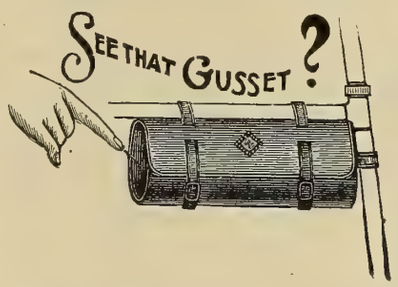
NEW HAVEN, CONN.—The Southington Cutlery Co. will take up the manufacture of bicycle parts, and the establishment of this enterprise may be followed by the location of a bicycle factory.

PITTSBURG, PA.—The Pennsylvania Tube Co. will increase its annual capacity 150,000 tons by the addition of an extra lapweld furnace, leased from the Pittsburg Tube Co., whose plant is adjoining.

CENTREVILLE, S. D.—Ely & Higenbotham, hardware, bicycles, etc., partnership dissolved, Mr. Higenbotham continuing in the business. Propositions solicited from manufacturers of bicycle sundries.

THE CHAMPION GUSSET TOOL-BAG.

Among the many tool-bags made by the Champion Mfg. Co., of New York, may be mentioned the gusset tool-bag. The gusset makes the bag air tight, excludes dust, and protects the tools from rusting. The shape of the gusset widens the lower part of the bag, forms a natural berth for the tools and prevents them from shaking. The Model A is 2½ inches deep and the Model B 3 inches deep. Arthur A. Taylor, manufacturers' agent, in the First National Bank building, Chicago, represents the Champion Mfg. Co. in the west in tool-bags.



Will Make a Single-Tube Tire.

The tire department of the New York Belting & Packing Co. is actively engaged in closing up a very successful season's business and at the same time making preparations for a big year in '96. Realizing the steadily growing demand for single-tube tires, arrangements have been completed for a first-class single-tube tire for next year. The tire will have an open fabric that will preclude the possibility of air following between the layers and creating slow leaks. It will also be of the hand-made variety in preference to the vulcanizing process. This company has branch houses all over the country, and through these are coming very encouraging reports of next year's business prospects. The Chicago Fire Hose Co. will control the tires for Chicago and vicinity.

Rough on Tarnish.

The Inter State Coupler Co., of New York, is responsible for an addition to the sundry trade that can not fail to attract the attention of the great army of riders. Witchkloth is the name of the article and one has but to use it to appreciate the name. It comes in the shape of a cloth into which is either woven or in some manner applied properties that make it a polishing device of the first water. So long as the cloth lasts it has but to be moistened a trifle and a few rubs remove all vestige of tarnish, leaving the metal as bright as though it had just come from the plating room. A number of jobbers are figuring on adding it to their list of sundries while several of the prominent wheel manufacturers are figuring on adding it to their tool-bag supplies.

"Full of Good Things."

Julius Andrae & Sons Co., of Milwaukee, has issued a little booklet which is "full of good things." Henry Andrae says in the postscript: "It is something interesting to read to while away a pleasant hour, to incidentally learn something about cycling, its pleasures, its healthfulness and its usefulness; the rhythmic motion and the fascination of it to the gentlefolk; teaching beginners to control the bicycle, and about Andrae bicycles, which have never been known to disappoint."

FOWLER BLOWS THEM OFF.

A few years ago Frank T. Fowler landed in Chicago with hardly enough of the coin of the realm in his pocket to keep him, in economy, for a week. Now he is at the head of one of the most prosperous and progressive bicycle concerns in the country. Much of his success has come of his knowing a good thing when he saw it, and of making others see it as he did. He saw that the bicycle business was a good thing and tied up to it. He has long had an idea that the bicycle men on the daily papers were individually and collectively good fellows. Individually he was sure of it. Collectively he was not so sure. He has never had an opportunity to see them all together. That was the reason that he issued, in the name of the Fowler Cycle Mfg. Co., invitations to all the cycle press men and the cycling men of the daily press unique invitations to attend a spread last Thursday night at the Hotel Normandie. They were there more than forty strong, and here is what they had to entertain the inner man with:

Blue Points.
Puree of Tomato au Vermicelli. Oloroso
Salted Almonds. Celery.
Paupiettes of Bass, Cardinal.
Sliced Cucumbers. Potatoes Hollandaise.
Larded Sweetbread a L'Odalisque.
French Peas en Caisse. Chateau Margaux.
Benedictine Punch.
Blue Wing Teal Duck sur Canape with Jelly. Mumms.
Lettuce with Mayonnaise.
Peaches a la Conde.
Petits Fours. Assorted Nuts.
Nesselrode Pudding.
Roquefort Cheese. Fruit. Pommery.
Coffee.

J. M. Erwin was the very excellent toastmaster and although there were no set speeches every man present had to say something—had to say something. If he was not in condition to say it early in the morning he was a little later. The following were present:

J. M. Davis, L. E. Crandall, J. S. Lewis, F. W. Van Sicklen, F. M. Sproehnle, H. W. Montgomery, R. H. Little, Sherman R. Duffy, T. Beatty Spencer, Charles E. Nixon, Walter Deffenbaugh, J. B. Clarke, Ernest Dunlop, H. J. Gray, H. C. Murphy, W. T. Chollar, Joseph H. Finn, C. Walter Heath, Cyrus W. Davis, N. H. Van Sicklen, George K. Barrett, C. G. Sinsabaugh, C. W. Shattuck, S. A. Miles, H. A. Thiede, L. J. Schonstadt, Fenton S. Fox, L. W. Fox, Louis C. Block, Moritz H. Schonstadt, Fred Gerlach, L. C. Jaquish, Robert Ansley, Cyrus H. Rhoades, and J. D. Guinea.

Last Saturday night the new retail store of the Fowler Cycle Mfg. Co., at the corner of Ashland and Warren avenues, was thrown open to the public. Invitations had been scattered broadcast, and fully 5,000 wheelmen responded. Prizes were offered to the clubs for largest attendance, best appearance, etc. The Thistle C. C captured the tandem for turning out 222 men, with the Illinois C. C. a good second. The prize for the best appearance was given to the Chicago Cycling Club, making the second prize of this character captured by this club this year.

TRADE JOTTINGS.

W. H. Hutchinson, of Rochester, N. Y., manufacturer of lacing cord for ladies' wheels, has a great many new ideas in lacing cord. He has added $3,000 worth of new machinery.

Frank Reifsnider having resigned his position as manager of the sales department of the Diamond Rubber Co. and being no longer connected with that company, that part of its business formerly attended to by him will now be taken care of by R. B. McMullen & Co., 139 Lake street, Chicago, and 309 Broadway, New York.

E. C. Stearns & Co., of Syracuse, are making arrangements to enlarge their already complete offices. The present office space will be more than doubled and the force greatly increased. When finished, this will give the Stearns company the most complete offices among the cycle trade. A new power house is also being constructed, which will furnish 400 horse power.

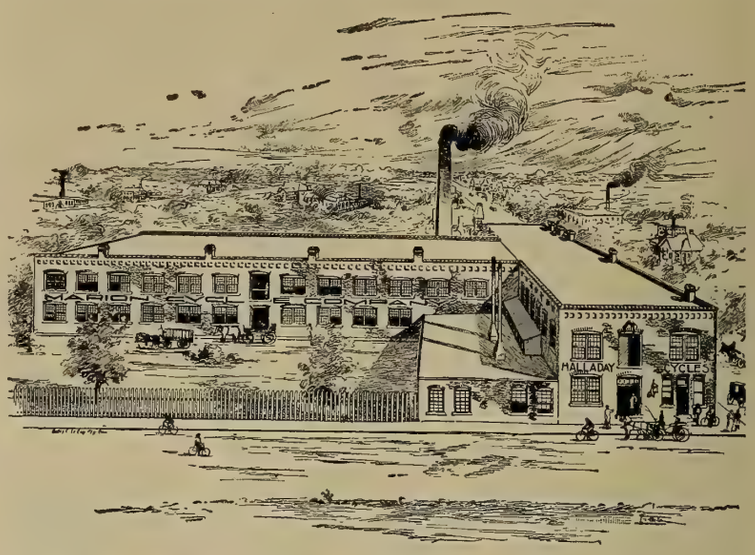
Francis T. Kintzing, formerly of the Western Wheel Works, will be the southern representative for the Pope Mfg. Co. this year. Mr. Kintzing is probably the best-known traveler in that section, where he has traveled for a number of years. He is one of the oldest salesmen on the road in the bicycle business, having served his novitiate with E. I. Horseman in New York in 1888.

The Indiana Chain Co., located at 85 E. South Street, Indianapolis, is starting in to manufacture high-grade cycle chains on an extensive scale, the firm being composed of F. W. Wood, secretary of the Indianapolis Rubber Co., and S. L. Pattison, formerly of the Munger Cycle Co. The machinery is being placed in position and the new concern expects to be shipping chains in a very short time.

The Toledo cadets are now in camp at Chattanooga, Tenn. The cadets all ride No. 4 Gold Crank Falcons. They will go from Chattanooga to the Atlanta Exposition and will drill at both places during their trip. The wheels are fitted with equipments for the carrying of the arms and were specially prepared for this trip by the Yost Mfg. Co., of Toledo, which concern loaded the entire lot of wheels on board cars last week. Al Hoff, of Toledo, formerly with the Colton Mfg. Co., of Toledo, accompanies the cadets in their journey as the representative of the Yost Mfg. Co.

HALLADAY-TEMPLE FACTORY.

Always a hustling and progressive firm, the Halladay-Temple Cycle Co., of Marion, Ind., is making preparations to be in the swim more than ever in '96. During the past month workmen have been enlarging the old



factory, until now the plant is one of the largest in that portion of Indiana. The past season has been more than prosperous and the H.-T. company has good reason to be well satisfied.

Dorntge Makes a Change.

C. W. Dorntge, ex-racing man and one of the originators of the Globe Cycle Works, of Buffalo, has severed his connections with that concern and in the future will be allied with F. X. Muller & Co., of Buffalo, manufacturers of Empire State "999" bicycles. They will make at least 5,000 wheels next year, but with Dorntge to help them they ought to have but little trouble in disposing of them. The ex-racing man will soon go on the road with '96 samples.

STARTLED THE NATIVES.

C. C. Hildebrand, L. B. English, C. G. Morganthaler, and C. L. Derrickson, representatives of the E. C. Meacham Arms Co., made a decided sensation on wheelmen's night at the St. Louis Exposition, September 12. They were in charge of the display and were all attired in pure white duck suits, with caps and shoes to match. They were all labeled "Cleveland Swell." If sleepy St. Louis could be startled, this lively quartette would have done it.



C. C. HILDEBRAND. L. B. ENGLISH. C. G. MORGANTHALER. C. L. DERRICKSON.

DO YOU KNOW?

That Humber cycles hold all world's records from 3 to 5 miles and all records for any distance above 100 miles; also that the Humber holds the 10-mile record?

DO YOU KNOW?

That Humber cycles have won more world's records on road and path than all other makes combined? Well, they have.

HUMBER & CO., AMERICA, LTD.

WESTBORO, MASS.

Mention The Bearings

WINDER MAKING GOOD PROGRESS.

Tom Winder, the Indiana cyclist-editor, who is placing a wheel track around the United States, reached New York late last week, and is now headed southward along the Atlantic seaboard. He left New Orleans on March 14 last, and to win the wager at stake must reach there within 300 days—an average of seventy-two miles per day. He has covered nearly 13,000 miles, and, as may be supposed, had a rough time of it, particularly



in the south and far west, where the roads are in very many places no roads at all. "Bumping cross-ties" he has often found preferable to the "highways." He is, however, in good shape and two or three days ahead of time. He has worn out four sets of tires, but still rides the same wheel he started on, which, excepting a bent front fork and well worn pedal-plates, is but little the worse for wear. The forks were bent on his fourth day out, but still stand up. Winder is very weary of his task, but means to stick it out. He has received much attention and newspaper notice along his route, even a Boston paper devoting two columns to his arrival, and the press men of the city tendering him a banquet. He is riding an Eclipse, geared to '63.

Makes Dynamos and Motors.

Maxwell M. Mayer, 411 107th Street, New York, makes dynamos and motors for light, power, and plating. Over 500 of these machines are now in use and give perfect satisfaction. Mr. Mayer was formerly electrical engineer for the Zucker & Levett Chemical Co., but has lately gone into business for himself. His prospects are of the brightest, and that he will make a success is certain. The machines made by him are of the two-pole iron-clad type, cast in one piece of steel, of the highest permeability, equal to the best wrought iron; thus securing a most efficient magnetic circuit. There being external magnetism, almost all the lines of force are concentrated upon the armature doing useful work, only a small fraction of them leaking away. The armature is of the drum type, laminated to prevent heating of the core, and the wires are wound in slots cut into the core, thus preventing displacement of the wire, due to centrifugal force.

Will Make Tubing at Mansfield.

The Mansfield Machine Works, Mansfield, Ohio, recognizing the fact that there will be a great demand for tubing next year, have decided to engage in the manufacture of tubing and are now erecting a building for that purpose.

TRADE NOTES.

The Syracuse Cycle Co. is issuing the *War Paint*, in which are chronicled the winnings of the Sycamores. It is an attractive little sheet well and breezily written.

The Yost Mfg. Co. has just been advised by its London agent that the Falcon wheels received the silver medal at the Lubeck exposition. This was the highest award for this branch of industry.

The Hall-Shone Co., of Rochester, N. Y., has secured a valuable addition to its traveling corps in the person of Robert Frank Haig, who will cover a section of the company's western territory.

The Gray & Dudley Hardware Co. has been appointed southern distributing agent of Fenton bicycles for the season of 1896, and has the states of Tennessee, Georgia, Alabama, Mississippi, and Florida. A. L. Deane & Co. have received the appointment as western distributing agents and have Nebraska, Colorado, and New Mexico.

CHEYENNE AND ITS DEALERS.

DENVER, COLO., Sept. 20.—The best cycle town in Wyoming is the capital, Cheyenne. Everybody who pretends to be anybody in Cheyenne rides a bicycle. The governor, the secretary of state, the attorney general, in fact most of the state officers, as well as the city authorities, are ardent advocates of the bicycle. A municipal election held there some time ago was carried by the wheelmen, who now have things their own way in the town and need only ask for something at the hands of the city council to get it.

At the time of the race meets given by the Cheyenne Bicycle Club the merchants of the place unite in closing their stores so as to attend the races and thus aid very materially in making the races the success they invariably are.

The Roads Around Cheyenne

are particularly good, though in some instances hilly. The streets of the town are unpaved, but of a hard, sandy surface, that makes elegant wheeling.

The agencies for the Stearns, Syracuse, Union, Rambler, and Viking, as well as the Fleetwing and Envoy, are in the hands of Duffy & Erswell, who have the only exclusive cycle establishment in Cheyenne. A large repair and renting trade and quite a sundry business is the result of this firm's first year in the business. C. S. Erswell, the junior member of the firm, came into prominence the past summer by

Establishing a World's Record

for a mile straightaway. He is now expending about $60 to fix the road up, and with a favorable day hopes to establish a mile straightaway tandem record that will be an eye-opener. His riding mate will be Green, Cheyenne's fastest track rider. The tandem is geared to 100 inches.

P. Bergensen, dealer in sporting goods and Columbia bicycles, is a gentleman who can be relied upon to take upon himself any work that will help popularize the sport. He is a clever mechanic and expert repairer. The rawhide covered rim is an invention of his, that is beyond a doubt one of the best covered wood rims on the market.

The Victor and Munger wheels are ably represented by F. A. Maenea, dealer in harness and saddlery.

The Waverley Agent.

J. F. Jenkins has been too busy with his shoe trade to devote much time to the bicycle business this year. He is the Waverley agent.

F. Schweickert, the hardware man, handled the Ben Hur, the Eclipse, and Ajax this year, his first in the bicycle business. He did well enough to warrant going into it more extensively next season, and intends doing so.

E. J. Shunerman has done quite well with the Ariel, as the number of them seen on the streets will testify.

S. B. Tuttle has sold a few Clippers, but has not made much pretense of hustling the business. He may go into it more extensively next year.

Recent Patents.

546,329.—Inflating device for pneumatic tires; Carl R. Hoffmann, Krauschutz, Germany; filed October 17, 1894; serial No. 520,209. No model; patented in England August 16, 1891, No. 15,642.

546,350.—Bicycle saddle; Benjamin S. Seaman, Canton, Ohio; assignor to the Gilliam Mfg. Co., same place; filed June 24, 1895; serial No. 553,324. No model.

546,412.—Toe-clip for bicycles; Abner A. Bevin, East Hampton, Conn.; filed March 27, 1895; serial No. 543,345. No model.

546,446.—Bicycle-frame and art of finishing same; George Gross, Plymouth, Ind.; assignor to the Plymouth Cycle Mfg. Co., same place; filed September 15, 1894; serial No. 523,120. No model.

546,496.—Bicycle and walking costume; Mattie L. Peck, New York, N. Y.; filed March 16, 1895; serial No. 541 984. No model.

546,593.—Wheel for bicycles; Gustave Le Blanc and Leander Johnson, Mead, Neb.; filed June 10, 1895; serial No. 552,327. No model.

546,612.—Bicycle support; John K. Getty, Camden, N. J.; filed May 28, 1894; serial No. 512,774. No model.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

"Zimmerman Abroad and Points on Training," for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

AN AIR-TIGHT VALVE.



L. K. Buck, of 82 Nassau Street, New York, is on the market with a valve that has every appearance of being air-tight, and, so far as tests can be applied, has lived up to all that the inventor claims for it. It has been exhibited at a number of places and in every instance has been awarded first prize. Coupled with the fact that it is air-tight, even with the cap off, it is very simple and can be adjusted or repaired on the very shortest notice. It consists of but three parts, and none of them small or in any way apt to be disarranged or replaced in any but the correct manner. The thread is of the standard gauge, and it would seem that its merits should interest some tire dealer looking for just some such article.

Remingtons are Strong.

A BEARINGS' representative, while walking up Broadway, New York, recently chanced to step into the store of the Remington Arms Co. As he passed through the store he stumbled against a mud-bespattered machine leaning against the wall. In picking it up he got a good look at it and found that, although weatherbeaten, the machine was in excellent condition. The owner of the wheel volunteered the information that it was a Model K Remington, weighing eighteen pounds. It had been ridden over 8,000 miles without a break. It spoke volumes for the stanchness of Remington featherweights.

Will Give Away a Valuable Lathe.

The Lodge & Davis Machine Tool Co., of Cincinnati, makes the announcement that on March 1, 1896, it will present to the technical or mechanical school receiving the greatest number of votes a magnificent nickel and gold plated, sixteen-inch swing, tool room lathe. This lathe was exhibited at the World's Fair, and was pronounced by the judges to be the finest piece of machinery displayed in Machinery Hall. The cost of this lathe as regularly built is $450, the extra work in preparing, plating, etc., amounting to $1,100 more. Every one is entitled to a vote, but duplicates will not be registered. The polls close at noon March 1.

Yost Prospects Are Bright.

The Yost Mfg. Co. is receiving visits from agents daily, all of whom are after increased orders for the coming season. J. W. Alexander, of San Francisco, is expected this week at the factory, and Mr. Lawrence, of Lawrence Bros., Tacoma, Wash., is now with Mr. Yost at Toledo. Mr. Black, of the company, starts for the coast during the present week, and Mr. Dewey is in Kansas City, where he has placed a large order. Traveling men will be sent out within a few weeks and business for another season will all be under way with the Yost company long before the snow flies. New buildings are now about completed and machinery is going in daily. Mr. Yost says that the prospects are brighter now than they have ever been in his history in the bicycle business.

Makers of Transfers.

Palm, Fechteler & Co., of 3 W. 13th Street, New York, have long been in the business making transfer ornaments, but only of late have they attempted to cater to the bicycle business. Backed by years of experience, they are now offering many new designs of the transfer system of name-plates, and claim for them, in addition to their beauty and absence of weight, the desirability of a trade-mark that can not be removed without destroying the finish, alike advantageous to the maker, who is sure of credit for the making of the goods, and the owner, who, in a measure, is protected against having his wheel stolen.

"Solid Comfort" Saddles.

The Star Nickel Platings Works, of 428 Walnut Street, Philadelphia, have incorporated, and are now preparing for next year's business. They are makers of the famous Solid Comfort saddles and saddle leather tops of all kinds. Next year's saddles will have many new features, one of them being the ease of adjustment. The works will make between 75,000 and 100,000 saddles in '96. They have already received several large orders and are getting in a great deal of new machinery of special design, which will put them in a position to fill all orders promptly.

Will Make Golf Stockings.

The Athletic Knitting Co., of Utica, N. Y., has imported a number of machines for the manufacture of golf stockings. It is the intention of this company to turn out in large quantities stockings with feet of a light material, doing away with the hot cumbersome feet of the imported variety. The output also includes a full line of wool sweaters; also ladies' garments with puff sleeves; button, straight, and laced throats, and short and long waists. The company has ready for the market a silk sweater that, for appearance, is a beauty and will not fail to attract those who appreciate a fine garment of any kind.

Hereafter all New England agents for the Stearns will be handled direct from the factory at Syracuse, N. Y. This territory has been under the control of H. B. Shattuck & Son, Boston, for two seasons and they have worked up a splendid trade for Yellow Fellows in the east.

What would you have?

A Watch "fit for a king," at a price within the reach of a peasant? A Watch so good as to deserve its universal description in "the trade" as The Best in the World for the Money? A Watch that is twin brother to the "Standard" Cyclometer, whose overtopping merits all wheelmen know?

The New York Standard Watch is that Watch. "None named it but to praise." Jewelers sell them.

The New York Standard Watch Co.

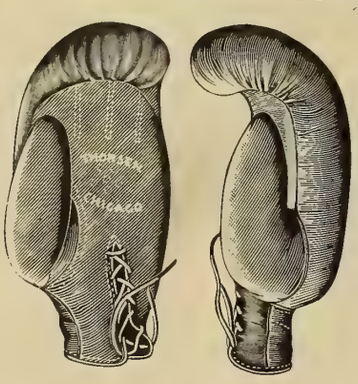
Mention The Bearings

EXCLUSIVE AGENCIES GIVEN ON

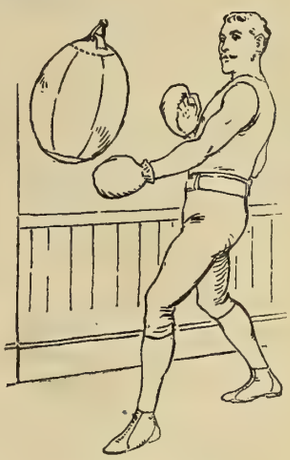
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THEY ARE THE BEST



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WE ARE GENERAL WESTERN AGENTS

VICTOR BICYCLES AND ATHLETIC GOODS.

Send for Catalogue "A." Special Prices to Clubs.

THORSEN & CASSADY COMPANY,

141-143 WABASH AVE., CHICAGO.

Mention The Bearings

BLOOMERS MUST GO.

The French now Think that Short Skirts are the Proper Thing for Ladies to Wear—Trade News.

PARIS, Sept. 16.—Times change and we change with them. Up to a few weeks ago if there was one thing upon which public opinion was fixed more than another it was the necessity of lady cyclists wearing the bloomer. This was the only form of dress in which the style of a zouave costume or of its modification, was believed to be suitable to cyclists of the weaker sex, who no more thought of riding a wheel in a skirt than a man would of going to a funeral in a white hat. The skirt was an anomaly that could not be put up with for a moment. The few cyclists, nearly always foreigners, who ventured out in a skirt were objects of curiosity. Every one tolerated the bloomer, or at least no one raised a voice against it. But the reign of the divided skirt seems to be coming to an end. Its use has been abused, and pressure is being brought against it on all sides. In a moment of inspiration the newspaper editors seized upon this topic with which to fill the calm of the dead season.

It has Caught on Tremendously.

All the leaders of dramatic art and literature have been invited to give their opinions upon the bloomer, and the unanimity of their appreciations is quite wonderful. They admit that the bloomer may be convenient, but they hold that it is ugly, disgraceful, and unwomanly. It now remains to be seen whether lady cyclists will sacrifice their comfort to esthetic taste, or will continue to pay as little attention to conventionality as they have done in the past.

This campaign against the bloomer can not but have a certain influence upon trade, though it is not easy yet to say whether it will be a good or bad one. The immediate result may be a return to the drop-framed safety which has been gradually insinuating its way to the front for some time past. Perhaps on the whole

This is a Drawback

for the native manufacturers, who have not thought it worth their while to go to the trouble to turn out drop-framed safeties. Upon the other hand, American wheels are certain to be largely benefited. The aristocratic lady cyclists who have clung to the low frame through good and evil repute are very much taken up with the lightness and elegance of the American wheels, of which as many are sold as can be imported. It looks as if the new movement will be entirely in favor of the United States makers.

Not only in ladies' safeties but also in the rigid-framed variety is a good business being done by the American agents. They say that they have such a satisfactory connection among the high-class cyclists that they do not find it necessary to try to push business among ordinary buyers, where competition would either beat them off or compel them to

Bring Down Prices to an Unprofitable Level.

Both Clevelands and Columbias are selling well, while a large business is also being done in Falcons by the Franco-American company which has just been organized to allow of its increasing the scope of its operations.

It is a sign of the times that all the leading firms are making a special line of bicycles for the army. At each series of military maneuvers the bicycle is playing a more and more prominent part, and quite a respectable proportion of the army is now mounted on wheels. So far the role of the bicycle has been limited to the passive side of warfare, such as conveying messages, but now it is to be employed by scouting parties whose value seems likely to be inestimable. During the maneuvers now being held experiments are being carried out with

A Corps of Bicyclists

who are engaged to harry the supposed enemy and to check their progress where necessary. For this purpose the military cyclists ride a bicycle invented by Captain Gerard. This wheel is of the diamond-framed variety in which the tube is jointed halfway to allow of the wheels being folded one over the other and slung conveniently on the back. When in use a running tube fits over the joint and makes the frame sufficiently rigid for all practical purposes. The idea is not a new one, since it was tried years ago. It is said, however, to be a success, and large numbers of these folding wheels are being sold in the army. Their inelegant appearance is sure to militate against their being taken up by civilians.

Trade in Belgium is increasing at an astonishing rate. The following figures are more eloquent than anything that can be said about

The Progress of Cycling in That Country.

Up to August 1, 1894, the tax upon wheels in the provinces realized 42,343 francs, while for the year ended August 1 last the amount raised was 79,191 francs, or nearly double. As these sums are devoted to much needed improvements to the roads it is by no means improbable that cycling will continue to increase in equal ratio for some time to come.

The saddle has had less attention given to it than it deserves. The hard spring or hammock saddle is a very defective contrivance for supporting the whole weight of the body. It is, as a rule, too narrow, and does not give support where it is most needed. It is in a great measure responsible for the awkward complaint of saddle soreness, which interferes so much with the enjoyment of riding. Now, there is no reason why a seat on the bicycle should not be

As Comfortable as an Arm-Chair,

and as little liable to develop soreness. An attempt was made two or three years ago to get over this difficulty by introducing the pneumatic saddle, but rolling and heating and liability to deflation proved fatal to its success. A French inventor has now hit upon an ingenious idea which would seem to meet the case, or go a long way toward it, but in such a matter as this the proof is in the trial. The saddle is constructed upon a mold representing the impression of a rider's seat when on a wheel. Made upon this plan, it is elliptical in form, in which the peak is replaced by a ridge, and the depression on each side gives it something of the resemblance of a butterfly or "papillion," which is the name given to the saddle.

Mannocitin.

Mannocitin is the name of a preparation composed of oils that, when applied to a metal surface, quickly evaporates, leaving a thin transparent film that is impervious to the action of water or other finish-destroying influences. It is easily applied and dries rapidly. Owners of bicycles are quick to appreciate its virtues and in addition to being a valuable adjunct to the tool bag, makes a most desirable coating to give the wheel when it is relegated to the storeroom, insuring it against rust or tarnish.

CHANGES IN CHICAGO.

The International Mfg. Co. is still continuing its search for good men, the latest addition to its force being H. R. Pollow, who has been manager for G. M. Shirk Mfg. Co. since that company started in the bicycle business. Before that Mr. Pollow was with the Derby Cycle Co. and the American Bicycle & Specialty Co. He started in the business in 1890 and worked his way up the ladder. He has been very successful on the road and with his past experience expects to do well on an eastern trip which he will make shortly.



H. R. POLLOW.

Robert W. Slusser, formerly of E. B. Preston & Co., has accepted the position of superintendent of agencies for the Fowler Cycle Mfg. Co. Slusser is well known to the trade, having been connected with the Century Cycle Mfg. Co., A. F. Shapleigh Hardware Co., Coventry Machinists' Co., and others. Slusser succeeds W. H. Vernon.

FOWLER'S LATEST.

"Did you ever see a finer looking wheel?" asked Advertising Manager Fred Van Sicklen, as he walked in on the editor last Tuesday. "It's a beauty, and can't be beaten." The wheel he referred to was the '96 Fowler. The machine is certainly a credit to the Fowler Cycle Mfg. Co. It is about the same weight as the '95 models, but the large tubing adds greatly to its appearance. The reinforcements look as strong as Samson's right arm. Nothing larger than 1⅛-inch tubing is used, the smallest being ¾-inch. One of its features is the Fowler adjustable handlebar.



The '96 Fowler.

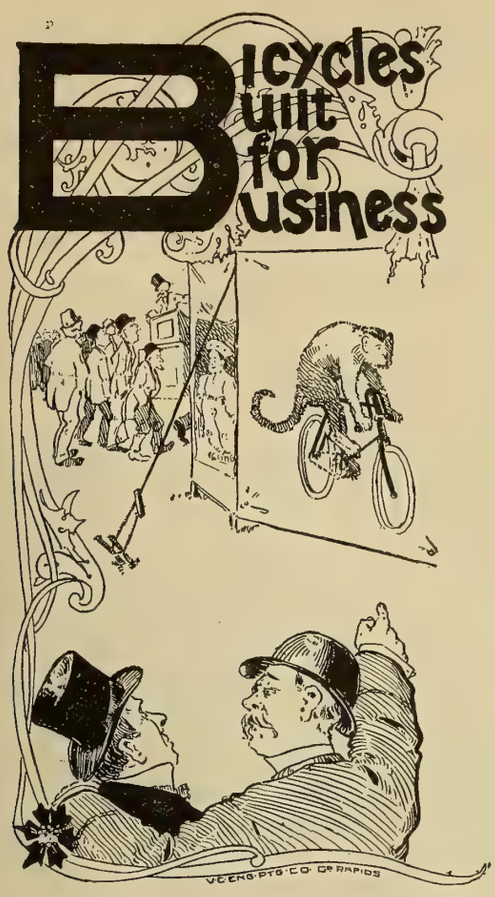
A New Chicago Firm.

Adolph Arnold, one of Chicago's leading butchers, has been interested in the bicycle business, and is now at the head of the firm of Arnold, Schwin & Co., who will make 5,000 high-grade wheels next year. A large factory has been secured at the corner of Lake and Peoria streets, and machinery is now being put in. Operations will be begun shortly, and the company expects to be able to deliver wheels by October 15. With these facilities Arnold, Schwin & Co. expect to be able to meet the demand, most of their output having already been contracted for. The name of the wheel has not yet been decided on. The weights will range from 16 to 20 pounds, and 1⅛ and 1¼ inch tubing will be used.

Associated with Mr. Arnold in this new enterprise is Mr. Schwin and W. J. O'Connell, the former being vice-president and the latter secretary. H. F. Arnold is treasurer. Mr. Schwin was formerly superintendent of the International Mfg. Co.'s factory, while Mr. O'Connell was secretary. A. E. Wood will be connected with the concern. Arnold, Schwin & Co have a capital stock of $75,000, all paid up.

WANTED.

A position with bicycle house as traveling salesman, by a man of experience in jobbing and retail trades. Address R. C. Rockwell, care "The Bearings."



Mr. Business Man

Do you want to make a monkey of yourself?

New Clipper here

There is a silent contest between high and low handle-bars this year which is troubling more than one manufacturer. The advent this year of a large body of wheelmen who knew or cared little for racing has created a demand for high bars, which are certainly more healthy and comfortable. The bicycle hump has received so much publicity as to become unpopular and many dealers have been compelled to change their bars for customers or lose their trade. Of course the younger element must scorch on every occasion, but the popular wheel will in the future have raised or medium dropped bars. At the last shows nearly all the models were equipped with low bars, which give the wheel a rakish look and enhance its beauty, but in practice the general customer has preferred to sit up, and for long trips and tours the raised bars have had the preference.

Buy a Business Clipper ~~and~~ be happy, comfortable, sensible and popular.

Grand Rapids Cycle Co.

Ad No. 47-E.

Mention The Bearings

Bellis CYCLES

Bellis CYCLES

Bellis CYCLES

Bellis CYCLES

Startling Beauties

ARE THE

Bellis CYCLES

ALL HIGH GRADES EXCELLED.

If you want good territory quick, address

BELLIS CYCLE CO.

OFFICE, 27 Ingalls Block,

FACTORY, 124-130 S. Pennsylvania St.,

INDIANAPOLIS, IND.

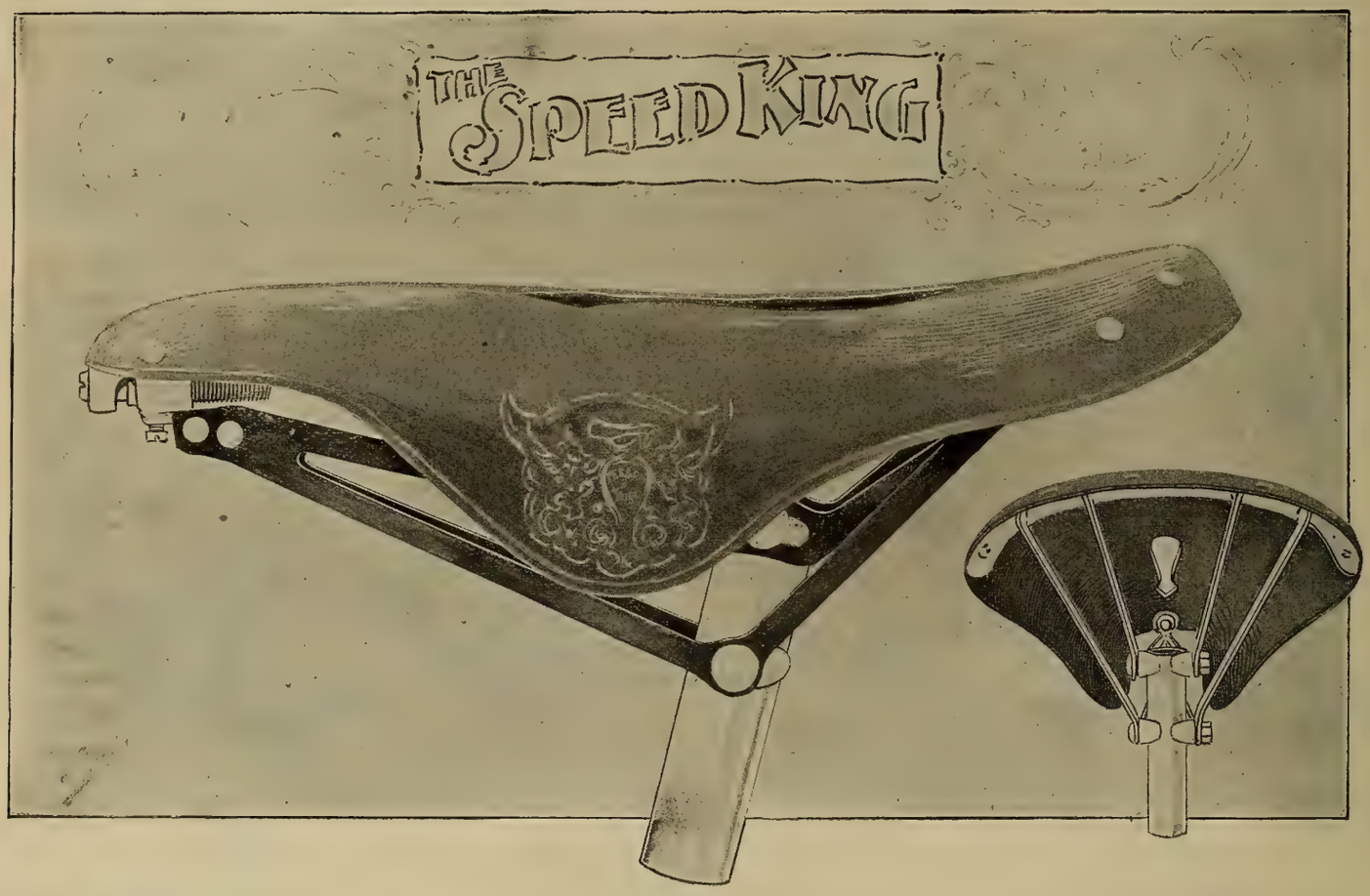
Bellis CYCLES

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Bellis CYCLES

Mention The Bearings

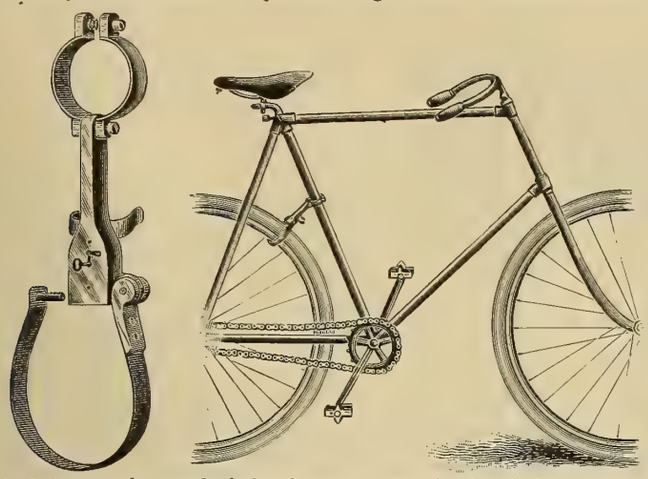


The Persons=Muller Co.

...New York...

THE RALPH CYCLE LOCK.

The Ralph Cycle Lock Co., 801 and 802 Western Union Building, Chicago, are manufacturing and marketing the Ralph cycle lock, invented and patented by Ralph Lowenbaum. Illustrations are herewith given showing the lock reduced to one-third of its full size; also the method of attaching it to the bicycle. The special advantage of this lock is that it is at all times attached to the bicycle frame, thus obviating the necessity of carrying the lock in the pocket, where it is apt to be forgotten or else becomes a burden.



The lock is manufactured of aluminum, except the band for clasping the tire, which is made of spring steel. The key is only used for unlocking, as the lock fastens with a spring. The weight of the entire lock is but two ounces, and being made of aluminum it does not tarnish. The lock can either be bolted or riveted to the bicycle frame, as desired. It will be observed that even if an intending thief should have time to unbolt the lock from the frame, he would be unable to operate the wheel, as the strong steel spring encircling the tire can not be detached without unlocking it or destroying the wheel. The locks are put up in neat boxes and are sold at a popular price.

Build Good Wheels.

Snyder & Fisher, of Little Falls, N. Y., are more than pleased with the demand that has been created for S. & F. wheels. Starting in with a first-class knowledge of machinery and the bicycle business, and with the idea that S. & F. wheels should be high grade at any cost, their efforts have been appreciated to the extent of their having received several offers for the entire output. A new factory is in course of construction, and when the change is completed work will be pushed on the 2,500 wheels which will assist in making S. & F. standard for quality and excellence. Twenty-one and twenty-two pounds will be the weights, and the models will consist of both ladies' and men's wheels. In addition to the material of the highest grade the wheels will be fitted with an adjustable handle-bar that is simplicity itself, and permits of a rapid adjustment to any angle.

The Shepard Rim.

A new factory, which will be devoted almost entirely to the manufacture of wood guards, has just been completed by H. G. Shepard & Co., of New Haven, Conn. The old factory will be used for the wood rim business. The new building will give them 10,000 feet more of floor space, enabling them to make three times as many rims and guards in '96 as they did this year. The Shepard rim is one of the finest rims on the market and is used by many large eastern manufacturers.

SITUATION WANTED

By expert stenographer, experienced in bicycle business. Address STENOGRAPHER, 476 38th Street, City.

SITUATION WANTED—FACTORY SUPERINTENDENT,

With seven years' practical experience in the management of several of the best factories in the west manufacturing high-grade bicycles. Is a thoroughly practical designer and systematic manager, and fully conversant with every detail of the bicycle business. Can furnish the best of references. Correspondence solicited. Address SUPERINTENDENT, THE BEARINGS.

TRADE CONTRIBUTORS WANTED.

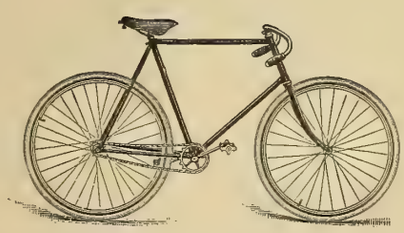
"Wheel Talk," published by Morgan & Wright, will pay $5 per column of 6½ inches for acceptable paragraphs and articles of commercial or general interest to dealers and repair men. Mechanical ideas very acceptable but will not be paid for. Matter from half to one column long preferred. Address:

The Editor "Wheel Talk," 19 N. May St., Chicago, Ill.

An Englishman recently made a long journey in France with his wife, upon a tandem furnished with a mast of bamboo to which he fixed a sail that could be raised or lowered at will. They were driven for long distances by the wind and even ran over hills without using the pedals.

H. S. Earle, of Syracuse, is general traveling salesman for Henley bicycles in northern Ohio, northern New York, and New England states.

THE TRIBUNE



THE WHEEL OF WHEELS.

Easy to Ride.

Easy to Sell.

Holds all American records from 100 miles to 24 hours.

All orders can now be filled promptly. Write for catalogue. Apply for agency.
This is the bicycle that has the cycloidal sprocket.

The Black Mfg. Co. = = Erie, Pa.

A New Senator

From Hoosier land will on or about October 1st take his seat in the upper house, the peer of them all.



He is a monometallist, being an eloquent exponent of the finest quality of bright shining steel, and whose "actions speak louder than words." His ratio, as compared with the average high-grade candidates for public favor, is better than 16 to 1; and when election day rolls round in November, 1896, there will be only a few of them left.

Write for campaign ammunition and look out for the fireworks.

THE FIRST GUN....

DECATUR, IND., Sept. 21. 5-mile open handicap, Class A, time prize, first place, and state record, in 13:02, from scratch, won from fifteen starters by Wm. Runyan on a "SENATOR."

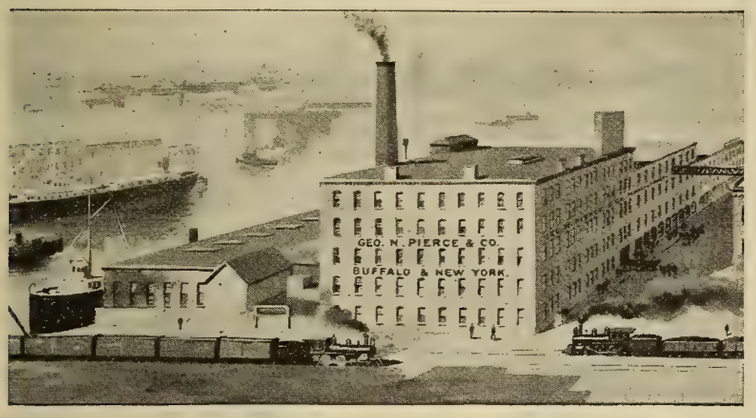
THE CONGRESS CYCLE CO.

Hartford City, Ind.

WILL BE LEADERS IN THEIR CLASS.

George N. Pierce & Co., of Buffalo, N. Y., announces the '96 Pierce line as follows: Roadster, 23 pounds; list, $75; in three heights of frame. Ladies' wheel, 22 pounds; 26-inch wheels; list, $75; ladies' 28-inch wheels, 23 pounds; list, $75. Pierce Special in three heights of frame, 21 pounds; list, $100. Racer, 18 pounds; list, $100. Ladies' special, 22 pounds, $100. The new models show the experience and skill of their designer. The ladies' machines are particularly stylish and graceful. Every device on the new line seems to have been worked out with a view to actual utility. Large tubing is used with the Pierce spiral reinforcement. Something original and good in tool steel bearings, with a new system of oiling, an improved crank shaft adjustment, a practical sprocket and shaft, and the Pierce patent tubular hub on the Special are '96 features.

From present indications the Pierce people will be an important factor in the '96 trade. Their entire plant is now devoted exclusively to the



manufacture of Pierce bicycles, and for months their large factory has been undergoing a complete transformation. The main building is a five-story brick structure, 176x100 feet, occupying half a square on Hanover Street. A complete equipment of the best modern tools and machinery is now being installed, and with their staff of mechanical experts and an admirable system the Pierce factory is indeed a model plant. The '96 output will be something colossal judging from the large orders for raw material placed several months ago.

The firm was founded in 1865 by George N. Pierce, who has been for thirty years identified with Buffalo's leading manufacturers. From their first safety, built six years ago, their bicycle business has grown to its present importance, finally eclipsing their other lines of manufacture. The firm enjoys a splendid reputation with the trade and their liberal business policy has won for them hosts of loyal friends.

THE INDIANAPOLIS SINGLE-TUBE TIRE.

Much has been heard of late of the Indianapolis single-tube tire, made by the Indianapolis Rubber Co. This tire is hand made and is one of the most resilient and durable on the market. The fabric is of special character, manufactured only for the Indianapolis Rubber Co. of the stoutest sea island cotton obtainable, in a manner especially adapted for single-tube tires. The tire is heavily reinforced on the tread with rubber, while both layers of fabric are also deeply imbedded in rubber. Punctures may be repaired by any of the plug devices. Should the tire be punctured beyond repair an inner tube can be inserted and laced at a nominal sum, thus prolonging the life of the tire.



USED TOBACCO FOR SPELTER.

A bicycle repair shop is not usually the scene of amusing incidents but in a certain repair shop not 1,000 miles from New York an incident took place which is rather too good to keep. In this place it was the custom of the proprietor, when business in the store was slack, to go into the shop and work. A few days ago some brazing needed to be done, and as the regular workman was busy he thought he would undertake the job himself. The brazing forge is situated in a rather dark corner of the shop, with the borax and spelter close by. The steel was duly heated and the borax put on, and when the time came the proprietor took up some spelter, as he supposed, on the end of the iron to melt on the joint; but before he could get it into the fire most of it blew away. Endeavoring to get more he noticed that it would ignite when the hot iron touched it, but thought that probably it was dust mixed in. He made several efforts with no better success. This seemed a very eccentric way for spelter to act and not being able to solve the mystery he called the expert, who, when he arrived on the scene, exclaimed, "What are you trying to do with my tobacco?"

The tobacco and spelter were in the same kind of box side by side, and the appearance of the two was very similar.

Indorsed and used by the leading cyclists of England and America.

TRADE **Kolako** MARK

Prevents Exhaustion. Sustains Strength. Accelerates Speed. Perfectly Harmless. No Subsequent Reaction.

A Kola Compound

From Mr. C. M. Fairchild, 334 Dearborn Street, Chicago, Secretary Century Road Club.

Mr. Fairchild has made more "centuries" than any other cyclist in the United States,

"I have made several tests of your Kola Compound, ***Kolako,*** and I find it very beneficial. It is certainly very strengthening and sustaining. I have given it to several weak riders making their first 'century,' with the most remarkable results, they finishing strong and in good condition, I shall certainly use it and advise others to."

From Miss Adaline Cole, 1839 Indiana Avenue, Chicago.

On Sunday, August 25, a friend and myself rode sixty-seven miles. I hadn't been on my wheel for two weeks. I used Kolako—one tablet every hour—and finished comparatively fresh. My friend, a young lady, did not use it and was laid up for two days from overexhaustion. For the first time since riding I had no lameness the next day. It did not interfere with my digestion or was there any subsequent reaction. I am not a strong rider, having never ridden over forty miles before, and that only once and with considerable fatigue.

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DYSPEPSIA AND HEARTBURN.

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A couple minutes walk to Cycle Row.

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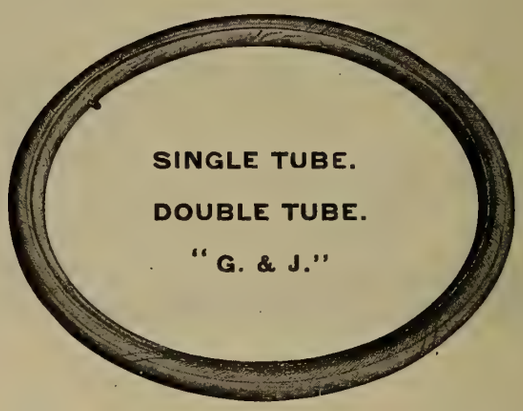
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"Seeing is Believing."

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INDIANAPOLIS RUBBER CO.

INDIANAPOLIS, IND.



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OLD FORT WOOD RIMS. OLD FORT WOOD RIMS.

Old Fort Wood Rims, the strongest and best made, with Old Fort Interlocking Joint, forming a double lock and scarcely visible.

Our rims are made of carefully selected and strictly rock elm, well seasoned.

We make every style of wood bicycle rims. We have large capacity, and can guarantee prompt delivery, also quality.

OLD FORT MFG. CO., - FORT WAYNE, IND.

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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 10
CHICAGO, OCTOBER 3, 1895.

AT FOUNTAIN FERRY TRACK.

A Host of Riders in Training for Racing and Record-Breaking—Fast Time Being Made—The Western Trip will be a Big Success—The Make-up of the Party.

LOUISVILLE, KY., Sept. 30.—The month of September is at an end, and the coming month will undoubtedly see the record slate more nearly cleared than ever before. Two, and probably three classes of records will be broken—A, B, and professional. Men of all classes are gathering at this famous track, thirty-three being here now. While many of these will go west for racing and record-riding, others are coming daily, and Proprietor Tony Landenwich will soon have every available space filled in both his houses. The past week has been cool, but hardly cold. The wind has blown some, and no very fast time has been made in the practice sprints, the men confining themselves to plugging and preparing for the

Harder Work of the Future.

There is but a couple of hours' work each day, and the balance of the time belongs to the men, and is spent under the trees or reading in their rooms. The day begins almost with the dawn and ends some time between 10 o'clock and midnight. The open air dining-room is still being used, and there will be no indoor dining-room until cold weather comes. Then the party will repair to the dance hall, where meals were served last spring.

After breakfast is over there is the mail to look after, and then baseball for some, reading for others, putting the shot for others, and general deviltry for the rest is the order until about 10 o'clock. The men then go to the track, and as a rule ride in small squads, although a dozen or more will oftentimes be seen following closely those indefatigable pacemakers, Van Herik and Lund, who

Pace for Training as Well as for Races.

Once in a while Gardiner, Ziegler, Coulter, Cooper, or "Mary" Anderson—who is riding like a fiend—will break away from the bunch and shoot out for home in a desperate sprint, which could not be hotter if there was a gold brick for the winner. Anderson is training hard, as Chairman Gideon has assured him that if Robert will withdraw the charges which he made, and which the Fort Worth Club—at whose race meet Anderson did not appear—deny ever having made, his suspension will be raised. Anderson has the assurance of Robert that he will do all he can in the matter. Dinner is ready at 12, and the rush for the dining-room must be seen to be appreciated.

Training in the Afternoon

begins at 3 o'clock, and there is always a number of people out to watch the men at their work. Before training, a number of riders will get out in the center of the track and play baseball. Supper at 6, and then the men who are not tired go off on long tramps through the woods, along the banks of the river. These tramps at the present time are enjoyable, as the moon is at its full. One day is much like another. There is no card-playing, as might be expected in such a crowd. Sometimes all will gather in the dance hall and sing, while one plays the piano, and then eight of the men will dance a quadrille, while Seavey, the wag, calls off. Crowds of visitors gather outside the windows of the dance hall to watch the antics of the men. Seavey, by the way, recently bought a 'coon and has made it the mascot of the party. When downtown with Gardiner, Seavey came across a couple of boys pulling a young and very thin 'coon along the street, and through pity purchased the animal. All the men took great pains in feeding his 'coon-ship, and now have a grateful little playfellow who will follow them all over the place, and go anywhere on the shoulders of the friends who saved his life. Fountain Ferry park has a menagerie, and the men never cease to tease and make friends with the monkeys, bear, wildcat, and other animals.



F. B. RIGBY.

The party at the park includes the Morgan & Wright team, Gardiner, Coulter, Ziegler, De Cardy, Bainbridge, Anderson, and Trainers Stackpole, Tellam, Foster, Lyman, and Harner; Ed McNeal, manager of the team, and W. C. Pelot, press man, with Van Herik and Lund, the famous tandem team. Manager Gleezen, of the Stearns team, has Kiser in charge; Trainer Haskell, of the Syracuse team, has Terrill and C. S. Wells with him; Murphy and Trainer Young arrived Sunday, and Bald, Sims, and Windle, the Columbia team, arrived today; Cooper and Bliss, the Monarch team, are present. Maxwell and Wing, of St. Louis, Stearns riders, will be here this week, and Maddox, of the Sterling team, is expected. Then there is S. S. Cox, of Chicago, who is reported thrown into Class B, but who

Will Fight the Charges

and refuse to ride in B. Cox is the Lincoln Cycling Club crack, and is riding as fast as any of them behind pacemakers. He has ridden a paced quarter, Van Herik and Lund being the pacemakers, in :25⅛.

John S. Johnson will arrive with his entire string of pacemakers during the latter part of this week, and will attack all the records. Eck will have charge of both the professional and Class B end of the record-breaking, but comes prepared to wager that John S. Johnson will ride a faster mile than any of those present.

It is very probable that Coulter will leave about October 14 for the Pacific coast, to join the circuit party. Coulter is riding finely now, and wishes the chance

To Demonstrate that He is the Equal of Bald,

with whom he has not been on equal terms since the falls which he sustained early in the season. Ziegler and his trainer will also go west, and Gardiner will follow as soon as the weather grows too cold at this track. Bald, Sims, Murphy, Cooper, Bliss, Kiser, Rigby, Wells, Terrill, Coulter, Ziegler, and others, with their trainers and managers, will form the party out of here for the west some time the latter part of this week. Johnson and his retinue will follow later.

Some fast times have been made in practice work. Coulter has ridden a sixth of a mile in :17; Gardiner a quarter, unpaced, in :26⅛; Cox, paced by Van Herik and Lund, a quarter in :25⅜, and Gardiner, Anderson, and Cooper a mile, pace and pace about, in 2:03. Coulter has broken the third

mile unpaced record in practice work, going in :38⅕, the record being two-fifths of a second slower, and Coulter has ridden a half-mile unpaced in :59. Ziegler has not found his arm strong enough for any hard sprinting, as he is afraid to pull on the handle-bars as yet. For the unpaced work F. G. Barnett is working, and will go for all distances up and including the twenty-five miles, which from his present work he may be able to reel off in the hour. Barnett is fully recovered from his fall in the Canadian races. Willie Bainbridge is working stronger each day and surprises the men with some very game battles to the tape and a fast sprint.

The quads that are to pace the record attempts have not arrived, and the men are being worked on single machines and tandems. The work of record breaking will start soon after the races close here on Wednesday of this week. It is reported now that two triplets and men to man them, with other pacemaking appliances, will be here within a few days, and that it is the intention of Titus to attack the hour record on the track in an attempt to do thirty miles in the hour.

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started. It does not include the Louisville meet on last Wednesday.

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Spalding	2	83	139	121	18	.717	.709	+.008
Humber	1	44	56	55	1	645	.666	—.021
Monarch	2	84	158	140	18	.659	.641	+.018
Columbia	3	105	161	161	0	609	.609	.000
Cleveland	2	29	29	29	0	.555	.555	.000
M. & W.	7	146	160	160	0	.533	.533	.000
Stearns	4	97	96	*96	0	.508	*.508	.000
Orient	1	29	45	43	2	.527	.498	—.029
Sterling	2	83	73	70	3	.432	.423	+.009
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	.316	.000
Lovell	2	4	11	11	0	.315	.315	.000
America	2	23	16	16	0	.315	.315	.000
Syracuse	3	22	19	19	0	.311	.311	.000

Individual Records.

The following table shows in points and actual value the winnings of the men on the national circuit:

NAME.	POINTS.	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Cooper	114	$3,678	Brown	33	$1,010
Bald	112	4,305	Kiser	31	1,240
Cabanne	84	3,255	Coulter	30	860
Murphy	56	1,953	McDonald	25	707
Titus	55	2,246	Sims	24	750
L. C. Johnson	46	1,640	McLeod	23	487
Jenny	45	1,688	Rigby	19	6×6
Gardiner	44	1,745	Scott	18	504
Bliss	44	1,341	Kennedy	16	325
Maddox	40	1,295	Helfert	15	483
Ziegler	35	1,170	De Cardy	14	410

—F. Ed Spooner.

TWO OUT OF THREE FOR COOPER.

Louisville, Ky., Oct. 2.—This was a Cooper day, the Monarch star winning two open events out of three in which he started. In the first event, the two-third mile open, Bald took the lead and held it until the end of the second lap, when Anderson and De Cardy passed him. Eddie tacked on, and at the end of the last lap jumped them, closely followed by Cooper, Murphy, and Gardiner. The finish was a beautiful one, as one foot only separated Bald from the third man. The two-mile handicap was a poor one as far as sport was concerned, as the scratch men were unable to overcome the handicap, and gave up early in the attempt.

The Two-mile Handicap, Class B,

had no scratch men in it, and the starters soon bunched. Bliss, Sims, and De Cardy took the lead and paced alternately, Anderson beating the field out in the sprint.

The fourth event was a 2:40 Class A race, and the referee put a time limit of 2:25 on it, against the protests of every one. He based this unusual proceeding by quoting the action of Mr. Croninger, who did the same at Dayton, Ohio, several months ago. The race was ridden in 2:35 and declared off with no run over.





The one-mile open, Class B, was the race of the day, and in the absence of a tandem De Cardy was put in to pace, and was given third prize for so doing, Kiser, Murphy, Cooper, and Bald rode in order named for two laps. At the last turn Cooper started for the tape, followed by Bald and Kiser, and the finish was a go-as-you-please with the advantage in favor of none. Two feet from the tape

Cooper Jumped Forward,

and led Bald over the tape by a foot, with Kiser third by only a few inches.

The quarter-mile open, Class A, had the best men of the city to start. Daubert started from the top of the hill, and took the lead until the end of the turn when Kimble and Mitchell passed him. These two were closely pressed by Fichtner, and finished in the same order, Daubert being last. The quarter-mile open, Class B, was the only race in which a protest was entered. Charlie Murphy made the jump on the outside with Bald on the pole. At the end of the turn Murphy pulled over and forced Bald off the track. While this was going on Cooper was going as fast as he could and finished, leading Murphy by a yard, with Gardiner third, and Bald fourth.

Bald Promptly Protested,

and the referee disqualified Murphy. Murphy claims that the decision was unjust, but in this he can find no one to uphold him. The audience to a man thought it intentional, and so did every one of the officials who were watching closely.

Summaries:

Two-third mile open, Class B.—Bald, first; Murphy, second; Gardiner, third. Time, 1:29.

Two-mile handicap, Class A.—W. T. Hause, 110 yards, first; Geo. Davisworth, 50 yards, second; W. C. Curry, 175 yards, third. Time, 4:38⅕.

Two-mile handicap, Class B.—E. E. Anderson, 125 yards, first; C. S. Wells, 150 yards, second; W. DeCardy, 100 yards, third. Time, 4:30.

One-mile 2:40 class, Class A.—W. T. Hause and P. J. Bornwasser dead heat for first; H. F. Cohn, third. Time, 2:35, declared off.

One-mile open, Class A.—C. I. Mitchell, first; P. J. Bornwasser, second; E. D. Fichtner, third. Time, 2:12⅖.

One-mile open, Class B.—Cooper, first; Bald, second; Kiser, third. Time, 2:13⅕.

Quarter-mile open, Class A.—O. S. Kimble, first; J. C. Mitchell, second; E. D. Fichtner, third. Time, :34. A state record.

One-third-mile, flying start, unpaced.—C. R. Coulter, :36⅕, a world's record, beating Gardiner's :38⅕.

One-mile, flying start.—E. E. Anderson, 1:59⅕.

Quarter-mile open, Class B.—Cooper first; Gardiner, second; Bald, third. Time, :31.

HOW CABANNE BEAT THE INDIANS.

Philadelphia, Pa., Sept. 29.—Chief Clerk Paige, of the city commissioners' department, who was formerly a resident of St. Louis, and was well acquainted with "Dute" Cabanne, tells a good story of the latter's athletic abilities. In July, 1891, while they were together on an engineer's corps doing government work they stopped at Moose Lake, Minn. During their visit the Indians of the reservation were preparing for some running races to take place on the Fourth. On hearing of the redskins' intentions. Cabanne, who could swim, run, and jump as well as he could ride a wheel, wanted to get in the games. The Indians, hearing of his wish, sent three of their number into the surveyor's camp to invite Cabanne to run with them. As a preliminary the surveyors marked off 100 yards on a level logging road, and Cabanne offered to run one of them to show that he was a competent competitor. At this all three Indians proposed to run. Cabanne agreed, and furthermore gave them a handicap of ten feet. Toeing the mark, the four men sprang away at the report of a pistol held by one of the engineers, Cabanne closing up about half of the handicap in the jump. For a distance of seventy-five yards the redskins were neck and neck, Cabanne trailing them. Then one looked over his shoulder to see where the white man was running. This movement made a hole in the bunch, which Cabanne took advantage of, and shooting through finished a winner by fifteen feet. The redskins dropped their pace to a dog trot, grunted as they passed the victor, and kept on, never stopping until they reached their reservation. The races came off as per schedule, but Cabanne was not invited to compete. Evidently the redskins had enough of his running the day previous to satisfy them for all time.

WITH CHICAGO ROAD RACERS.

Saturday and Sunday Events in Review—Windy City Proves True to Her Name, and the Clubs Ride in a Gale—Clausen Won the Plautz Cup.

The Thistle Cycling Club held its second annual ten-mile road race over the Oak Park course Saturday afternoon, the start being made at 5:15. There were 121 entries, of which 89 men started in the race, and 79 finished. It was the largest and most successful club event run this season, and nearly 2,000 cyclists gathered to witness it. The wind was blowing hard from the northwest, but there were no accidents, although J. Bezenek, a scratch man, lost his chance of winning time by puncturing his tire. With the wind on their backs, the men made fine finishes. D. C. Blair was the first man to cross the tape, but as he had been paced he was disqualified and first place awarded to F. Taylor, who followed him closely to the finish. Taylor had a handicap of 5:30, and covered the distance in 32:03. Fred Stobbart won time prize from scratch in 27:46, which was remarkably good time, taking the wind into consideration. T. Solum, also a scratch man, won second time in 27:47. W. G. Lewis was the second rider to cross the tape, with E. J. Luce and Fred DeCardy third and fourth.

Rode in Trousers and Won the Race.

The annual ten-mile road race of the Lincoln C. C. was run over the new North Side course, the start being made at 4:30 in the afternoon at the intersection of Sheffield and Graceland avenues, which makes the course a full ten miles. The wind was strong, and out of the twenty starters only fourteen finished, but there were no accidents, although the roads were muddy. J. D. Erskine, who won time, had not intended to enter the race, and was not dressed for the occasion, but at the last moment he started in his business clothes and long trousers from scratch, and covered the distance in 27:45⅕. The other finishes were exciting, but were made in good order. A. N. Griffin won the race from the 5:15 mark in 32:00. R. Stolze took second place in 29:50 and F. M. Lang was the third man to cross the tape. A. B. Horn, a scratch man, won second time in 27:46⅕. Every rider who finished got a prize.

Hunke Finishes First After a Bad Fall.

The annual race of the Clarendon Wheelmen was run at 5 o'clock over the Lake View course. The distance was a little less than nine miles. There were eighteen starters, but six of them failed to finish. W. N. Hunke fell just before reaching the tape, but finished on another wheel far in the lead. He started with a handicap of 4:30, and rode the course in 26:19. C. S. Miller was second man in, his time being 26:20, with a 4-minute handicap. Time prize was won by H. Jordan, from scratch, in 23:52. F. A. Matteson finished in third place and W. Wilson in fourth.

A New Club's First Race.

The first five-mile road race of the Chicago Turn Gemeinde Wheelmen, a club organized only five months ago, was run over the Lake View course, starting at dusk and finishing in the dark. None of the riders had ever ridden in a race before and therefore the time was slow, Charles Eichen finishing first and also winning time prize in 14:22, from scratch. E. Schifflin finished second, nearly half a minute later, with G. H. Gold close behind.

The Monarch C. C., of South Evanston, held a ten-mile race in Evanston. There were nine starters. Herman Hanson won first place in 30:55, with a handicap of 4:00. Half a foot behind him came Conrad Hildebrand, whose handicap had been 2:30. Time prize was won by Charles Arndt from scratch in 28:10.

The Clover C. C. held a five-mile race over the Palmer Square course, which was won by Al Mertsky in 14:27, with a handicap of :15. Ed Neltz won time, from scratch, in 14:29. J. H. Dawson finished third.

Results of Sunday's Races.

The Columbia Wheelmen held their final ten-mile race for the Plautz cup Sunday morning on the Garfield-Humboldt Park course. It was won by W. J. Clausen, who rode the distance in 28:35, with a handicap of 1:30. There were eighteen starters, but owing to the gale of cold wind which was blowing from the north only seven men finished. The racing was excellent, nevertheless, the finish of the first two men being quite exciting, Clausen and Odegaard, who finished second, riding the whole course neck and neck, and coming in on the homestretch like a whirlwind, with the wind on their backs. Clausen had the advantage of a very high gear, which he "worked for all there was in it," and came over the tape two inches ahead of Odegaard, who strained every muscle to keep up with him. The handicapping in the race was so well done that there was

A Difference of only 1:41 Between the First and Last Man

at the finish. The three scratch men, A. Flath, F. Schinneer, and F. J. Radloff, finished in 27:30, 27:30⅗, and 27:30⅘, respectively. W. P. Conyers was the sixth man in, and A. Newman the seventh. Theodore Foug, who was looked upon as a likely winner by those acquainted with his riding, was thrown violently against the curb at the railroad crossing—where his wheel slipped—and was seriously injured. Otherwise he might have won, as he had caught up with the leaders when he fell, and was riding at a winning gait.

The West Side C. C. ran a ten-mile handicap race in the morning over the Palmer Square-Garfield Park loop. R. O. Waldman won the race from the two-minute mark in 30:40. Hart Hanson, who finished second, also won time prize from scratch in 29:15. The times made are rather above the average, taking the strong wind into account. L. W. Anderson was the third man in, and A. Knudson crossed the tape in fourth place. Several men punctured their tires.

The Scratch Men Finished Together.

The second annual Jordan race, open only to riders of Jordan wheels, was run over the Lake View course at 6:30 in the morning. M. J. Fisher won first place in 14:00, with a 3:30 handicap. O. F. Bohman rode from scratch in 12:42, and C. Gruis and H. Jordan, two other scratch men, finished together in 12:44. A. H. Wichert took second position, and C. N. Patterson finished in fourth place.

The Independent Cycle Club ran a five-mile race, which was won by J. A. Harper in sixteen minutes, with C. W. Forbrick in second place, and P. J. Forbrick in third. Time prize was won by N. G. Nelson in 14:18.

The W. C. Ritchie employes had a ten-mile road race which A. Hoodwin won in 31:55, with a 2:30 handicap, thus also taking time prize. J. Stock was the second rider to finish, and E. Meiers came in third. The two scratch men, H. Lindquist and L. Prell, were the last men in, their times being 36:55 and 37:32, respectively.

Chas. Shabel, the champion long-distance rider of France, started October 1 for the Chicago-New York record. Shabel is riding a Stearns, and expects to make the distance in about 4 days and 22 hours.



Designs on the Century Record Foiled.

C. A. Westcott, of the Lake View C. C., started for Waukegan in the face of a stiff northwest wind at 5:30 Sunday morning, in an endeavor to lower the American 100-mile record. Soon after starting on the return ride from that town, his front forks broke and threw him. He was not able to get another machine and was forced to give up the effort. A. E. Smith, of the same club, who started out Saturday night to ride down the twenty-four-hour American road record, was obliged to stop on account of the wind and the fact that his pacers were arrested for riding without lamps.

Kohl's Unpaced Record.

Herman Kohl, of the Englewood Wheelmen, and holder of the St. Louis-De Soto record, claims the record for the famous Chicago-Elgin-Aurora course, having ridden the course unpaced in 5:57:30. Leaving the starting point at 4:30 a. m. Friday, September 27, he proceeded at a lively gait toward Elgin where he arrived and registered at 6:32 a. m. The time consumed between Elgin and Aurora was 1:13:00, which latter place was reached at 7:45 a. m. From Aurora to the starting point Kohl made fast time, as he arrived there at 10:57:30 a. m., making the entire distance (104 miles) in the phenomenally, fast time of 5:57:30. In the near future Kohl will try for other long-distance records, such as the American century, twenty-four-hour, and the 200-mile record.

OHIOANS RACE IN NEW LONDON.

NEW LONDON, OHIO, Sept. 27.—The first annual racing tournament held in this city came off yesterday. It rained until about 11 o'clock, but the track was in good condition and every one was satisfied. The attendance was about 800. The summaries:

Two-mile handicap.—Bert Hamilton, 240 yards, first; C. F. Woolcutt, 200 yards, second; J. Ryan, 220 yards, third. Time, 4:45.

Half-mile open.—G. S. Reigger, first; H. B. Wood, second; Charles Lewis, third. Time, 1:06.

One-mile, New London.—Bert Hamilton, first; D. Ford White, second; H. L. Elmslie, third. Time, 2:44.

Three-mile handicap.—H. B. Wood, 60 yards, first; C. F. Woolcutt, 240 yards, second; E. A. Whiteman, 100 yards, third. Time, 7:22.

Quarter-mile open.—Frank Beer, first; Bert Hamilton, second; G. S. Reigger, third. Time, :34½.

One-mile open.—J. A. Hamilton, first; Charles Lewis, second; E. A. Whiteman, third. Time, 2:24.

Five-mile handicap.—Charles Lewis, 250 yards, first; H. B. Wood, 75 yards, second; C. F. Woolcutt, 350 yards, third. Time, 12:56.

TWO WORLD'S RECORDS BROKEN.

MINNEAPOLIS, MINN., Oct. 1.—The races at Minnehaha Park today were run in a strong wind, but nevertheless two world's records were broken. Weinig and Crooks rode a half-mile on a tandem in :54, thus breaking the record established at Springfield by Weinig and Seavey. Steenson went a half-mile, unpaced, in :55, which is claimed as a record. J. S. Johnson rode a quarter in :24½, unpaced, which is claimed as the fastest on record, but he failed in his attempt to reduce his own record for a paced quarter.

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GEO. K. BARRETT, EDITOR.

MORE ABOUT FAIR DEALING.

The editorial in last week's BEARINGS in regard to the acceptance of bicycles in exchange for advertising by the *Referee*, in violation of an agreement entered into by the members of the Associated Cycling Press, has stirred up the publishers of that paper as well as the advertiser with whom the contract particularly referred to was made. Naturally the *Referee* people are anxious to fight shy of the issue, and the advertiser, whose name we refrain, for the present, from using, was doubtless bound to secrecy when the contract was made, and, having violated that secrecy, will try to do what he can to help them dodge the question. There is no dodging it, however. We spoke advisedly last week, and are prepared to prove what we said. Mr. Jaffray, of the *Referee*, acknowledged before the publication of the editorial in question that the contract had been made.

A letter from the Referee Publishing Co. has been received requesting that inquiry be made into the matter in a manner provided by the rules of the Associated Cycling Press, to which reply has been made saying that we shall do so as soon as the bond provided by these same rules for their faithful observance shall have been filed with the association. We have also received a letter from the advertiser in which he endeavors to defend the *Referee*.

That paper will doubtless publish a letter from the said advertiser in which he will deny the existence of the contract in question. This letter was, we are informed, dictated by Mr. Jaffray in the office of the advertiser to one of the advertiser's stenographers, together with letters to several other firms in regard to the same matter. In case this letter is published we shall have something further to say next week.

THE PERCENTAGE THERMOMETER.

The percentage thermometer that has been running in THE BEARINGS for some time past has awakened all manner of comment and criticism. In addition to the thermometer we have run other tables that show the winnings of the riders and the number of points gained by them in their races on the national circuit, as well as an elaborate table of team points and percentages. The percentage system we believe, however, to be the most exact index of the riders' ability, and for that reason have given it the most prominence. It is a big task to keep an exact record of the position of every man who starts in a national circuit race, but one which we have undertaken with a realization of its difficulties, and have carried out carefully and accurately.

A man may not be quite good enough to win from the very top notchers, and still may ride consistently and finish close to the leaders in all his races, yet, unless the percentage system of noting the position of every man in every race were employed, he would make no kind of a showing. Naturally the ones who have objected to the system have been the riders who showed poorly. We sympathize with them, but we can not fail in doing our duty as a news medium by showing favoritism to the riders who do not possess the prowess to keep to the front.

One thing which the thermometer has accomplished is that of making the men ride their races to the finish, and this result is worth all the work that the compilation of the figures shown each week entails. Other papers which have vainly tried to get the data from which to compile similar tables are ardent critics of THE BEARINGS' system. We can well afford to laugh at them, and shall continue to keep an accurate record of the performances of the circuit chasers.

It is a good thing for a certain New York wheelman that the fool killer was out of town on a recent evening. It was a little after 6 o'clock when a wheelman came scorching down Broadway on the cable slot. The thoroughfare was crowded with teams coming up, while about fifty feet behind the rider was a "down" car. A big American express wagon that was running along behind an up car pulled out across the down track just in time to intercept the reckless rider who crashed into the team and went down. There was a prancing of horses, a rattle of brakes as two cars came to a stop, and the wheelman picked himself up, apparently unhurt, although his wheel had not fared so well under the horses hoofs. At least one wheelman will use a trifle more care in the future.

Perhaps Chairman Gideon knows why it was that Loughead has spent the entire season racing in the states, having raced in Chicago and Springfield, over 1,000 miles apart, when our own Class A riders are limited to a radius of 200 miles. In addition to this several of the prominent Class A riders, including Douglas and Jack, who have shown good speed in their own locality, were desirous of racing at Springfield and were at the last moment refused, while the Canadian was allowed to compete. We are anxious to see all visitors given the fairest of fair treatment, but it is hard to see why they should be given privileges not accorded to our own riders.

One of our eastern contemporaries seems to feel hurt over the treatment accorded its scribe at the Corley House, at Springfield, and criticises accordingly. Such criticism passed when a house is in the throes of trying to accommodate a rush such as the meet at Springfield always brings redounds to the discredit of the scribe more than the hotel, which is well known for its courteous treatment of the wheelmen.

FIRSTS WELL DISTRIBUTED.

KEWANEE, ILL., Sept. 27.—Fully 3,000 people witnessed the bicycle races here today. Fine weather and a good track favored the racing men. Bert Repine won the five-mile handicap event from scratch, with A. A. McLain second and G. W. Mitchell third. John Clarke won the one-mile open in 3:02½, McLain finishing second and Repine third. The half-mile open, best two in three, was won by McLain in 1:17¼, with Repine second, and Mitchell and A. Swenson tied for third place. The one-mile Henry County championship was won in 3:08¾ by L. A. Weidlein, who also finished first in the one-mile handicap, with Mitchell second and Charles Fahrig third. Time, 2:18. McLain and Repine on a tandem beat Gadd and Walton in 4:52 in a two-mile race. In a one-mile special for time, Clarke finished in 2:24, McLain in 2:27, Skelton in 2:28½, Hokler in 2:30 and Mitchell in 2:30½.

THE MARYLAND CIRCUIT.

EASTON, MD., Sept. 28.—The meet of the Eastern Shore Wheelmen's Racing Circuit held at Idlewild Park last Thursday, under the auspices of the Avon Cycle Club, was much enjoyed, but owing to the high wind that prevailed and the dusty track the times made were only ordinary. The one-mile open event was won in 2:39½ by W. L. Eckhardt. The one-mile and five-mile interclub championship events were won by W. W. Phelps in 3:23½ and 15:16¼, respectively. Jack M. White took the one-mile professional from scratch in 2:41¼, and the half-mile professional open. The two-mile handicap was won by R. H. Carr, Jr., in 6:40½. J. A. Ostendorf finished first in the half-mile open, with Carr second and Phelps third. Time, 1:10½. There was only one tandem team to start in the one-mile tandem event, and the prize fell to it, the time being 2:26.



THE BEARINGS
The Cycling Authority of America

AN AMERICAN CYCLER'S RHAPSODY

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One morn on Olympus the godlings convened
To vote on the question "Shall woman be screened"?
They had seen on the earth there was coming a plan,
To recognize dress as no part of the man;
Had seen the Municipals boldly forbid
Exchanging appare.. "No sex shall be hid!"
And the gods, as they harken'd to woman's appeal,
Invented and gave them the magical wheel.

The tangle of skirts, was the women's great boomer.
They gave her the bifurcated garment, the bloomer.
That carried the day from the poles to the sea.
The battle is over and woman is free.
Now conventional grannies may take a good rest,
And their cruelties vanish from out the home nest.
Evolution proclaims, "revolution is here".
The social dark parlor no longer can cheer.



The tea-table gossip, a subject of dread,
Goes down in the record as banished and dead;
The rank suffocation of close lecture rooms,
May fly to its place in the desolate tombs;
Even ruin-holes and dives are deserted down stairs,
And the gamblers have shut up their hells for repairs.
The theatres shake the "microbes of disease
From the cushions along with the vermin and fleas."

Now the churches get leisure to wash out the pews,
And brothels may banish their horrible stews.
No ball-rooms are needed, swift tending to wrong
Where gases asphyxiate all the night long.
The "jam" on the "cable" and "trolley" is done,----
And the stuffy old carriage stands rotting for fun.
Into pastures of green, like his far-away sires,
The horse, noble fellow, in leisure retires.

The "transport" the ages were waiting to find,
Is the vehicle driven by muscle and mind.
We spring, like a god, to humanities throne,
And the power we use, is none else than our own;
We win back the health that our forefathers knew
That vigor is virtue, this age will prove true.
The religion of nature, humanities' goal,
Has come to enlighten and comfort the soul.

Too long over dogmas the preacher has schemed,
But the light is upon us, the race is redeemed:
Into meadows and woodlands society spins,
Where the tiller and toiler his heritage wins,
To his cottage are going the treasures of art.
And the universe sings a new song to his hearr;
While the beauty outspread over mountain and stream,
Comes back to the town like a magical dream.

All men and all women come under the grace
Of the best of behaviour, to honor the place,
Where all can be free as the birds of the air,
And the roses of health are improving the fair.
So mingled, the country and city are one.
With a happy and new Rus in Urbe begun.
The millennium sung of the cycle reveals
It is here, is our own,--- it has come upon "wheels."

ISAAC A POOL

HAVE TO PAY HEAVY TOLL.

Pennslyvania Wheelmen Object to the Outrage—Cycling Very Popular in Swelldom—Philadelphia News.

PHILADELPHIA, PA., Sept. 30.—In New York, New Jersey, and Delaware wheelmen have no toll to pay, but here in the great state of Pennsylvania bicycle riders are made to ante up very dearly while pursuing their favorite pastime. It costs from 1 to 2 cents a mile for the use of roads hereabouts. On one road it costs 14 cents to ride fifteen miles, so it will be seen that if the cycler in his outing wishes to take a long ride it costs him from 25 cents to $1 just for tollage alone. Attempts at organization to fight the turnpike companies have been made, and test cases have been instituted, but none of these have as yet succeeded in bringing about the desired end. The only way to settle the matter is for the state legislature to take a hand. Until then heavy tolls will still have to be paid, and wheelmen will be paying out a large sum of money for riding over what are in reality public highways, but which are monopolized by turnpike companies and electric car magnates. The wheelmen of this city are extremely bitter in their denunciations of the outrage.

Three Crack A Men now in B.

Douglass, Jack, and Hammer, the three fast local cracks who were hauled up before Chairman Gideon for racing for a prize, the value of which was more than $50—the Class A limit—are now full-fledged Class B men. It seems that the men were entirely ignorant of the fact that the prize was worth more than advertised, but according to the rulings of the Racing Board they are held responsible. The Norristown Wheelmen are the ones to blame, and that organization has generously offered all assistance necessary to alleviate the wrong. Court proceedings are talked of, but whether or not anything will be done in this direction remains to be seen.

Thomas Winder, of Warsaw, Ind., who recently started on a trip around the border and coast lines of the United States, arrived in this city on Tuesday night and left again on Thursday morning for Wilmington, Del., on his way south to New Orleans. Thus far he has traveled over 13,000 out of the necessary 21,600 miles since last March. He has a time limit of 300 days, and at present is several days ahead of time.

Growth of the Centaur Club.

A few short months ago the members of the local "400" looked upon cycling as vulgar, but with the wonderful development of the sport came the realization that there was something in riding a wheel after all. Then a few of the leaders purchased wheels and started a movement that soon enlisted the most prejudiced members of their set, and ultimately resulted n the organization of the fashionable and exclusive Centaur Bicycle Club, This was nearly a year ago. Now no society man or woman is considered up to date unless he or she rides a wheel, and as a result cycling functions are as popular among the swagger set as the most fashionable dances or "teas." As compared with golf, tennis, and

Cricket, and Other of Society's Sports

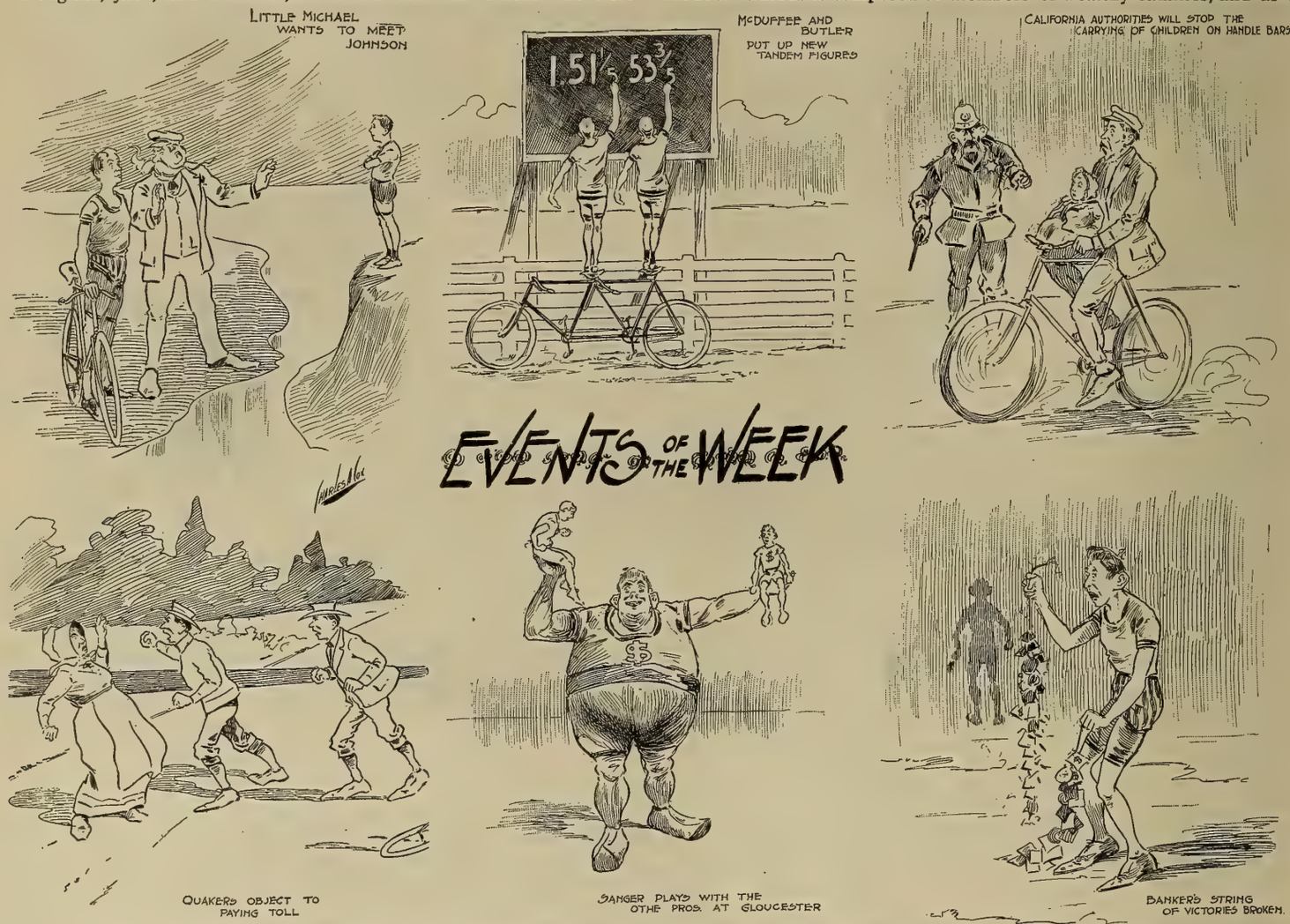
it far exceeds in popularity. That these facts are true ones is demonstrated by the wonderful growth of the Centaur Club. Starting with scarce a dozen members, it now has a membership of over 300, including some of the richest and most blue blooded aristocracy of the city. This organization occupies a house on Rittenhouse Square, but within the next few months the adjoining buildings will be secured in order to better accommodate the membership. During last winter a number of night rides were given at the Third Regiment Armory under the auspices of the club and so successful were these affairs that they will in all probability be repeated during the coming season.

GOOD ROAD RACING AT ST. LOUIS.

ST. LOUIS, Sept. 30.—Club road races had the call during the past week, the McGrew Guards holding one on the 26th and the St. Louis Cycling Club one on the 29th, both twelve-mile races over the Forest Park course. The McGrew Guards is composed of members of wealthy families, and as the day was a fine bright one, the beauty and wealth of St. Louis was on hand to see the race. Al Brueggemann, with 3:00 handicap, won first place in 36:20; Harry Menzie, with 1:30, was second in 35:52, and Wm. Johnson, 1:00 was third in 35:22, and should have won second place, but he lost track of the tape and was just beaten out by a length. Leslie Moffet won time and fourth place from scratch in 34:58. Brueggemann was second on the first lap, and gained first place on the second lap, winning handily by nearly 200 yards. He has the making of a good rider in him, and will likely be heard from next year.

The St. Louis C. C. Race.

The St. Louis Cycling Club did not have so good a day for its race, the weather being chilly and quite a wind blowing, but nevertheless a large crowd, composed principally of wheelmen, turned out. The record for three laps over this course was 37:40, having been established by Bert Harding in the St. Louis Cycling Club's road race last year. This Moffet had lowered to 34:58, but Harding went him one better, and, although he rode unpaced the whole distance, covered the ground in 34:12, winning second place and first time from scratch. Alex. Laing, who had a 1:00 handicap, won the race in 34:27⅘, also getting second time. George Tivy, with a 2:00 handicap, won third, Albert Spengler, with 2:30, getting third, and Walter Lewis, 5:30, getting fifth.



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BANKER SUFFERS DEFEAT.

After Having a Walk-over in the Mile Championship he is Beaten in the Grand International—Michael Wants to Race John S. Johnson.

PARIS, Sept. 20.—Last Sunday's meeting at the Velodrome de la Seine which promised to be such a success owing to the presence of Banker and Houben, was rather a fizzle, as not only did Houben, the Belgian crack—who had been paid 1,000 francs to put in an appearance against Banker—fail to get a place, but the Pittsburg crack, after having a walk-over for the world's mile championship, suffered defeat at the hands of Morin in the grand international.

It must be said, however, that Banker was feeling out of sorts before the races and ought not to have ridden. The exertion he put himself to in the final, when pressed hard by Morin, completely knocked him out, and for a couple of hours after the race he felt very queer. The fact of the matter is Banker has been riding too much lately and needs a rest. The trip to Bordeaux, where he raced during the week of the meetings given in honor of the lord mayor of London, took a lot out of him. He is going to take it easy for a week or two and will then get into trim for the Grand Prix de Paris.

Banker Has a Walk-over.

The opening event was Banker's walk-over for the mile championship of the world, which was canceled at Cologne a few weeks ago. His time for the mile was 2:40⅘. Banker can not, however, lay claim to the title of champion of the world, for since last Sunday the International Cyclists Association has resolved that:

First. The mile championship professional shall not be run in Paris on September 15, as decided at Cologne.

Second. It will be re-run at Cologne on September 29.

It appears that the delegates of the different foreign unions were requested by letter to give their opinion on this point; six were in favor of above decision, one against it, and one did not vote. The result of the vote was published September 16, the day after the championship had been run in Paris.

Next in order came the French tricycle championship, which was run in four heats of 2,000 meters each and a final. Dumond, Lambrecht, Jacquelin, and Courbe won their different heats and faced the starter for the final. The various contests evoked much interest as it was a difficult matter for some of the inexperienced to get round the corners. In the final Courbe took the lead for the first two laps, when Jacquelin, followed by Lambrecht, went to the front, and at one time it looked as if the championship would fall to one of these two. In the straight, however, Dumond came round the field and in an irresistible rush he passed the post a winner by a couple of lengths, thus repeating his last year's performance.

The International Scratch Race

of 2,000 meters, run in heats, was the event of the day. No less than twenty-six men entered for this race. A new feature was introduced into this race in the shape of a consolation heat for those who failed to obtain a place in the preliminary heats, the winner to qualify for the final. In the first heat Banker and Piette fought hard for the first place, which the American secured by a short margin. The second trial fell to Edwards, Anthony taking second place, while Houben was last.

The starters in the third heat were Muringer, Lesna, Gougoltz, Louvet, and Broadbridge. The Englishman did all in his power to force the pace, while Gougoltz and Louvet were all the time working to get behind each other. Lesna and Muringer went off like rockets at the bell, but were passed at the last corner by Louvet and Gougoltz, who came down the homestretch neck and neck, the latter winning by about a yard. In the fourth heat, when two laps from home, Baras slipped away from the others and soon had a lead of about 100 yards. Morin was the only one to go after him, and just managed to get the verdict on the post. Baras was thoroughly pumped out.

Heat number five was also a sensational one. Bourrillon and Jacquelin, the two cracks, were so intent on watching each other's movements that they let the field get away from them.

Bourrillon was the First to Wake Up,

and jumped so suddenly and quickly that Jacquelin was taken by surprise and was left behind. Bourrillon won by three lengths, and Jacquelin just managed to beat Fournier for second place. Denesle won the consolation heat, defeating, among others, Louvet, Jacquelin, Baras, Broadbridge, etc.

Banker's defeat in the final was a disappointment to the public. The race was unexciting until the last lap when Edwards began to sprint, with Banker on his rear wheel. The American crack took the lead at the last corner, and he and Morin entered the homestretch almost together. An exciting struggle ensued, and, as the Frenchman was seen to gradually draw ahead of the American, an immense cry of "Morin gagne!" (Morin wins) rent the air. Morin did win, but the margin was a very small one. Bourrillon finished a bad third.

Michael Wants to Meet Johnson.

Choppy Warburton has issued a challenge to match young Michael against any rider in the world, John S. Johnson preferred, over distances of one, five, and ten miles, with pacemakers, or for any longer contest up to twelve hours. Should Michael go to America his expenses would have to be guaranteed, or should an American rider come to Europe they would be allowed. The stakes will be from $1,000 to $2,500.

A. Linton won the 100-kilometer race last Sunday at Marseilles in the fast time of 2:19:48; T. Reboul was second, riding the distance in 2:21:03, and Thé third in 2:26:30. The front forks of a triplet, which was pacing Reboul, snapped at the forty-eighth kilometer, and the result was a very nasty spill for the riders, two of whom were very seriously hurt.

The Franco-Belgian Tandem Race

at Bordeaux resulted in a victory for the visitors. The distance was a mile for the first heat and 2,000 meters for the second and third. The Loste brothers represented the French colors and Hauvast-Borissowsky formed the rival team. The Belgians led the way in the first trial at a fair pace, which they increased at every round. They, however, ran wide at the last corner and the Loste brothers secured the inside position, which brought both teams on a level. After a hard struggle the home team passed the post first, winning by about a yard.

In the second heat the Belgians again took the lead, which they managed to keep right up to the finish in spite of a game struggle of the Lostes. The final gave rise to some brilliant work on the part of both teams for the inside position, which was captured by the visitors. Unluckily the Loste brothers' pedals touched the ground in rounding the last corner, causing them to run dangerously close to the railings. The Belgians finished alone, but generously offered to run the heat over again. Their opponents refused the offer, their machine having been damaged in the accident. The Belgian team rode a quarter of a mile, later, in the splendid time of :24⅘.

Yesterday's meeting at the Buffalo track was very interesting, although held before a moderate attendance. Morin proved his excellent form by winning the quarter-mile scratch race, beating Gougoltz and Piette.

SIOUX CITY RACES.

SIOUX CITY, IOWA, Sept. 25.—The second day's racing in the tournament which opened here yesterday was characterized by a slow track, but the times were a little faster than on the first day. Horse races were run on the same programme, but did not arouse much interest. In the bicycle contests John S. Johnson made an attempt to ride a mile under two minntes. He was paced by a quadruplet, but his time was 2:09¼. There were two one-mile handicap professional events, the first won by O'Connor in 2:07, with Johnson second and Weinig third, and the second won by Kramer in 2:18, with Kindervatter second and Johnson third. In the two Class A one-mile open races Fredericksen and Hibbs changed places, the former winning the first in 2:23½, with Hibbs second, and the latter winning the second in precisely the same time, with Fredericksen second. Fredericksen also won the quarter-mile open in :34½, with Morrow second, but finished third in the three-mile handicap, which was won by Kiltz in 6:44½, with Logan second.

Third Day.

SIOUX CITY, IOWA, Sept. 26.—The high wind today prevented any records being broken in the bicycle races, although Weinig and Crooks tied the world's tandem exhibition half-mile record in :57. O'Connor won the one-mile professional race and took the $1,000 purse, having won two out of the three races run on the three consecutive days. In today's heat J. S. Johnson finished second, the race being won in 2:16. The one-mile open, Class B, event was won by Ashley in 2:27½, with Bird second and Edmonds third. The Class B half-mile was won by Mockett in 1:12⅘, with Bird second and Condon third. Condon took the two-mile handicap in 4:59, Edmonds finishing second and Larson third. Fredericksen finished first in the Class A one-mile open, his time being 2:36½. Hibbs won the five-mile handicap in 13:25.

WHERE RACERS ARE AMATEURS.

HALIFAX, N. S., Sept. 25.—The records made here on a four-lap track with comparatively bad corners compare favorably with the times made in your meets in the States, outside of those set by the flyers. Our best competition record is 2:20 for the mile, and 1:08 for the half-mile.

This part of the country has so far remained unknown to the American cycling people, but we think it would be beneficial to all hands to have a little notoriety. There are no salaried Class B riders here at all, and our boys are practically pure amateurs. A few are interested in local selling agencies, but apart from that they are not at all financially interested. They train themselves and no paid men are in any way connected with racing. In fact, it is rare indeed that the clubs even pay any portion of their traveling expenses or hotel bills when attending meets at outside towns. Besides that, they race mostly for medals and cups of comparatively paltry cost, running from $5 to $15, and valuable only as mementoes.

A few of our men would probably make stars if properly trained on good tracks, but of course in Nova Scotia good tracks are as scarce as hens' teeth.

Home Talent Wins.

TRAVERSE CITY, MICH., Sept. 26.—The high wind which prevailed here today prevented fast riding at the races held at the Grand Traverse fair. The five-mile handicap was won in 14:20 by Carver, who also won the mile open and the quarter-mile open in 2:54½ and :36, respectively, with Fraser second in both.

Crimson rims again demonstrated their speed at the Schenectady meet September 21, when they won every open event.





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WORLD'S RECORDS

Three Miles, 6:05⅘. Four Miles, 8:08⅗. Five Miles, 10:11⅛.

STARBUCK AT SPRINGFIELD.

HOUR RECORD

27 Miles 185 yards. Also Records 6 to 27 Miles.

F. J. TITUS ON A SPALDING FITTED WITH PALMERS.

WORLD'S UNPACED RECORDS

From 200 to 1,000 Miles.

F. C. SHABEL AT TORONTO.

LONG DISTANCE RECORDS

Are Most Severe tests upon man, wheel, and tire.

PALMER TIRES Stand it better than any other. They combine FASTNESS, STRENGTH, DURABILITY.

FACTS SHOULD BE FACTORS IN ADVERTISING.

E. E. MOCKETT rides **PALMER TIRES**, not "Good Tires."

Extract from his letter:

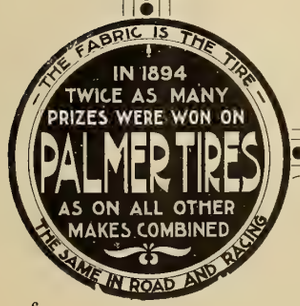
"I have ridden PALMER TIRES in EACH AND EVERY race I have run this year."

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At Freeport he made Class A world's record, quarter-mile, flying, unpaced, :25⅘, on a Sterling fitted with PALMERS.

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TWICE AS GOOD AS OTHER TIRES

TROUBLE IN 'FRISCO.

A Fight in the Olympic Club—To Stop the Carrying of Children On Baby Carriers—Other California News.

SAN FRANCISCO, CAL., Sept. 24.—For some time past trouble has been brewing in the Olympic Club cycling annex, and affairs took a deciding turn last week when some sixty members, becoming tired of being ruled by a favored few, deserted the old club and formed the Olympic Cyclers. Of course there will be great rivalry between the two clubs, and there will be a fight to secure the talent, each club essaying to get the fastest men. What the management of the Olympic Club will do regarding the two clubs remains to be seen. It is almost certain that the two cycling clubs can not live under the same roof and it is very probable that the directors of the famous athletic organization will step in and try to make peace.

This Will Cause a Kick.

The Society for the Prevention of Cruelty to Children is about to make itself felt in this city. Some one has asked them to prevent fond fathers and mothers taking their babies out for a ride in the fresh air seated on the handle-bars of bicycles, owing to the dangerous position in which the little one is placed, especially in case of accident. There are laws in this state covering this ground, and it is very likely that the law will be enforced. The law reads as follows: "Any person who shall willfully cause or permit any child to be placed in such a position that its life or limb may be endangered or its health shall be likely to be injured, shall be guilty of a misdemeanor."

An Oft Told Tale.

Supervisor Wagner is after the wheelmen with a restrictive ordinance, that if the rest of the board thinks as he does will prohibit wheelmen from riding faster than eight miles an hour in the city limits, besides compelling the riders to slow up at every corner, blow a whistle or ring a bell continuously while crossing streets, and to carry lanterns at all times after sunset.

What the wheelmen of the city will do regarding these objectionable matters remains to be seen, but it is very likely that the ordinance will be made less binding, as not a few city officials are active cyclers; and as future political aspirations depend to some extent on the vote of the wheelmen, there will more than likely be some changes in the Wagner ordinance.

'Frisco without a Track.

This city is now without a bicycle track of any kind and where the national circuit races scheduled for this city will take place, if they do take place, has not been decided, but the dates may be transferred to some other locality, so that the circuit will be complete. There are several schemes hanging fire, but somehow no one seems desirous of taking the initiative and so it may be some time before a modern track is constructed, but there will have to be one pretty soon or the wheelmen of the city will have to take a back seat in the cycling world.

The dealers of San Francisco are about to form a combine for the purpose of keeping up prices and correcting other abuses.

The Golden Gate Park Commissioners have limited the speed of wheelmen riding within the park borders to ten miles an hour, except on the bicycle path (which is only a mile long), where full speed is allowable.

RACES AT SANTA ANA.

SANTA ANA, CAL., Sept. 19—The new three lap bicycle track built by the Orange County Wheelmen was formally opened yesterday in the presence of a large number of wheelmen. All of the racing men who have ridden on it acknowledge it to be one of the best, if not the best, in southern California, and when the national meet takes place in this city on Thanksgiving Day the track will be in the finest kind of shape. It is hoped to make the meet the most successful ever held in this part of the state.

The best race of the day was the final of the Class B open, and was participated in by McCrea, Slater, Ulbricht, Lacey, Hatton, and Schmidt.

Slater was the First to Reach the Tandem,

but the other riders did not indulge in the usual fight for position, but contented themselves by riding along peacefully until the backstretch was reached on the last lap, when the play for position began with McCrea moving up, followed by Ulbricht, but they could not pass the little Arizonan, who won by a wheel's length. McCrea and Ulbricht fought it out for second place but McCrea had the best start, and managed to beat the Dutchman by a small margin.

Summaries.

One-mile open, Class B.—Horace Slater, first; H. E. McCrea, second; Emil Ulbricht, third. Time, 2:12⅕.

One-mile open, Class A.—D. E. Whitman, first; W. A. Taylor, second; Canby Hewitt, third. Time, 2:11⅘.

Two-mile lap, Class B.—Emil Ulbricht, 14 points, first; Horace Slater and Will Hatton tied for second place with 7 points each. Time, 5:04⅗.

One-mile handicap, Orange County - Ike Field, 65 yards; E. E. Woods, 60 yards, second; H. E. Bundy, scratch, third. Time 2:22⅗.

Five-mile handicap, Class A.—W. A. Taylor, 100 yards, first; Charles Stinson, 250 yards, second; E. L. Weaver, 350 yards, third. Time, 12:27.

Canby Hewitt rode a paced third in :37⅘.

THREE-DAY MEET AT NAPA.

NAPA, CAL., Sept. 19. The first annual meet of the Napa City Cyclers was held today on the mile track of the Napa Agricultural Association, and from a racing standpoint was a grand success, but from point of attendance it was a flat failure.

Walter Foster, as usual, was the star of the day. Paced by the Rambler quad team, Cushing, Smith, Nissen, and Jones, the gritty 'Frisco man rode a half-mile in :50⅘, lowering the record held by Dirnberger by three-fifths of a second. The quad team did not pull Foster out fast enough, for he beat the quad over the tape by twenty feet or more. Foster will try to break his own record tomorrow.

Two more records were established, both by tandem teams. Chapman and Parker, of this city, rode a quarter, unpaced, in :24 flat, lowering the former world's record, held by Rigby and Johnson, by one-fifth of a second. A new coast record for a mile was established by Agnew and Otey, who negotiated the distance, unpaced, in 2:10⅘.

Summaries.

One-mile handicap, Class A.—Craft, 85 yards, first; Metcalf, 60 yards, second. Time, 2:47.

One-mile post race, Class B.—T. S. Hall won first quarter and Russel Cushing the last three. Time, 2:35.

One-mile open, Class A.—Newton Ackerman, first. Time, 2:16⅕.

One-mile handicap, Class B.—Wilbur J. Edwards, scratch, first; R. L. Long, 35 yards; second. Time, 2:33⅘.

SECOND DAY.

NAPA, CAL., Sept. 20.—The second day's races, like yesterday's, were a flat failure in point of attendance, but those who were present saw the fastest half-mile ever ridden on a track, reeled off by Walter Foster and the Rambler quad team, the time for both the single and quad being forty-eight seconds flat.

A wind that almost reached the velocity of a gale was blowing down the stretch, which, by the way, has a drop of eight feet in a half mile, and it was under these conditions that Foster was able to eclipse his record of yesterday by 2⅘ seconds. The first quarter was ridden in twenty-five seconds and the last in twenty-three seconds.

Summaries.

One-mile scratch, Class A.—Akerman, first; McFarland, second; Byrne, third. Time, 2:21⅗.

One-and-one-quarter-mile open, Class B.—W. J. Edwards, first; Allan Jones, second. Time, 2:53⅗.

One-mile handicap, Class A.—H. Downing, 35 yards, first; Otey, 85 yards, second; Freeman, 35 yards, third. Time, 2:48.

One-mile handicap, Class B.—T. S. Hall, 100 yards, first; G. A. Nissen, 70 yards, second. Time, 2:23⅗.

THIRD DAY.

NAPA, CAL., Sept. 21.—The last day, like its predecessors, was a failure from point of attendance, but the races were good and those who attended were well pleased. There is much dissatisfaction among the racing men over the prizes. The club failed to place a valuation on the diamonds and the men thought that they were riding for $50 and $75 sparklers but instead the stones proved to be worth only about one-fourth of that value. The money taken in at the gate would not pay for the prizes of the Class A men, so the club does not care very much whether it receives any more sanctions or not, owing to the little interest displayed by the townspeople.

Foster was to have gone for the mile paced record but the wind was too strong and so the effort was deferred until Monday.

FOSTER DOES A FAST MILE.

NAPA, CAL., Sept. 23.—Walter Foster failed in his efforts to lower the world's paced mile today. He was paced by the quad and a tandem, but could not hang on after the three-quarter pole was reached, although he had twenty-nine seconds to ride the last quarter in to get under record. Everything went well in the attempt until the last quarter was reached, when he was to let the quad go and tack onto the tandem, which was manned by Cushing and Alyward. The tandem started too fast and Foster dropped back about seven feet, but although the tandem slowed up for him he seemed to have lost courage and gave up the attempt. The time for the mile was 1:48. Foster will probably go to San Jose next week and try for records on the Garden City Cyclers track, after which he will probably go for the straightaway mile record now held by Wilbur J. Edwards.

Summaries.

Half-mile scratch, Class A.—Byrne, first; Bates, second. Time, 1:04.

One-mile scratch, Class B.—Long, first; Edwards, second. Time, 2:36⅘.

One-mile handicap Class A.—Downing, first; Wing, second. Time, 2:21.

Two-mile handicap, Class B.—Hall, 150 yards, first; Nissen, 80 yards, second. Time, 5:22.

Five-mile lap race, Class A, prize given for each lap.—McFarland won first lap, Squires the second, and Freeman the last three. Time 15:22.

ROASTS ROBERT ROUNDLY.

The Monarch Cycle Co. is up in arms at the St. Louis member of the Racing Board, D. W. Robert, and has written him the following sharp letter:

D. W. ROBERT, ESQ., St. Louis, Mo.

Dear Sir: A telegram was received from you some time since which deserved and would have received prompt attention on our part had it not been overlooked. It is evident that your head is altogether the wrong shape, and your intellect somewhat stunned with reference to matters pertaining to bicycle racing and matters which should come directly under your direction as a member of the Racing Board. We desire to advise you that you were barking up the wrong tree when threatening to show up our method of doing business if Bliss and Cooper did not ride at your race meet on the 24th. Had you possessed ordinary intelligence regarding the rules under which sanctioned race meets are conducted you would have known that it was utterly inconsistent and impossible for our men to appear at St. Louis on the 24th unless the Mt. Clemens promoters felt disposed to release them the second day of their meet. No entry was filed with the secretary of your club, except on the condition that if the Mt. Clemens people would release them they would ride in St. Louis. You evidently are out of your element as a member of the Racing Board and as an officer of the Associated Cycling Clubs of St. Louis, and would suggest that you resign in favor of some one of reasonable intelligence pertaining to racing matters.

Yours truly, MONARCH CYCLE MFG. CO.

THE HERO OF 1895.

Since being crowned king of the year Mr. E. Columbia Bald has been taking a vacation and giving the other fellows a chance to scoop in a few first-class diamonds. After winning all the greatest races of the year at Springfield, and among them the mile record race, which is the biggest event of the year, and which he has now won for two successive seasons, he felt that he could keep away from the track awhile and let the others have a little glory. Bald's victories at Springfield were even a greater surprise than the knowing ones had predicted. They knew, of course, that he would win his races, but it was an eye-opener to see how easily he took matters, and when the proper time came how he simply rode away from his competitors without an effort and clearly demonstrated the fact that none of them could get anywhere near him.

There are other good men in the B class, but they lack in head work as well as speed. The fact of the matter is that, judging from what is plainly to be seen, Bald is in a class by himself, and can do as he pleases with the others. There are those who claim, too, that much of Bald's success is due to the fact that he rides a Columbia bicycle and Hartford single-tube tires; but "that is another matter." During the summer Bald has followed the hardest of the circuit races and clearly demonstrated his superiority time and again. Had he followed the Canadian circuit and participated in the many events of lesser importance as others did, and where there was no one to race against, Bald would have piled up enough victories to put him a season ahead of them all. As it is, he has a percentage lead of more than 100 points over any man in his class, and it is certain that this lead will be greatly increased before the end of the 1895 racing season unless he should meet with some unforeseen accident that might keep him off the track.

Thus far in the season Bald has started in forty-nine races and defeated 290 men. The value of his prizes amounts to $4,300. He is a man who never loses his head in a race and always sees a good opening; nothing ever seems to worry him in the least and whether he catches the pacemakers or not makes no apparent difference to him. It is after passing the three-quarter pole that he gets right down to work, and by the time seven-eighths have gone by and the homestretch is ahead he is running away from every one as though they were standing still, and crosses the line with that infallible sprint that knows no equal.

With his team mate, W. F. Sims, who is so popularly known on the track, Bald will again join the circuit in the early part of October and follow it through the west into California, where the team, with Manager Asa Windle, will probably remain during the winter season.

That the single-tube tire is the tire of the future, becomes more evident as the education of the public advances in cycling matters. Every maker of pneumatic tires is making a virtual acknowledgment of this fact by preparing to manufacture them in some form or other for next season's trade, or by violently opposing their use. Their freedom from perplexing features so common in the double-tube variety, has won for them golden opinions by the vast number of cyclists who have taken to the wheel this season; and next year promises to see them in almost universal use.

There are no perplexing features about the Hartford single-tube tires, and they have not only won golden opinions but the greatest popularity on road and track.

TRADE IN SALT LAKE.

SALT LAKE, UTAH, Sept. 28.—Trade prospects for Utah the coming season are unusually bright. The close of this season has found the local dealers with clear stores, all the '95 wheels sold, and but few second-hand wheels. The traveling men are coming through in a steady stream on their way to the coast, and several good contracts have already been closed. The early appearance of '96 models will have a good effect on this fall's trade. The beach resorts have closed much earlier than usual, and the fine weather and good roads will induce many to purchase new wheels this fall who would otherwise wait until next spring for the latest model.

The national circuit extension to the west will result in a boom this fall, as it is the first appearance of the flyers in the intermountain country, and there is no reason why sales should not continue good all winter. The streets of Salt Lake are well paved, and in the residence districts the sidewalks are uniformly built of cement by the city, so that riding is possible every day in the year.

All the old dealers are laying their plans for an early season. The Salt Lake Cycle Co. will probable continue to wholesale and retail Clevelands, Sterlings, and Crescents in Utah and Idaho, and is extending its sundry business as far north as Butte, Mont. M. R. Evans, who has sold the Syracuse Ariel, and Monarch this season, will again sell the Syracuse as his '96 leader. The Western Hardware Co. has not made its next year's final arrangements, but will sell the Stearns with another high grade. The Intermountain Wheel Co. will sell Czars, Unions, and Napoleons, and will have a wheel of its own to be known as the Spencer, in honor of the hustling young member of the firm. A. E. Beveredge has left the latter firm, and it is rumored will open a cycle store with the Henley as a leader.

Browning Bros. will still continue to make the Rambler their leader, and have added the Dayton. A. W. Caine & Co. have received the '96 Barnes, which they will make their leader with the National.

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HARTFORD SINGLE TUBE TIRES

Single-Tube Tires

No. 80—The standard fast road tire.
No. 77—The tire for all-around use.
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No. 75—Racing; fastest tire on earth.

Each of these tires is made by our patented methods, and is the best tire for its purpose.

We also make Dunlop Tires—best of Double-Tubes.

"Made by The Hartford Rubber Works Co." is a good guarantee. Better see that your tires are so marked.

The Hartford Rubber Works Co.
HARTFORD, CONN.
Chicago Office, 335 Wabash Ave.

TWO CLASSES ONLY NEXT YEAR.

England Tired of Amateurs, Unlicensed Riders, and Professionals —The Mile Record Lowered—Surrey Cup Race.

LONDON, Sept. 21.—English racing still wallows in a sea of corruption, but the October council meeting of the Union will see some drastic proposals put forward to end the three-class mockery. If these pass there will be next season only licensed amateurs and professionals. The Union has just decided that no unlicensed rider shall make attempts at record without permission of his Center, and no Union timer shall act without the said permission. Penalty—suspension from all competitions under Union rules, which includes professional events, and debars the rider so suspended from pacing. J. A. Bennett has been suspended for joining Holbein on a tandem onslaught on record, the latter being at the time under suspension. Brookbanks and the triplet crew which towed him while going for record on the road have been permanently suspended from racing of any kind.

According to the French press, Platt Betts and Stocks (together with Walters and Fontaine, already professionals) will compete in the forthcoming professional race at Paris, open to all professionals nominated by their respective unions.

There has Been an Outbreak of Road Racing

in the Birmingham district lately, but the contests were confined to deserted districts. Shorland is holiday making in Paris. He has been unable to get a license this year and consequently will not ride.

Our racers have been punishing the mile record of late. On Tuesday F. W Chinn (unlicensed) went at Catford and got the time down to 1:54⅘, beating his own record of 1:58⅘ of the previous Friday. His times were: Quarter, :31⅗; half, :58; three-quarters, 1:27; one-mile, 1:54⅘. The following evening the Catford Club had a meeting. P. Wheelock, G. A. Hodges, and C. T. Hodges lowered the triplet record lately made at Herne Hill for a flying mile, their times being: Quarter, :26; half, :54⅕; three-quarters, 1:22⅘; one-mile, 1:52⅕, as compared with 1:58⅗ on the battens by Butler, Platt, and Clarke. R. A. Marples reduced the mile (amateur record) to 1:56⅖, the previous amateur time being 2:01⅗ by Platt Betts, made on wood last year. Incidentally Marples made the half in :58⅗ (record). Gibbons Brooks tried a mile, but could only do 1:56⅘, which was no good for unlicensed purposes. Cherry made a poor show with 1:59, and then

Brooks Made a Shot at the Starting Quarter,

but failed in :32 dead. F. J. Osmond, failing to get a license, left London on Monday for Birmingham, causing great disappointment to his friends. A half-mile open handicap was won by A. E. Nicholls, fifty yards, and a mile scratch race for the Catford championship and $250 challenge cup fell to Platt Betts, who beat Cherry by two yards after a waiting race.

With the autumn the lady record breaker takes the road. Mrs. Grace rode to Brighton and back on Thursday in 7:40:35, beating Miss White's 7:56:46 over the 104-mile course.

By competing against the professional Fontaine in the Polytechnic 100 last Saturday week, Walters, P. W. Brown, and S. J. Prevost have found themselves *de facto* professionalized. The two former had to stand down at the Surrey meeting while Prevost was unable to ride in the North Road twelve-hour. They have to thank Vallancey, the Polytechnic secretary, who withheld the information, which he and Fontaine possessed, from the other competitors.

This morning at 6 a. m. in a slight mist (which soon changed to gloriously fine weather) the Anchor Shield twelve-hour started at Herne Hill. It will be remembered that this annual race for the perpetual challenge trophy presented by the Dibbles, of the Ripley "Anchor," was won last year by Walters. The latter, now a professional, can not compete. Chase, who rode second last year is also debarred, being unlicensed. Wridgway, the 1893 winner, retired early in the last race, but started today together with George Hunt, who last year fell on his head and gave up. Records went last year from fifty-one miles and the contest was most brilliant, including little Michael, then an amateur, who gave up.

A Fine Field of Starters.

The starters this morning included Wridgway, George Hunt (holder of the Cuca Cup), A. C. Nesbitt, W. H. Ainsworth, J. Hunt, M. Balian, W. M. Knight, W. H. Knight, R. J. Atkinson, J. B. Castell, and H. Lock—in all sixteen riders. Wridgway led at the first mile. In one hour George Hunt led with 25 miles 450 yards, Wridgway being close up. Two hours saw Wridgway leading with 50 miles 870 yards, George Hunt second. At three hours Hunt led with 73 miles 1,400 yards, Wridgway 50 yards behind. Hunt did 100 miles in 4:09:22⅕. Two miles later he cut Chase's amateur record by 6½ minutes (4:14:45.) W. H. Knight and Ainsworth had retired. At four hours George Hunt's score was 96 miles 1,260 yards. Wridgway was suffering from cramps.

Last Saturday the time-honored Surrey meeting ushered in the close of the racing season. The grass course was in fine order, the day cool, with a slight mist obscuring the sun, and at least 8,000 attended. The racing proved exciting, many new grass records were made, and the management proved more than usually excellent. No less than thirty-nine riders started in the ten-mile race for the Surrey cup, including Bardsley the holder. Grass records were beaten from two miles (5:04⅕) to the end. Wheelock did most of the leading, winning the lap prize, but Ainsworth, Webb, Newman, and Watson

Were Always Near the Front.

At seven miles (18:08) the immense procession numbered twenty-seven. Stroud and Parlby had retired, and the pace moderated somewhat. The inevitable smash did not happen till Watson's move for position on entering the tenth mile bunched the crowd, when Burge touched something and fell, he being immediately followed by Burnand, Ainsworth, Wilson, Bardsley, Thiselton, and R. Palmer. The track was strewn with an entangled jumble of men and wheels, several of the victims being badly hurt and none remounting. The twenty survivors closed in, and in the final sprint D. Dalgleish beat Watson by ten yards, Winbolt being third, Marples fourth, and Newman fifth. Time 25:56⅗, beating the previous best of A. W. Harris (made September, '93) by 1:27⅕.

The North Road Club had a fine day and decent gate at their twelve-hour race at Wood Green. At 7:08 a. m nine men started on safeties, one on a tricycle, and a couple of pairs on tandems. The tricyclist (W. W. Robertson)

Retired for Lack of the Proper Brand of Pacing.

The tandem, with Clark and Goodwin up, as described in my last letter, went to the front early and accomplished a fine performance. From 100 miles (4:09:08⅕) they created new records to the end, and by pistol fire had beaten G. Hunt's single safety total made at Putney last October by over two miles, while the previous tandem figures of Walters and Walton at Putney in November (236 miles 1,440 yards) were tied at 10:48:02. Clark's and Goodwin's for the twelve hours were 262 miles 1,100 yards. T. G. King, Jr., finished second on a safety, doing 258 miles 1,300 yards, while R. J. Ilsley was third, about a mile behind.

H. H. Griffin's racing party started for Guernsey on Saturday, and at the races held on Monday there were 6,000 spectators, or one-sixth of the entire population of the island. Falls were frequent and serious owing to the lack of banking. F. Applebee won the one and three mile handicaps, and G. Froome, of Guernsey, captured the five-mile scratch for the challenge cup, through the others falling. Parlby appeared and won a sprint race.

CONEY ISLAND ROAD RACE.

NEW YORK, Sept. 28.—The Coney Island boulevard was crowded with spectators who thoroughly enjoyed the ten-mile handicap road race. The course was straightaway, two and a half miles and return, which was covered twice. Out of an entry list of 206 there were 156 starters. The finish was as follows:

PO.	NAME.	HDCP.	TIME.	PO	NAME.	HDCP.	TIME.
1	M. H. Brown	4:00	29:26⅘	8	W. H. Valk	2:10	31:16
2	C. H. Leonard	3:30	29:21	9	H. G. Relyea	3:00	30:28
3	H. H. Pervis	3:40	29:33	10	G. Sullivan	5:30	28:10
4	E. A. Hendrick	4:00	30:13	11	M. Murphy	3:00	30:42
5	A. Reeves	4:10	29:03	12	L. McBride	4:00	31:20
6	J. N. Turner	4:30	30:23	13	G. B. Tyrell	3:50	29:57
7	G. Sweeney	4:15	28:58				

There were three prizes offered for the best times at five miles. They were won by George Sullivan, 12:25; H. B. Laughton, 12:40, and M. H. Brown, 14:35. The winners for the time prizes for ten miles were Chas. T. Earle, 27:10; Oscar Hedstrom, 27:12; Walter C. Roome, 27:14, and F. D. White, 27:20. The scoring was badly handled, and the men were so closely bunched that some were overlooked as to their order across the tape. Ray Dawson was one of the protesters, and several changes will probably be made before the final awards will be made.

CHICAGOANS WERE PROMINENT.

STERLING, ILL., Sept. 25.—A large crowd attended the bicycle races given under the auspices of the local athletic association here today. Chicago riders rode in almost every event and succeeded in winning a number of firsts. The summaries:

One-third-mile open.—George W. Mitchell, first; G. E. Bicker, second; C. C. Ingraham, third. Time, :48⅘.

One-mile open.—C. C. Ingraham, first; A. C. Van Nest, second; George W. Mitchell, third. Time 2:41.

One-mile Whiteside County championship.—Henry J. Flock, first; Peter Lund, second; C. P. Danreiter, third. Time, 2:35⅕.

Two-mile lap.—G. E. Bicker, first: A. C. Van Nest, second; George W. Mitchell, third. Time, 5:20.

Third-mile local.—Henry J. Flock, first; C. P. Danreiter, second; Peter Lund, third. Time, 1:43⅗.

Five-mile handicap.—Roy D. Upton, scratch, first; G. E. Bicker, second; C. C. Ingraham, third. Time, 14:20.

One-mile, for track record.—A. C. Van Nest, 2:22, first; George W. Mitchell, 2:30, second; H. J. Crook, 2:32⅕, third.

One-mile consolation.—H. J. Crook, first; Frank Deets, second; Kasper Smith, third. Time, 2:43.

THE "OUTLAW" SCHEME FAILED.

ST. LOUIS, MO., Sept. 28.—The Victor Cycling Club recently advertised that it would hold an "outlaw" racing meet on the new Sportsmen's track on Sunday, October 13, and the members were happy in the belief that they had outwitted the L. A. W. They had kept the negotiations with the manager of the track quiet until the contract was signed, and then notice of the meeting was given. But when it was explained to the management that "outlaw" races held on the track would debar it from the privilege of sanction for regular events, notice was served on the officers of the Victor Club to the effect that they could not use the track, notwithstanding the contract. This shuts the club out of the only three tracks in the city.

Great Results

on a

Great Wheel

THE STERLING

(Built like a watch.)

Has won a few more races lately, viz.:

Louisville, September 14, E. J. Daubert won the championship of the south on a Solid Sterling,

San Diego, Cal., Vaughn first in mile open, half-mile open, and five-mile lap. Clean sweep.

New London, Ohio, first in five-mile, second in mile, third in half-mile. Mr. Lewis has a record of fourteen firsts, four seconds, and three thirds, all on Solid Sterlings.

Sioux City, Iowa, H. E. Fredrickson first in mile open, first in quarter-mile open, and first in half-mile open.

Sterling, Ill., R. D. Upton first in five-mile; C. C. Ingraham third.

Wilmington, N. C., F. P. Turentine first in quarter-mile open, first in mile open, second in half-mile open. Springer first in half-mile, second in quarter-mile. Hiensberger third in half-mile, third in one-mile.

C. C. Ingraham, of Dixon, Ill., king of Illinois Class A, half-mile from scratch at Marengo, Iowa, 1:04⅘. Ingraham has won eighteen firsts, ten seconds, five thirds this season.

Sterling Cycle Works,

274-278 Wabash Ave., CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.
Pacific Coast Branch, 314 Post St., San Francisco.

CYCLING IN THE ANTIPODES.

Australians Hold Out a Tempting Bait to American and Other Professionals—Growth of Wheeling on the Big Island.

WELLINGTON, N. Z., Sept. 5.—Another month has passed without Zimmerman putting in his appearance, and his promised visit seems as far off as ever. The New South Wales (Australia) League of Wheelmen, however, is determined to do all it can to induce world-famed cyclists to compete at its meetings, and with this end in view is notifying the principal cycling clubs of the world that the prize for the chief race at its meeting in August, next year, will be $2,500—one of the largest prizes ever offered in the world for a bicycle race. The league has also decided to hold its next meeting in November or December of this year, when $2,500 will be given in prizes. Will this little tit-bit not tempt Zim to haste to our shores? Or, failing him, Johnson, Tyler, or Sanger—all of whom we understand will now race in the ranks of the cash men?

A Prize of $2,500 is not to be Picked up Every Day,

and the inducement held out by the N. S. W. L. W. should prove a tempting bait to some of your speedy professional riders. The trip could be made (and no doubt the prize won) during three months' absence from home. The clubs of New Zealand are making inquiries as to what programme would be necessary to induce Zimmy to compete at their club meets, and, should any of your men decide to come across, there will be plenty of sport, they will be treated well, and they will no doubt go home with well-lined pockets.

The cycling clubs in this quarter of the globe are now holding their annual meetings, and without exception they report a large increase of members during the past year. The New South Wales League of Wheelmen, which has only been in existence a little over eighteen months, already has a membership of 1,000. The palm, however, must be given to the Otago (N. Z.) Cycling Club, which at the beginning of last season started with a membership of 73, and at the close of the season had 327 enrolled. This is an indication of

How Cycling is Progressing in Australia and New Zealand,

but it is not probable there is another club here which can equal the record of the Otago Cycling Club last year.

The Victorian tariff commission has recommended to parliament that the duty of 25 per cent on imported bicycles be reduced to 10 per cent, which has been done. This happy result was brought about by the agitations of the various cycling associations in Australia, the outcome of which has been a reduction in the price of wheels and a tremendous increase in the number of riders. Unfortunately the tariff commission of New Zealand was not approached by the cycling bodies—although the cycle manufacturers of the colony waited on the commissioners and endeavored to get the duty *raised*—and consequently the 25 per cent duty still hampers the progress of cycling here. But, notwithstanding this fact, it is likely that the number of cyclists in New Zealand this season will be treble that of last season.

The city fathers of Sydney, Australia, recently passed a by-law compelling cyclists to

Carry Lights on the Front and Rear of Their Machines.

Could anything more idiotic be conceived? However, it is a pleasure to state that a deputation from the New South Wales Cyclists' Union, which waited on the mayor of the city with reference to the matter, virtually got the absurd ordinance repealed. The mayor gave them a promise that if one light was carried he would not enforce the by-law. Now that Australian wheelmen are beginning to feel their power, they will probably agitate for better roads, etc.

A long and plucky ride was undertaken by G. J. Muhleisen, a New Zealand cyclist, last month. While on a visit to Australia he decided to have a try at the record from Brisbane to Sydney, a distance of slightly over 700 miles. After severe privations and a painful accident he succeeded in knocking off 27½ hours from the previous record, covering the entire distance in 5 days 13½ hours. The ride included

A Three-Mile Climb to an Altitude of 4,000 Feet,

with a similar descent. Across the Maryvale Downs he had to walk the greater part of the distance, only fifteen miles being covered in five hours. A buckled wheel compelled him to stop one night for repairs, it being impossible to get another wheel in this out-of-the-way part of the country. He also encountered a fall of snow and some troublesome cattle during his ride. About 100 miles from Sydney he had a nasty spill and sprained his ankle, and during the next ten hours he managed to limp only fourteen miles, riding being out of the question. Notwithstanding his severe hardships Muhleisen arrived in Sydney looking little the worse for his rough journey. He rode 400 miles of the latter portion of his ride without sleep.

G. C. Dennison, of Oamaru, New Zealand, who recently brought out a new bicycle, has patented a new driving band, which he believes

Will Supersede the Various Chains now in Use.

His band is made of piano wire, covered with rubber, and weighs under four ounces. A decently strong chain, of course, weighs about twenty ounces. The cogs naturally disappear on bicycles fitted with the band, their place being taken by glass-enameled drums. Pretty severe tests have proved that the grip of the band on the drums is sufficient to prevent slipping when riding up inclines, and the total absence of jarring, which is present in a greater or less degree in all machines containing cogs, is an aid to speed. Two of the largest machine companies—the Rudge-Whitworth and the Howe—are negotiating with Dennison in respect to this band. The New Zealander also has on hand a "three-speed" gear invention, which, however, is not sufficiently perfected to submit to the wheeling world just yet.

How a Chinese Club Officer Put It.

Quong Tart, a well-known and thoroughly anglicized Chinese trader, of Sydney, has been elected an officer of one of the cycling clubs of that city. The chirpy Sydney *Bulletin* reports that during a speech at a club function recently he said he "hoped the members of the League [N. S. W. League of Wheelmen] would act honorably in their racing, and have no shinanniking. [Laughter.] If they raced straight out from the shoulder they were bound to get on. [Yells.] If they did this they would knock cricket into a cocked hat." [Paralysis.] The significance of the latter portion of the Chinaman's words is better understood when it is remembered that, during the visit of Stoddart's cricketing team to Australia last season, business and all sport—even horse racing—were at a standstill, while the public waited breathless for the result of the five best matches.

BERLO BEATEN AT HIS OWN GAME.

WALTHAM, MASS., Sept. 28.—Four men, mounted on the Berlo quad, spoiled a good match race between Peter J. Berlo and Arthur W. Porter at William J. Corcoran's benefit race meeting at the bicycle track this afternoon. This match was looked forward to as being the star feature in the meet. Porter and Berlo were both in the pink of condition, and Porter was fit to break the world's competitive mile record. As it was, he beat Berlo, and that at his own game, when he was assisted by the jockeying and machinations of the eight-legged machine.

The quad was mounted by a crew of Berlo men, who started out at a rather slow pace. Porter caught the going and the pacemakers immediately sat up.

They Seemed to be Back-Pedaling.

It was not a case of inability, because this same team has ridden miles dangerously near record. Then Berlo went round them and that left Porter to trail along behind. Still the quad went as slowly as they dared to. Then Porter tried to jump them, but Berlo then fell in behind them.

It was impossible for Porter to get ahead of the quad, and they kept him at the rear of their machine almost back-pedaling to avoid running them down. But when the break came at the turn, where they left the couple, Porter made a strong and brilliant pull away,

Riding Berlo off His Feet

and giving the quad team and their man a deserved drubbing. Everybody was on to the game, and when the quad rode slowly round, the men were roundly hissed by the spectators.

It is a matter of regret to Mr. Corcoran's friends that a better crowd did not turn out to attend the race meeting of the popular track master. The attractions were excellent and more should have seen them. Eddie McDuffie and Nat Butler succeeded in making two world's records for the tandem machine, a mile with pacemakers and a half-mile unpaced. The match race between Charley Murphy and Nat Butler was an interesting event, paced by a quad manned by Reynolds, Shaw, Callahan, and Haggerty. They pulled the boys round in 2:02⅗. Murphy beat Butler easily.

The Race for the Colored Championship,

between John Backus and John Simpkins, was an interesting event. At the pistol Backus began to set the pace, and romped down the back with Simpkins somewhere at his back, till a shout told that Simpkins was off. So they agreed to start again, and this time Simpkins set pace till the last turn, when Backus beat him.

Harry Maddox, trying for the unpaced mile record, had the wind to contest against, and rode the distance in 2:18.

The tandem record work, which was the feature of the day, was excellent. The mile was ridden by McDuffie and Butler in 1:51⅗, cutting two-fifths seconds from the record made at Denver last year by Titus and Cabanne of 1:52. The half-mile unpaced record was :55⅛ and the two boys did it in :53⅗.

The mile handicap was won by John T. Burns, with Stockbridge second and Plaintiff third. Plaintiff was afterward disqualified and the third place given to Fuller.

Summaries.

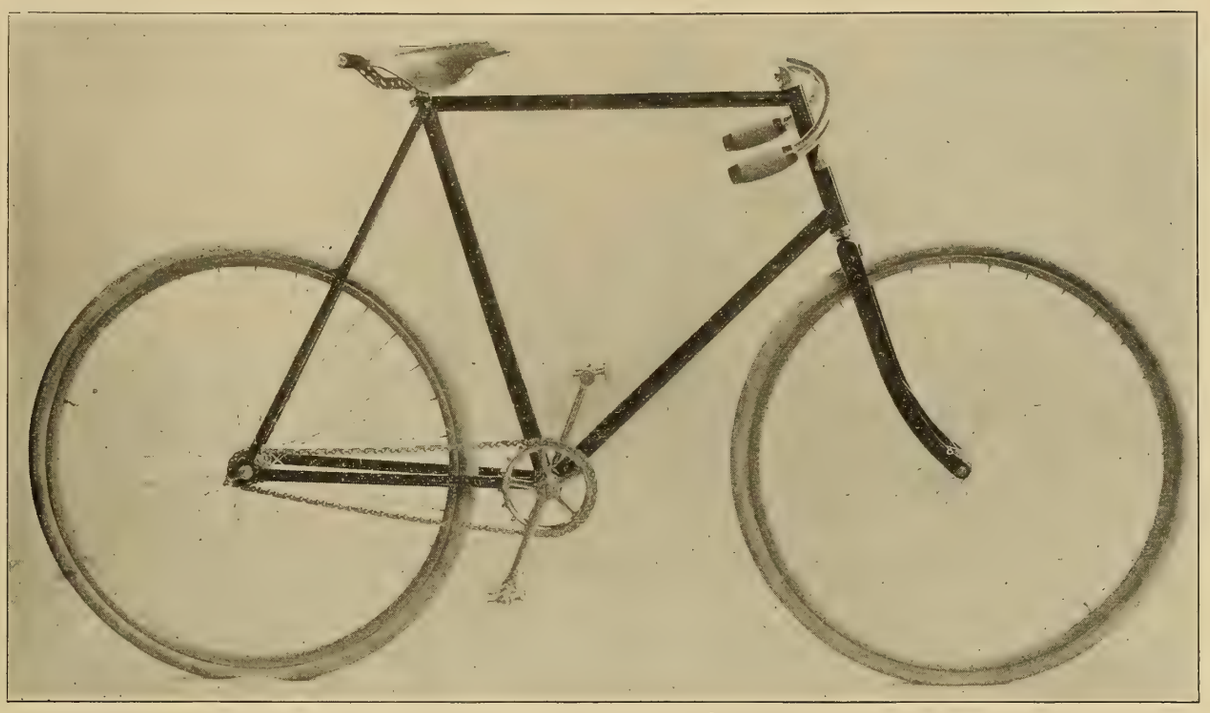
Half-mile open, Class A, final heat.—A. T. Fuller, first; G. Plaintiff, second; J. A. Farrell, third. Time, 1:17⅗.

One-mile handicap, Class A final heat.—John T. Burns, 40 yards, first; T. W. Stockbridge, 65 yards, second; A. T. Fuller, scratch, third. Time, 2:20.

WILL RIDE ON THE WALKS.

ROCKFORD, ILL., Sept. 28.—Such a protest was raised by the cyclists of this city against the ordinance recently passed prohibiting the riding of bicycles on the sidewalks, that the committee to whom their complaints were referred has recommended to the council that the ordinance be so amended as to permit the riding of bicycles on the walks where the streets are unpaved, with the provision, however, that the riders dismount whenever a pedestrian approaches. It is thought that the ordinance, as modified will be passed.

The '96 Model Peerless Light Roadster



AND

WHAT

DO

YOU

THINK

OF

IT?

The Peerless Mfg. Co., Cleveland, Ohio.

MACHINERY OF THE SECRETARY'S OFFICE.

How the League Membership is Kept Track of—Trouble Caused by Carelessness in Renewing.

BOSTON, MASS., Sept. 30.—It is probable that few L. A. W. members realize the intricacy of the machinery required to register and properly enter their names when they renew their membership in the great cycling organization. The work of Secretary Bassett's office is voluminous and complex, covering all sorts of things, but there is nothing that requires quite so much handling as an application or a renewal blank.

During the renewal season, which extends from March 3 to July 1, extra help has to be provided, and during that time the five mails a day are so large that even the genial postman on the route has been known to grumble. But all that is just what the League is looking for, and it is a good place right here to state that the present membership is more than twice as large as the membership accruing during the entire month of April in 1894.

Registering Applications for Membership.

When an application for membership, with its $2, comes into the office it is first receipted for on a regular form, which entails the writing of the name once on the envelope containing the receipt. The next move is the writing of the name on the list of subscriptions for the *L. A. W. Bulletin*, if the applicant wishes to subscribe, and there are very few who do not. The name is then written on the mailing list of the paper, which makes the third time. The fourth move is to enter the application on the membership roll of the organization. The fifth and sixth moves are made when the name is written on the ticket of membership and on the envelope containing it. Then for the seventh and last time the name is written when it is entered in the alphabetical index.

Each and every step is verified, the work being done by one and verified by another, to make sure of no mistakes. With every application the national body gets 40 cents. Very nearly 10 per cent of this is spent in postage and for entering the name.

Renewals are Even More "Fussy" Than Applications.

When a man sends in his renewal blank he should put his number on it, but many a member neglects that. And, moreover, he persists in writing in the space, which the secretary asks him to leave blank, the confession that he has lost his number, and does not know what it is, and he's very sorry, and all that sort of thing; all of which only tends to increase the secretary's work. In that case, the first thing to do when a renewal comes in is to hunt up the number. This takes a girl sometimes from thirty to sixty minutes.

Then there is another thing that makes trouble. When a man joined the League he may have applied for membership as Albert Jones, but he renews as Bert Jones, and

It Takes a Svengali to see Through His Madness

and identify him as Albert Jones. Then, when a secretary sends in club names, the residences are often mixed. For instance, if the name of a man belonging to the Boston Press Club is sent in for renewal by the secretary, it is very likely that the secretary would give the man's residence as Boston, whereas the man may have given his place of residence in one of the suburbs when he originally joined, before he became identified with the Press Club.

As fast as the numbers are hunted up the name on the roll is checked, and right here comes in a unique feature. Instead of having to write against a man's name the date when he renewed, which would take more time and space than the office can well spare, a simple number is written against the name. That number tells at a glance just what day of the month and month of the year he renewed.

Secretary Bassett Invented the Scheme,

which is simple in the extreme, and consists merely of numbering all the days in the year consecutively, beginning with January 1. Keys to this system are pasted in the front of the roll-books, so that the enterer can tell at a glance just what date the number stands for.

When the mail has closed for the day the blanks are sorted by states, and a slip is made of the work of the day, which shows just the number of applications and renewals received and the membership of the League.

There is one point which does not seem to be generally understood, and that is that under the old law there was no membership to the League at all on April 1, and the membership began again with the first application or renewal that came in. But

Under the New System

when a man's membership runs for one year from the date of his admission, and is renewed before its expiration each year, so long as he continues a member the League will have a continuous membership.

All these moves are verified more than once. Then the mailing list is checked, and right here is where the secretary who enters his member from the wrong residence gets in his fine work and twists things up. The girl whose duty it is to check up the mail list from the renewal blanks is always about two weeks behind the rest of the game.

NOT CHARGING FOR CARRYING WHEELS.

MILWAUKEE, WIS., Oct. 2.—The officers of the Wisconsin Division will advocate that railroad companies charge a small fee for transporting bicycles. The rule of the railroad companies to charge a baggage fee for all bicycles handled was to have gone into effect on August 15, but up to date not a single road entering Milwaukee has enforced the rule. The cause of the delay is said to be due to a western road refusing to adopt the rule. The manner in which wheels are handled on railroads is entirely unsatisfactory to wheelmen, and the local division officers think that if railroads can be induced to charge a low fee wheelmen will have their wheels taken care of much better by baggage men who will understand that the railroads can be then held responsible for any damage done to machines.

An Investigation Needed.

The wheelmen who conducted the races at the Walworth County fair at Whitewater are being investigated by local division officers. Anton Stolz, of this city, forwarded his entry fee to the managers of the races, who duly accepted the money. When Stolz, who is one of the fastest men in the state and who was sure of winning some of the prizes, was about to race he was ruled off the track on the ground that his entry had been received too late. He asked that his money be refunded, but this the managers refused to do.

During the past week the members of the Telegram team, of this city, have been training at the state fair park and will shortly go against records. H. Zerbel, Harry Crocker, Edward Roth, William Sanger, M. O'Brien, and E. Harkins are in the team, and the boys are confident of

Clipping off Several Notches from a Few of the Records.

The track is in elegant condition and the boys are riding like whirlwinds. Crocker has ridden a quarter in twenty-six seconds flat and a half in fifty-nine flat, and Zerbel has done the same, unpaced. Harkins and O'Brien reeled off a quarter on their tandem in :25⅗. Zerbel is training to go against the 100-mile record.

There will be a hot fight for the place of holding the next state meet at the annual meeting, to be held in December. Five cities are now in the field for it. Kenosha wants it because ex-Chairman Raymond is there, and with his assistance the meet could be made a grand success. Eau Claire and LaCrosse point out that the meet has never been held in the western part of the state, and that one of the two cities ought to have it, while Neenah and Appleton say that their places are convenient for all wheelmen to reach.

Recent Patents.

546,668.—Bicycle; Walter Johnson, Denver, Colo., assignor of one-half to Charles Twist and Frederick J. Sterner, same place; filed December 27, 1894; serial No. 533,111. (No model.)

546,703.—Driving-gear for bicycles; David Lippy and Ira E. Finfrock, Mansfield, Ohio; filed June 26, 1894; serial No. 515,739. (No model.)

546,719.—Journal for bicycles or other vehicles; Charles Truman, Toledo, Ohio; filed August 25, 1894; serial No. 521,297. (No model.)

546,954.—Velocipede; William L. Decker, Worcester, Mass., assignor to the Decker Cycle Co., same place; filed March 15, 1894; renewed April 8, 1895; serial No. 545,010. (No model.)

546,968.—Pneumatic tire; Charles Wooley, London, Eng.; filed December 19, 1894; serial No. 532,367. (No model.) Patented in France November 22, 1894; No. 243,060.

HOOSIERS TURNED OUT IN FORCE.

GREENBURG, IND., Sept. 26.—The racing tournament given here today under the auspices of the Diamond Bicycle Club was attended by between 3,000 and 4,000 people. Schools and business houses closed, and most of the houses in the town were decorated for the big parade of the local and visiting clubs. There were 235 entries in the various races, which aroused great excitement by some spirited finishes. After winning the one-mile open event, and riding in the quarter-mile open and the two-mile open races, Barney Oldfield entered the half-mile open race for boys under eighteen, and finished first. The summaries:

One-mile open.—Oldfield, first; McKeon, second; Cummins, third. Time, 2:31½.
Two-mile open.—Hause, first; Oldfield, second; Forrer, third. Time, 5:31.
Half-mile open.—Kimble, first; Peltier, second; Daubert, third. Time, 1:15⅕.
One-mile Decatur County.—Little, first; Shelborn, second; Rebar, third. Time, 2:30.
Two-mile open, lap.—Mitchell, first; Forrer, second; Kimble, third. Time, 5:43.
One-mile seven counties.—Hause, first; Duncan, second; Samuels, third. Time, 2:59.
Five-mile handicap, open.—Hause, first; Kimble, second; Leonard, third.

ON THE IOWA CIRCUIT.

MARSHALLTOWN, IOWA, Sept. 26.—There were some interesting events in today's races, notwithstanding the high wind and the dust, that prevented the making of remarkable records. In the five-mile handicap Elder was fouled and thrown, and carried down five others with him. He entered a protest, but it was not allowed. The summaries:

Two-mile handicap.—Repine, scratch, first; Jackson, second; O'Brien, third. Time, 5:07.
One-mile tandem.—Ullrich and Deems, first; Young and Shaw, second. Time, 2:24.
One-mile handicap.—Jackson, first; Shaw, second; Parret, third. Time, 2:22½.
Two-mile open.—Jackson, first; Repine, second; Elder, third. Time, 5:50.
One-mile open.—Repine, first; Scotts, second; Jackson, third. Time, 2:22
Five-mile handicap.—Parret, first; Shaw, second; Perkins, third. Time, 13:22.
One-mile handicap, Metropole Club.—Seeley, first; Zewilling, scratch, second; Densel, third. Time, 2:51.

Walter L. Eckhart, of Baltimore, is one of the swiftest of Class A men. He recently rode an exhibition half-mile in 1:00¼, at Chestertown, Md. This is thought to be the state record for the exhibition half. At Baltimore, September 21, Eckhart rode a mile in competition in 2:03½, lowering the world's record for quarter-mile track. Eckhart rode a Stearns in both performances, and was paced by a triplet and two tandem teams.

THE WHITE RIMMED FLYER

A HIGH CLASS HUMMER

The Pleasure is Ours

to learn that the special features

of the

'95 BARNES

are being extensively copied by other manufacturers

for 1896.

LIKE A PARENT TAKING LESSONS FROM

AN EIGHT-MONTHS' CHILD.

Watch our '96 models. You can get plenty of good ideas for '97.

THE BARNES CYCLE CO.

SYRACUSE, N. Y.

BARNES BICYCLES

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AN PERFECTLY PERMANENTLY CORRECT

WE POINT TO OUR JOINT

AN OLD CONTEST REVIVED.

BOSTON, MASS., Sept. 30.—Following the customs of the good old ordinary times, when it was an accomplishment to climb Corey Hill, the Clover Y. and C. C., Boston's new cycling and yachting association, will hold a hill-climbing contest at Corey Hill, Brookline, Saturday afternoon, October 19. This is the first contest of the kind held on this hill since the sixth annual meet of the L. A. W., which took place in Boston May 27, 1886. The first contest held on the hill in the history of cycling was conducted by the Boston Bicycle Club, September 25, 1883, and out of fifteen contestants but one succeeded in climbing the hill. This was Bert Pressey, who did the trick on a Star in 4:41.

The next contest was in October of 1885. The Boston B. C. also conducted the affair, which attracted

Contestants from all Over the Country.

This time, as before, a Star rider won, W. W. Stall, who, on a machine geared to 54, its own diameter, lowered the record to 3:24⅕. Charley Whitten, of Lynn, who is now better known as "the one-legged rider," was second, riding a 51-inch Columbia with 5¼-inch cranks. His time was 3:34⅗. The third man was little Willie Harraden, of Springfield, Mass., a fourteen-year-old, whose time was 3:41⅕. Arthur Young, of St. Louis, was fourth man. He had acquired much notoriety the year before by coasting down Mt. Washington. His mount was a 46-inch Victor with 5¼-inch cranks. He was just four-fifths seconds behind the Springfield lad. John Williams, the colored champion, who is at present following the trotting circuit selling form books, also climbed the hill on a 40-inch Quadrant tricycle geared to 46, and did it in the remarkable time of 3:46⅗. Among the other riders who also climbed the hill were R. E. Burnett, of Chelsea, who rode a 48-inch Victor with 5½-inch cranks; Fred Eldridge, of Fitchburg, on a Springfield roadster; C. H. Townsend, of Boston, and the two now well-known professionals, Horace Crocker and C. E. Kluge.

The Third Contest.

In 1886 the third contest was held, and, as before, under the management of "Doc" Kendall and the Boston B. C. This time the record went down to 3:16⅗, made on a Star, ridden by Geo. E. Webber, of Smithfield, N. J., with Wm. Harraden, of Springfield, second, C. E. Kluge third. John Williams, the colored rider, also claimed it on a trike, as did Horace Crocker.

Corey Hill, on which these contests have been held, is 2,300 feet in length, 199 feet high, and the average rise is one foot in 11.41 feet. At one point the rise is one foot in 7.85 feet.

It is the intention of the Clover Y. and C. C. to offer three medals, of gold, silver, and bronze, emblematic of the championship of the hill. As many requests have been made asking for leave to establish a record for the greatest number of times of

Climbing the Hill Without a Dismount,

the three winners will be allowed to contest for a fourth medal, which will be a challenge trophy, to be won twice before becoming the property of the successful rider. The "greatest-number-of-times" contest will be open to amateurs and professionals. The record contest will be open to amateurs only, while there will be a second record time contest on the same day for the "pros," many of whom have signified their intention of entering.

The officials to a great extent will consist of the same men who officiated in the old ordinary days. Dr. G. W. Kendall has accepted an invitation to referee, as has Secretary Abbott Basset to judge, while the veteran timer, "Ned" Saville, who officiated at all the latest contests, has gladly volunteered to take charge of the timing. If arrangements can be made, it is probable that a system of electrical timing will have a trial in conjunction with the usual method.

HOCKER MADE STATE RECORD.

PITTSBURG, KAN., Sept. 28.—The fall race meet of the Pittsburg Wheelmen opened to only fair-sized crowds on the 26th on account of bad weather. The track was in perfect condition, being probably the finest in Kansas. The one-mile handicap, the half-mile open, and the three-mile lap races were all won by Joe Hocker, the first, from scratch, in 2:23⅘, the second in 1:14, and the third by eight points. The night programme was run through with by electric light, it being the first night racing which has taken place west of Chicago. It consisted of three heats in a half-mile open, Class A race, the final heat of which was won by H. Kamerzel in 1:17, with Pacey second and Rawson third.

Second Day.

The day was perfect and the grand stand crowded. There were twenty-four starters in the half-mile event, which was run in four heats, the final of which was won by Hocker in 1:05⅕, which is a Kansas record for the distance in a handicap race. In the second heat the limit man had a fall and was soon covered up in a bad spill, in which Duncan had his collar-bone broken and Huffman escaped with a fractured arm, while Fontaine probably has concussion of the brain. In a two-mile lap novelty race (a prize at the end of every lap) Rothfuss won at the first lap, Rawson at the second, and Bachman at the third and fourth. Time, 5:31⅖.

Kamerzel won the club championship medal for one mile in 2:32, with Maxwell a close second and Aikman in third place. After this race Hocker went against the state record for one mile, unpaced, flying start, and succeeded in clipping off nearly twenty-two seconds from it, lowering it from 2:42 to 2:20⅕. Then Herbert Porter, a nine-year-old boy, rode a half-mile, paced, in 1:30, which is claimed as a record.

Third Day.

The weather was raw and cold, with a stiff wind blowing down the stretch to finish, and the attendance was poor. Seven men started in the two-mile handicap, Bachman winning in 5:07 from the 90-yard mark, with Myers, 140 yards, a close second. Rawson finished third. Hocker, who started from scratch, quit in the first lap. Hocker won the one-mile open event in 2:46⅕, with Rawson second and Bachman third. The last event was a one-mile consolation race and brought out four starters. Johnson won first place in 2:46⅖, with Lanyon second and Guinn third.

BLISS GOES POT-HUNTING.

VALPARAISO, IND., Oct. 1.—The first tournament of the Valparaiso Cycle Club, held here today, was attended by nearly 2,500 people from northern Indiana and Chicago. It was a great success, although a strong wind was blowing, and as usual the Chicago riders carried off most of the prizes. There was a time limit of 2:15 in the one-mile tandem race. Levy and Black won, but the time limit was exceeded. The race was run over, and Bowler and Rau won the prize, Levy and Black finishing a close second. In the five-mile handicap event Dasey jumped the field at the last quarter. Bliss went after him and killed himself in the effort. He was leading to within twenty-five yards of the tape, when Bowler went ahead and finished first. Gus Steele went against the state record for the half-mile, his time being 1:02. W. E. Kenyon lowered the state record for one mile, unpaced, from 2:32 to 2:27. Then A. C. Van Nest reduced that record to 2:24. The summaries:

One-mile open, Class B.—Bliss, first; Bowler, second; Dasey, third. Time, 2:16.

Half-mile open, Class A.—W. H. Peltier, first; A. C. Van Nest, second; W. E. Kenyon, third. Time, 1:11¾.

One-mile open tandem, Class B.—Bowler and Rau, first; Levy and Black, second; Weage and Skelton, third, Time, 2:23.

One-mile open, Class A.—Kenyon, first; Van Nest, second; Peltier, third. Time, 2:42½.

Five-mile handicap, Class B.—Bowler, 200 yards, first; Bliss, scratch, second; Levy, 200 yards, third. Time, 14:19⅘.

HE RIDES WITHOUT FEET.

The pleasures of cycling need not be denied the unfortunate crippled, if they have the courage and determination of little Arthur Roadhouse, the thirteen-year-old boy who is shown herewith on the machine made for him by a neighbor bicycle manufacturer in DeKalb, Ill., where the boy lives. With only one hand and without feet, this plucky little fellow learned to ride so well, after only three or four hours' instruction and practice, that he



was able to go half a mile on a track in less than three minutes. Now he can ride a mile in less than five minutes, although he has been riding only three weeks, and he expects to reduce this time to four minutes. He can dismount alone and handles his wheel readily and without assistance, but has to be helped to mount, although he expects soon to master that accomplishment. As will be seen from the picture, he steers with one hand, and steel rods connect the pedals with the stumps which have always served him for legs and feet.

WIND CAUSES SLOW RACING.

SPRINGFIELD, ILL., Sept. 28.—Fast riding in the races here today was made impossible by the strong wind which blew down the stretch. A. C. Burgdorff won the one-mile, 2:30 class, race in 2:35. J. W. Bowler won the two-mile handicap, Class B, event in 5:02⅗, with J. Skelton second and J. W. Coburn third. W. E. Kenyon finished first in the Class A one-mile handicap in 2:21¾. J. Coburn won the two-mile open, Class B, event, in which J. B. Bowler finished second and A. D. Kennedy, Jr., third. W. F. Selby won the five-mile Class A handicap from the 200-yard mark in 13:36⅗, with A. Stewart second and J. W. Smith third.

A letter from a Rotterdam correspondent states that the Dutch Union has about decided to recognize professionalism.

A Sycamore?

Yes, a Sycamore, the rider of the red wheel and the rider who is buzzing along the beating track ahead of them all. The winning ways of the Sycamores are caused by the impetus gained through the Crimson Rims. Sycamores are successful because the

Wheel They Ride

is successful. It is more; it is fast. It meets the approval of the public for it is a wheel that never breaks down and it is a wheel that covers ground with little exertion on the part of the rider. Such a wheel is a jewel and the wheelmen know it.

Keep Your Eye on the Crimson Rim.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

THE BEARINGS
The Cycling Authority of America

ON MORGAN & WRIGHT TIRES.

In 149 races held recently and not including a single winning advertised by Morgan & Wright last week or previously, riders of the "good tires" have won 217 places—105 firsts, 65 seconds, and 47 thirds.

These winnings include six state records, one provincial championship, and the unpaced record (5:57:30) on the Elgin-Aurora century course—better than the paced record. They also include some big percentages—for example, 97 per cent, or 16 out of 18 places, at the North Manchester, Ind., meet.

The state records were:

Indiana, tandem, :59	half-mile.
Indiana, unpaced, flying start, 1:03⅗	half-mile.
Indiana, paced, 2:12	one-mile.
Kansas, unpaced, 2:26	one-mile.
Missouri, competition, 2:07⅗	one-mile.
Missouri, competition, 4:39⅘	two-miles.
Quebec, championship, 13:17	five-miles.

PERSONAL WINNINGS.

Following is a list of some winnings made during the past few days on the wheels mentioned, and on the "good tires" to the best knowledge of Morgan & Wright, the data having been carefully checked. Corrections thankfully received.

C. W. Ashley, on a Relay, won mile open, B, in 2:27½ at Sioux City, Iowa, September 26.

G. Aultman, on a Syracuse, won two-mile handicap, half-mile handicap, five-mile handicap, and third in mile open at Massillon, Ohio.

James Barles, on a Stearns, won mile consolation at Sanborn, Iowa, September 10; also third in mile open at LeMars, Iowa.

J. J. Becherer, on a Syracuse, second in half-mile open at Alton, Ill., September 18.

Anton Beebe, wheel unknown, won time and second place in Era Cycling Club's five-mile race in 13:01 at Chicago, September 21.

B. B. Bird, wheel unknown, second in half-mile, B, at Sioux City, Iowa, September 26.

J. P. Bliss, on a Monarch, second in five-mile handicap at Philadelphia, Pa., September 21.

N. Bryan, wheel unknown, second in mile, tri-county, at North Manchester, Ind., September 25.

Frank Bungay, on a Special, won mile novice in 2:35 at North Manchester, Ind., September 25.

Thomas Burke, wheel unknown, won Lake Shore Club's ten-mile road race over Oak Park course, in 32:30, at Chicago, September 22.

Chris Byler, on a Rambler, won three-mile handicap in 7:43⅕ at North Manchester, Ind., September 25.

John Clarke, on a Jupiter, won quarter-mile open in :33⅕, and with P. Skelton third in two-mile tandem at Onarga, Ill., September 21; also with Pat Skelton won mile tandem at Hoopeston, Ill., September 20; also second in three-mile handicap and third in mile handicap at North Manchester, Ind., September 25.

J. W. Coburn, on a Syracuse, rode exhibition mile in 2:10 at Jerseyville, Ill., September 20; also second in mile open, B; third in two-mile open, B, and third in mile for Buckley medal at St. Louis, Mo.

Tom Coburn, on a Syracuse, won mile handicap, A; two-mile handicap, A; third in half-mile open, A, at St. Louis, Mo.

W. Coburn, on a Syracuse, won mile open, B, in 2:08⅖, and two-mile open, B, in 4:39⅘, both state competition records, and mile Buckley medal at St. Louis, Mo.; also rode exhibition half-mile in :59 at Jerseyville, Ill., September 20.

C. C. Collins, on a Syracuse, won five-mile handicap from scratch, in 13:20; second in two-mile lap, and second in half-mile open, at Colorado Springs, Colo.; also won mile open, second in half-mile open, second in mile handicap from scratch, and third in quarter-mile open, Grand Junction, Neb.

Tom Cooper, on a Monarch, won third-mile open, B, in :47⅕, and mile open, B (heats), best time 2:09⅕, at Philadelphia, Pa., September 21.

Henri Coussirat, on a Cleveland, won five-mile provincial championship in 13:17 at Quebec, September 14.

Arthur Coyle, on a Syracuse, won five-mile handicap in 13:32, third in mile open at Marengo, Iowa, September 21; also won three mile handicap in 8:03, September 23, and five-mile handicap in 13:00, September 24, at Cedar Rapids, Iowa.

F. F. Cross, on a Phoenix, third in mile novice and mile consolation at Sanborn, Iowa, September 10.

T. H. Cummings, wheel unknown, won mile open in 2:3 ⅖, second in quarter-mile open at Marengo, Iowa, September 20; also won two-mile lap in 5:28 at Cedar Rapids, Iowa, September 23.

A. H. Davey, on a Syracuse, second in mile handicap at Springfield, Mass, September 12.

John Donovan, on an Ariel, third in mile novice at North Manchester, Ind., September 25.

James Dewey, on a Bison, won mile and half-mile open, A, second in mile provincial championship at Quebec, September 14.

Jay Eaton, on a Humber, third in mile professional at Philadelphia, Pa., September 21.

W. M. Enright, on an Imperial, third in mile open, A, and five-mile handicap at Sioux City, Iowa, September 26.

J. B. Farmer, on an America, won time prize in Lake Shore Club's ten-mile road race in 29:35 at Chicago, September 22.

H. E. Fredrickson, on a Sterling, won mile open, A, in 2:23⅘, quarter-mile open, A, in :34½, second in mile open, A, third in three-mile handicap, A, September 25; and won mile open, A, paced, in 2:36½, September 26, at Sioux City, Iowa.

A. T. Fuller, wheel unknown, won mile open in 2:15, breaking track record of 2:18, at Amesbury, Mass., September 15.

Peter Grant, wheel unknown, won time prize in J. P. Smith Shoe Co. employes' five-mile road race in 13:43 at Chicago.

E. Guenther, on a Syracuse, won mile novice, second in half-mile handicap at Jerseyville, Ill, September 19.

Bert Hackett, on a Syracuse, broke the mile unpaced, state record of 2:41, in 2:26, second in mile open, and third in half-mile open at Wamego, Kan., September 12.

W. T. Hause, on a Falcon, won mile open, seven counties, in 2:59, five-mile handicap open, and two-mile open in 5:31 at Greensburg, Ind., September 26.

W. H. Hershberger, on a Fowler, second, with W. E. Kenyon, in two-mile tandem at Onarga, Ill., September 21; also second in five-mile handicap in 11:56, and, with Bigger, second in mile tandem at Hoopeston, Ill., September 20; also, with Kenyon, third in mile tandem at North Manchester, Ind., September 25.

H. F. Hessemueller, wheel unknown, second in Lake Shore Club's ten-mile road race in 34:41 at Chicago, September 22.

Irving N. Horn, wheel unknown, second in mile novice, A, at Reading, Pa., September 19.

Earl Jackson, wheel unknown, won quarter-mile open in :33¾ September 23, and quarter-mile open in :33 September 24 at Cedar Rapids, Iowa; also second in half-mile handicap and half-mile open at Marengo, Iowa, September 21; also won quarter-mile open in :33⅕ September 25, and won mile handicap in 2:22, second in two-mile handicap, and third in mile open, paced, September 26, at Marshalltown, Iowa.

John S. Johnson, on a Barnes, second in mile professional, special, and third in mile open September 24; also rode quad paced mile in 2:09¼, third in mile professional handicap September 25, all at Sioux City, Iowa.

A. A. Kaliska, on an Envoy, won time prize second place from scratch in Fillmore road race at Buffalo, N. Y.; also second in half-mile open and third in five-mile open at Sardinia, N. Y.

W. E. Kenyon, on a Thistle, won half-mile handicap; A, in 1:05, second in mile open, A, second in five-mile handicap, A, and third in two-mile handicap, A, at Jerseyville, Ill., September 20; also second in mile open, third in quarter-mile open, and, with W. H. Hershberger, second two-mile tandem at Onarga, Ill., September 21, also rode a half-mile, unpaced, flying start, in 1:03⅗, breaking the state record; second in mile open and, with Hershberger, third in mile tandem at North Manchester, Ind., September 25.

Owen Kimble, on a Stearns, won half-mile open in 1:15½, second in five-mile handicap, and third in two-mile lap at Greensburg, Ind., September 26.

J. E. Knepper, on a Thistle, won mile tri-county in 2:28 at North Manchester, Ind., September 25.

Herman Kohl, on an America, rode the Elgin-Aurora century, unpaced, in 5:57:30, September 27.

Charles Kolb, on an Ariel, won mile open in 2:18⅕, mile handicap in 2:13⅗, and third in three-mile handicap at North Manchester, Ind., September 25.

L. E. Lange, on a Fowler, rode mile paced in 2:11⅖, track record, second in quarter-mile open, and third in mile handicap at Onarga, Ill., September 21.

O. W. McBride, wheel unknown, won mile open and half-mile open at Lancaster County Fair at Lincoln, Neb.; also third in half-mile open at Marengo, Iowa, September 20; also second in mile open at Cedar Rapids, Iowa, September 23; also third in half-mile open, September 25, and third in two-mile handicap from scratch, September 26, at Marshalltown, Iowa.

J. C McKee, on a Syracuse, won three-mile handicap from scratch, second in mile handicap from scratch, and rode an exhibition mile in 2:14 at Warren, I., September 7.

H. E. MacNiven, on a Fowler, won two-mile handica in 4:48⅘, mile open in 3:02⅖, second in two-mile lap, and third in half-mile open at Peoria, Ill., September 18; also with Gus E. Bicker won half-mile tandem in :59, state record, at LaPorte, Ind.

A. Mass, on a Fowler, won time prize in Sons of Rest Cycling Club ten-mile road race in 12:22; also time prize in five-mile road race at Chicago, September 14.

Fred Maxwell, on a Peerless, won mile open September 11, two-mile open and three-mile open, second in mile open and five-mile open, September 12, at Columbia, S. C.

A. C. Mertens, on a Syracuse, won mile open in 2:20⅖, second in two-mile lap at Cedar Rapids, Iowa, September 24.

E. D. Mills, on a Syracuse, rode a half-mile paced in :59 at Warsaw, N. Y., September 12; also won first time and second place in fifteen-mile road race at Franklinville, N. Y., September 13.

Mills and Munger, on a Syracuse, rode half-mile, unpaced, in :57, at Warsaw, N. Y., September 12.

Burt Morrow, on a Relay, won half-mile open in 1:26½, second in two-mile open, and third in three-mile handicap September 9; won two-mile handicap and quarter-mile open, third in five-mile handicap September 10 at Sanborn, Iowa; second in five-mile handicap at LaMars, Iowa; also second in quarter-mile open A and third in mile open A, September 25, and second in mile open A, paced, second in five-mile handicap, September 26, at Sioux City, Iowa.

F. H. Nagel, on a Syracuse, won mile novice, A, at St. Louis, Mo.; also third in mile novice at Alton, Ill., September 18.

Pat O'Connor, on a Syracuse, won mile professional handicap for $1,000 purse at Sioux City, Iowa, September 26.

Barney Oldfield, wheel unknown, won mile open in 2:31½, half-mile open, boys, in 1:10, and second in two-mile open at Greensburg, Ind., September 26.

Walter Oudkirk, on a Syracuse, second in mile, 2:40 class, at Cedar Rapids, Iowa, September 24.

F. W. Palmer, on a Syracuse, won mile open, 2:35 class, second in half-mile open at Rome, N. Y.; also second in mile open at Ilion, N. Y.; also second in mile handicap at Utica, N. Y.; also won mile open, two-mile handicap, second in mile handicap, third in mile open at Watertown, N. Y.; also won two-mile handicap at Rome, N. Y., August 14; also won one mile 2:30 class, and mile handicap, second in mile open at Richfield Springs, N. Y., August 15; also won half-mile open at Rome, N. Y., September 2; also half-mile open at Camden, N. J., September 12.

Ed Ramser, on a Dayton, third in mile consolation at Cedar Rapids, Iowa, September 24.

Sam Ramsey, wheel unknown, won mile Erie County championship at Erie, Pa., September 10.

Con Reinke, on a Syracuse, won five-mile handicap and two-mile open at Oshkosh, Wis.; also first time, and second place in Badger Wheelmen's twelve-mile road race, ninety-five starters, at Milwaukee, Wis.

Bert Repine, on a Syracuse won mile open in 2:19, September 24, and third in two-mile lap, September 23, at Cedar Rapids, Iowa; also second in mile open at Alton, Ill., September 18; also won half-mile open in 1:09, half-mile flying start in 1:06, and third in quarter-mile open, September 25, and won two-mile handicap in 5:07, mile open, paced, in 2:22, and second in two-mile open, paced, September 26, at Marshalltown, Iowa.

C. Roberts, wheel unknown, second in mile handicap at North Manchester, Ind., September 25.

Scott & Goble, on a March-Davis, won mile tandem at Greensburg, Pa., September 21.

H. R. Sinclair, wheel unknown, won second time in Lake Shore Club's ten-mile road race in 29:36 at Chicago, September 22.

(For balance of Morgan & Wright winnings see reading page.)

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

A Remarkable Story

On the opposite page are mentioned 149 races, run within a few days and not mentioned in previous advertisements. Of the 149, Morgan & Wright tires won 105, also securing 65 seconds and 47 thirds. The remarkable feature is the great number of bicycle races that are being run this year—the great increase in the athletic tendencies of Young America. The percentage of races won on Morgan & Wright tires (mostly road tires at that) is purely incidental, and is mentioned merely to show that they are fast.

The Other Millions.

And yet 95 per cent of the millions of bicycle riders on this continent do not race. It is well. Were we all geniuses, all built with ambition overtowering our other qualities, most of the public buildings of the future might be insane asylums. The 95 per cent are road riders, and expect of tires that all-around comfortableness which more than 65 per cent have found by riding Morgan & Wright tires—the tires that combine, as well as may be, all the *practicable* points necessary to result in the least trouble and the most comfort to the most people.

Quick and Permanent.

Quickness is the most attractive and the least valuable feature of tire repair. Determined not to experiment at the public's expense, we held aloof from so-called streak-lightning devices until our new quick-repair tire was announced. It combines speed, simplicity, and permanence. Inner tubes of our make will be fitted with the quick-repair strip for $1 at our factory. Next year the device will be standard. Send for the quick-repair pamphlet, containing interesting illustrations from life.

What They Say.

To show how practicable the new quick-repair tire is, we publish two letters—one from a road rider, one from a racer:

ALTON, ILL., Sept. 22, 1895.—I received the tires fitted with quick-repair tubes, and it is needless to say that I am delighted with them. The other day I discovered a tack in one of them, and a large crowd assembled, expecting to see me sweat; but I made the repair, inflated the tire with a double-action pump, and in thirty-two seconds was astride my Union, with some open mouths looking after me.

Yours truly, H. K. SCHUSLER.

CINCINNATI, OHIO, Sept. 24, 1895.—We had a race among ourselves in our suburb today. I was entered. A few minutes before the race was called I punctured my rear tire. I had your quick-repair inner tube in the tire, and this was the first occasion I had to test its merits. I fixed the puncture without delay, entered the race, and won it. This, in a few words, expresses my appreciation of the new device, and any rider using it will no doubt feel the same way. In the common vernacular, I can simply say it is "out of sight." Yours respectfully,

J. C. HENDRICKS.

Things to Remember.

Riders are reminded that our "D" tire is the best all-around tire we make. It is light enough for boulevard riding, and strong enough for a transcontinental tour. Even when inflated to full pressure it has that smoothness, that comfortableness, which all M. & W. tires have. Riders are also reminded of the list of prizes offered for good riding during 1895. The biggest of these is a slab of pure gold weighing 2½ pounds. Our catalogue contains the list.

MORGAN & WRIGHT, CHICAGO.

(331 to 339 W. Lake Street.)

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

THE GREAT BIG MONARCH CYCLE CO.'S

deal for the Companion wheel is declared off. It will be a case of the boys and girls get married next season and ride a *great big Companion bicycle.* But the question is, Who will be the lucky one to secure the license to manufacture it? The Companion is undoubtedly the best bicycle ever invented for two to ride.



It is also arranged so that one of the seats can be placed in the center for one to ride, using the two inside pedals. One of the handles can be placed in the center, if desired.

This bicycle is constructed with two wheels only, in tandem form, and is so arranged that two riders sit side by side, each operating a pair of pedals connecting the rear hub with ordinary cycle chains. Each person has a pair of handles to guide the wheel, which work automatically, and steer as easily as an ordinary bicycle. The wheel is made in weights from 35 to 40 pounds, and is easy to mount and dismount. The seats are so arranged that they can be adjusted to suit any weight, but it is not necessary for a difference of fifty to seventy-five pounds.

W. J. Goold, of 32 Wilton Avenue, Toronto, Ont., who is owner of the United States and Canadian patents, will notify the jobbers and dealers, over his own signature, through this paper, as to who secures the right to manufacture the Companion wheel.—[ADV.]

ON MORGAN & WRIGHT TIRES—Continued.

Pat Skelton, on a Thistle, won half-mile open with John Clarke, mile tandem, at Hoopeston, Ill., September 20; also with John Clarke won mile tandem in 2:33⅗, and rode a half-mile, paced, in 1:02 flat, at North Manchester, Ind., September 25; also third in mile open, and withJohn Clarke third in two-mile tandem at Onarga, Ill., September 21.

E. Stade, on a Syracuse, one-mile open, A, in 2:07⅗, state competition record at St. Joseph, Mo.: a.so one-mile open, A, at Alton, Ill., September 18; also one-mile open, A, in 2:22 at Jerseyville, Ill , September 20.

J. H. Snell, on a Sterling, won mile handicap and five-mile handicap at Greensburg, Pa. September 21.

T. Solum, on a Fowler, won second time in Æolus Cycling Club's ten-mile road race in 26:38 at Chicago. Sep-tember 22.

A. H. Stewart, on a Thistle, won third-mile for boys under sixteen years in :49 at Sterling, Ill., September 25.

E. H. Streets, on a Syracuse, won third in five-mile handicap, two-mile handicap, two-mile lap, and two-mile open at Newton, Iowa.

L. W. Sullivan, wheel unknown, won fifteen-mile road race and fourth in t o-mile handicap at Hartford, Conn.

Summerland and Summers, on a Stearns, second in mile tandem at North Manchester, Ind., September 25.

Glenn P. Thayer, wheel unknown, one-mile open in 2:33, three-mile handicap from scratch in 7:46, winning time and place, and, with Delby, won mile tandem in 2:16, all at Carson City, Mich., September 19.

Harry Truax, wheel unknown, rode mile, paced, in 2:12, making state record at Goshen, Ind., September 22.

Roy B. Upton, on a Sterling, won five-mile handicap from scratch, at Sterling, Ill., September 25.

Walter Van Vleck, wheel unknown, won mile open and five-mile open at Jamestown, N.Y.

Henry Warnken, on a Thistle, won Niagara Wheelmen's twelve-mile road race in 42:48 at Milwaukee, Wis., September 22.

J. W. Warnken, on a Thistle, won second time prize in the Niagara Wheelmen's twelve-mile road race in 41:51 atMilwaukee, Wis., September 22.

A. E. Weinig, on a Barnes, third in mile professional handicap at Sioux City, Iowa, September 25.

John W. Welch, wheel unknown, won mile open, second in half-mile open, and second in two-mile lap at Tipton, Iowa.

R. J. West, on a Relay, won half-mile handicap at Greensburg, Pa., September 21.

A. B. Wilson, on a Imperial, won mile and half-mile championships, and third in quarter-mile open at LeMars, Iowa.

SANGER RIDING FAST.

PHILADELPHIA, PA., Sept. 29.—The combined amateur and professional meet given by the South Jersey Agricultural Society at the Gloucester (N. J.) track yesterday was prolific of some of the finest racing that has been seen in this vicinity this season. Notwithstanding the fact that the track was in very bad condition, the men succeeded in making good time. Walter Sanger was the star, winning every race in which he started. Tyler, Baker, Coleman, and Starbuck also covered themselves with glory. In the mile handicap Sanger lost several yards in the mix-up, but in the last lap made a tremendous burst of speed and won by about three inches after what seemed almost certain defeat.

The event of the day was the six-mile professional handicap. Starbuck was scratch man, while the limit man had a handicap of 620 yards. Starbuck got down to work at the start and soon caught Conn Baker, the nearest rider. They paced alternately for awhile, but finally parted company, Starbuck drawing away. He caught the bunch at 5¼ miles. In the finish it was evident he had outridden himself and he was beaten in at the tape. All of the Class A events were exciting and were marked by some close finishes. The summaries:

One-and-one-half-mile open, Class A.—F. F. Goodman, first; R. S. Davis, second; J. T. Beam, third. Time, 3:49.

One-and-one-half-mile professional.—Walter Sanger, scratch, first; Walter Rulon, 120 yards, second; H. E. Bartholomew, 120 yards, third; Conn Baker, 35 yards, fourth. Time, 3:37⅘.

One-and-one-half-mile professional, scratch.—Walter Sanger, first; Jay Eaton, second; H. E. Bartholomew, third. Time, 3:45⅗.

One-and-one-half-mile open, Class A.—P. S. Davis, 70 yards, first; C. Bowers, 180 yards, second; J. T. Beam, 80 yards, third; J. F. Grouch, 90 yards, fourth. Time, 3:39.

Three-mile handicap, Class A.—W. E. Dickerson, 180 yards, first; J. A. Minnick, 290 yards, second; H. W. Eckhardt, 210 yards, third; J. A. Shomo, 190 yards, fourth; Joseph Vernier, 220 yards, fifth. Time, 7:34⅕.

Six-mile handicap, professional.—A. K. Barnett, 260 yards, first; W. A. Rulon, 290 yards, second; C. E. Kluge, 170 yards, third; J. F. Starbuck, scratch, fourth; J. J. Gillen, 500 yards, fifth. Time, 16:04⅕.

Three-mile championship of Gloucester, Camden, Salem, and Burlington counties. Class A.—L. B. Rothwell, first; W. E. Dickerson, second; C. Bowers, third. Time, 8:18.

One-and-one-half-mile tandem handicap.—Silvie and Barnett, 40 yards, first; Baker and Kluge, 20 yards, second; Hawthorn and Baldwin, 30 yards, third. Time, 3:29⅖,

WHAT GIDEON HAS TO SAY.

The report of the secretary of the Racing Board is short this week and contains no news of a startling nature. The most important item is the fact that Trainer E. B. Tallam has been suspended from track privileges for one year.

Charles Scheidemantel, of San Antonio, has been transferred to Class B.

The following riders have been declared professionals: R. W. French, Little Rock, Ark.; Charles Kindevatter, St. Joseph, Mo.; George Halliday, John Gaines, Proff Eichleberger, Harry Warrington, and Fred Meyers, of Bloomfield, Iowa; John B. Haycraft, Hot Springs, Ark., and Joseph Labadie, Jr., of Galveston, Tex.

The following suspe sions have occurred: Harry Alexander, Carthage, Mo , permanently; W. Jamison and Joseph Macabee, San Jose, indefinitely; E. H. Tallam for one year from September 26; F. M. Smith, A. A. Parker, C. O. Thomas, D. S. Scott, and G. N. Spenser, of Denver, until January 1, 1898; Harry Connelly, Rochester, N. Y.; George H. Rockwell, Weedsport, N. Y.; Charles S. Scoville, Syracuse, N. Y.; William J. McGraw, Seneca Falls, N. Y., for thirty days from September 20; Louis Maul, Ben Peak, Frank Pike, and Tommy Byrnes, Cortland, N. Y., for thirty days from September 21; George Halliday, John Gaines, Proff Eichleberger, Frederick Meyers, and Harry Warrington, Bloomfield, Iowa, for thirty days from September 25; E. C. Johnson, Cleveland, Ohio; W. F. Sims, Washington, D. C., for thirty days from September 27.

Suspended pending investigation: James McLaurin, Adams, N. Y.: C. B. Jack, Reading, Pa.; W. G. Douglas and Weise Hammer, Philadelphia, Pa.

Suspensions placed upon the following riders have been removed: Eugene Clifford, St. Louis, Mo.; George P. Kuhlke, Mattituck, L. I ; Dr. F. W. Holmes and F. Fletter, Kalamazoo, Mich.; John S. Grauch, Walter U. Cussel, Craig G. Stewart, Edward Walter, Jr., Walter M. Trott, Charles J. Baker, Philip S. Davis, Philadelphia, Pa.; Percy Dickey, New York.

AN INCIDENT IN THE "GOOD TIRE" CAMP.

LOUISVILLE, KY., Oct. 1.—On Sunday morning at the "Good Tire" camp at Fountain Ferry Track, "Mary" Anderson, who had just had his suspension raised from sixty to thirty days by the chairman of the Racing Board, was too tired to rise from his couch of boards and mattresses, and so had his breakfast sent to the room in the little cottage where he is stopping with the rest of the M. & W. team. The men saw the colored gentleman on his way to the cottage, and at once went after Anderson's scalp. One thing followed another, and the result was a "rough house" all around, and Anderson in his nakedness chasing all concerned with a bucket of water. Anderson was attacked by rheumatism as the result of his morning's experience and retired early.

Then the men took pity on the sick man, and one and all went after hot lemonades. Anderson and his bed mate, Van Herik, were each dosed with four to five of the hot concoctions until both were in a hot sweat. This was fun, but when all turned in and cleaned the four other beds of blankets, mattresses, and pillows, and piled these on the men—it was not so funny. After the pile of bedclothes had reached the ceiling, ropes were brought, and the bedding and men tied down. Anderson and Van Herik were left and practically forgotten. Neither could come from under, and when released there was little but a grease spot left. Bainbridge had to turn in and rub down both and then himself. Anderson lost all his rheumatism in the venture, but says a Turkish bath is a luxury besides what he went through.

C. R. Massey has sold his interest in the A. R. March Cycle Mfg. Co. to Mr. March and has resigned his position as treasurer.

Sylphs and Overlands for 1896

$40 to $100

For 1896 our entire line will be improved in every detail, and our agency will be more valuable than ever. We were among the first makers to place our orders for 1896 material, hence bought before the heavy advance in prices took place and having given early specifications will get out material in time. We are already working on our 1896 machines, and shall have several thousand completed ready for shipment January 1. We shall occupy a new factory November 1, now building at Peoria, giving us capacity to build double the number of machines sold by us in 1895.

We shall hereafter build our entire line, and we shall have no wheels built under contract, under any circumstances. We shall, also discontinue entirely our job lot second-hand and mail order department, and shall confine ourselves exclusively to the manufacture of first-class cycles to be sold exclusively under our brand and to the local dealer direct, except in territories so remote as to make it advantageous to the local dealer to buy from state agents. We shall, however, continue the jobbing of cycling accessories, in which line we have for many years past had the largest business in the United States.

For 1896 all our machines will be made from the very best of material, whether listing at $40 or $100. Shelby tubing, Torrington, Swedged spokes, tool steel bearings, including cups as well as cones, Brandenburg pedals, Garford saddles, etc., etc., will be used on all patterns. We think we are correct in the statement that this is true only of our line; and also that no other line will compare with our own in completness, desirability, or permanent value to the agent.

We expect that our Overland line will create a sensation, quality and price being considered. Dealers who have not handled our goods in the past will do well to look out for them.

Cuts of our principal models will be shown on this page. During the season now drawing to a close we refused quotations and declined to do business with hundreds of responsible dealers, deeming it our duty to take care of our old customers, and not take on more new ones than we could take care of.

We were, therefore, able to, and did fill the orders of our agents much more promptly than nine-tenths of our competitors. We shall continue this policy for 1896.

Soliciting from the trade and the bicycle fraternity a continuance of the favors that have been bestowed upon us so liberally for many years in the past,

We are, very respectfully,

ROUSE, HAZARD & CO., Peoria, Ill.

Established 1864. Incorporated 1888. Cycle Department Established 1879.

ON A POOR TRACK.

NEW YORK, Sept. 28.—The beautiful grounds at Traver's Island were thronged with a fashionable crowd on the occasion of the annual fall games of the New York Athletic Club. The five-lap track is not well suited for cycle races, as the absence of proper banking makes fast time impossible. A two-mile handicap was on the programme and excited considerable interest. The handicaps were rather excessive. The race was won by William T. Ehrich, 230 yards, with P. F. Dickey, 30 yards, second, and W. C. Roome, 60 yards, third. Time, 5:06⅖.

BEELBY WON AT ANN ARBOR.

ANN ARBOR, MICH., Sept. 27.—The Washtenaw County fair was closed here today with bicycle races which drew a crowd of nearly 5,000 and were participated in by the best racing men of southern Michigan. The track was very slow, but the races were exciting. G. A. Beelby won the five-mile handicap event in 16:04, and the three-mile lap in 9:24¼. R. C. Kent finished second and H. D. Osborne third, in the former, and George Hallett second and H. H. Gay third, in the latter event. The one-mile open was won by W. P. Burnam in 2:34, with F. A. Joseph second and M. Hoachstetter third. The half-mile match race was won by John Schaffer in 1:23¾, and H. D. Osborne finished second. Harvey Stofflet won the half-mile open race in 1:16, Elmer Stofflet finishing second and F. A. Joseph third.

MORROW BOYS WIN AT MARSHALL.

MARSHALL, MO., Sept. 26.—A racing tournament was held here today under the auspices of the Marshall Cycling Club. J. E. Morrow won the half-mile open event, with E. L. Brown second and G. H. Morrow third. The half-mile race for '95 riders was won in 1:30 by W. A. Vawter; A. H. McRoberts finished second. T. P. Ashbrook won the one-mile, 2:40 class race in 2:38, with G. H. Morrow second and E. L. Brown third. J. E. Morrow finished the one-mile open first in 2:38, Ashbrook finished next, and G. H. Morrow third. The five-mile handicap, Saline County, Class A race was won by G. H. Morrow from the sixty-yard mark in 14:40, J. E. Morrow finishing second, from scratch, and third place being taken by J. B. Swinney.

THE FASHIONABLE FOLKS ATTEND.

NEW YORK, Sept. 28.—The Salrodalica Wheelmen held a race meeting at the track of the Morristown (N. J.) Driving Park, the proceeds of which were to be devoted to the Memorial and All Souls Hospital. The races attracted a large attendance of fashionable folks who have their summer houses in that delightful suburb. F. W. Hopler won the two-mile scratch in 5:21⅗, and the five-mile handicap in 13:21, the latter with a handicap of 440 yards. He also finished second in the one-mile scratch, which was won by Ray Dawson in 2:57. Leopold rode an exhibition half-mile in 1:05. Paul Grosch rode a quarter in :30⅖, and Ray Dawson went a mile in 2:16.

WALSH MAKES A VERMONT RECORD.

LONDONVILLE, VT., Sept. 27.—The Londonville Wheelmen held their first annual race meet here today. The races were the finest ever seen in this section, the finishes being close and exciting, and there were no accidents. The track was in fine condition, but there was considerable wind. J. E. Walsh, paced by a tandem, rode an exhibition half-mile in 1:01, which is a state record. Walsh also won the one-mile open, the half-mile open and the one-mile handicap; the first in 2:36, the second in 1:16⅗, and the third, from scratch, in 2:22⅗. The one-mile, 3:00-class event was won by L. C. Emmons in 2:45⅘. H. E. Walton won the two-mile handicap from the fifty-yard mark, in 4:55⅘.

OATMAN WINS THREE EVENTS.

PLAINFIELD, N. J., Sept. 29.—The Manhattan Bicycle Club, of New York, held its annual Class A club races here yesterday. The five events were closely contested. Adolph Oatman won the one-mile and two-mile handicap races from scratch in 2:29⅘ and 5:23, respectively, and also won the half-mile race in 1:14. R. G. Betts won the five-mile handicap in 15:52⅖, with a handicap of 1:20. C. P. Staubach finished second in the one-mile and two-mile handicap events, and in the half-mile scratch, and took third place in the five-mile handicap race.



After the Jordan Road Race, Chicago.

NEW IDEAS IN THE NATIONAL.

George N. Jordan, of the National Cycle Mfg. Co., of Bay City, Mich., passed through Chicago last week on his way through Illinois. He says that the features of the National for '96 will be new ideas and improvements on the old. The wheels next year will weigh from 18 to 24 pounds, and will have 4½-inch tread. Inch and one-eighth tubing will be used. The National will have a new patented crank bracket which will allow the taking off of one crank and removing the axle intact, the crank-bracket bearings being interchangeable. Sample wheels will be ready in two weeks. The National company will build tandems next year, but will not have a sample before the Chicago show.

A New Company at Canton.

The Canton Cycle Mfg. Co., of Canton, Ohio, has just completed its new cycle factory and put in a full line of the latest improved machinery purchased from the Lodge & Davis Machine Tool Co., of Cincinnati. The factory is 180x40 feet and two stories high. The enameling room, which is separate, is 40x28 feet. It is the company's intention to build from 2,000 to 3,000 high-grade wheels for '96. Its specialty will be tandems and light road wheels. The factory will be managed by C. H. Parker, formerly with the Sparks Cycle Mfg. Co., of Goshen.

Machines Ready for Delivery by New Year's.

The new factory of Rouse, Hazard & Co., which, when completed, will be three stories high, 232x60 feet, with an annex 40x60 feet, is now up to the second story, and unless heavy storms intervene will be under roof by the 15th. Rouse, Hazard & Co. have placed orders for boilers, engines, steam-heating apparatus, electric-light plant, automatic machinery, etc., for delivery before October 15. The old factory is now at work on '96 wheels, and it is expected that a large number of machines will be ready for delivery by January 1.

The Climax Bell.

The new Climax bell is being shown by N. T. Mills, selling agent for the Climax Bell Co., of Boston. Mr. Mills is the inventor of the bell and is enthusiastic over it. It is fitted with a lock clamp which makes it impossible to shake loose or become detached from the handle-bar by ordinary usage. The bell has a strong rotary action, the hammer giving twenty-six positive blows through one pressure of the lever.

Speaks Well for the Sager Saddle.

C. H. Metz, of the Waltham Mfg. Co., called on the Sager Mfg. Co., of Rochester, N. Y., a few days ago and was shown the Sager pneumatic saddle. He was much impressed with it, and put it on a wheel to try it. When he came back from his ride he pronounced it the best he had ever ridden and immediately placed an order for 5,000 to be used exclusively on Orient bicycles. This testimonial from such an expert as Mr. Metz certainly speaks volumes for the saddle.

Will Prosecute Infringers.

The Hartford Rubber Works have given notice that they will prosecute all infringements on their patent rights as single-tube tire manufacturers. They have employed counsel, and will begin action at once. They claim that all single-tube tires are infringement, and state that the B. F. Goodrich Co. has recognized their claim, and has applied for a license to make single-tube tires under the Hartford Rubber Works patents.

The Sager Pneumatic Saddles.

Cycle salesmen who have seen the pneumatic saddle made by the Sager Mfg. Co. unhesitatingly pronounce it one of the best on the market. A BEARINGS' man has given the saddle a thorough test and finds that it is all that Mr. Sager claims for it. There are two air chambers in it which prevent bunching.

B. B. Emery, head of the well-known and progressive cycle firm of B. B. Emery & Co., Boston, Mass., spent the greater part of last week with the International Mfg. Co., leaving specifications for an initial order of 2,000 America wheels, the contract for which was placed several weeks ago. Mr. Emery is well known throughout the New England states as a successful business man, his house being one of the pioneers in the wheel business. It will handle the America throughout the entire New England states, and parties desiring an agency for the America within this territory will find it greatly to their interest to correspond direct with Emery & Co.

The Marion Cycle Co. has added to its list of agents the name of Porter & Gilmour, of New York, who will look after New York City, Brooklyn, Staten Island, Long Island, and the territory between Albany and New York on the Hudson River. By the way, the cut run in the issue of THE BEARINGS of September 26 was the factory of the Marion Cycle Co., not that of the Halladay-Temple Cycle Co.'s plant.

The Indianapolis Chain & Stamping Co. has moved into its new factory, which is 120x200 feet, two stories high, and with two wings 70x50 feet. There is 30,000 feet of floor space in the new building, which will give a capacity of 1,000,000 chains. If it is necessary a night force can be put on and the capacity doubled. Six hundred people will be employed.



"Yankee Brains Lead the World."

(Uncle Sam's Soliloquy.)

"Here s the 'Defender,' a Yankee boat, built partly of aluminum, a triumph of ingenuity and skill.

"A costly boat, but she has already proven **the fastest in the world.**

"Here is the Eagle, a Yankee bicycle, the fastest in the world. Has **aluminum rims,** which make the wheels light running. They are strong, too; have been tested on Eagle bicycles for four years. More expensive, but better. Any one can build a boat or a bicycle, but it takes Yankee brains to turn out a Herreshoff boat or an Eagle bicycle."

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

CHICAGO STORE, 7 ADAMS STREET.

MENTION THE BEARINGS

The Bearings
The Cycling Authority of America

The Fowler Truth

Vol. IV. CHICAGO, OCTOBER 3, 1895. No. 5.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Office and Factory,
142-148 W. Washington St., Chicago.

The Fowler Truth will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

Editor, F. W. Van Sicklen.
Illustrator, Charles A. Cox.

HEALTHY GROWTH.

Fowler to Open Big Stores in Boston and New York—Prosperity that Spreads Like Wildfire.

The manner in which the Fowler Cycle Mfg. Co. is tearing things loose of late speaks volumes for its present healthy condition. Every wheelman in the city of Chicago remembers the magnificent opening of our West Side store on Saturday evening, September 21, on which occasion something like 100,000 persons honored us with their presence. The newspaper men's banquet two nights before, which was likewise given by the Fowler company, was also a magnificent success according to the voluntary verdict of every one attending. At an early date we will open an immense branch house in Boston, which will be under the competent management of an able representative of this concern. It shall be our aim to make the opening of our Boston establishment an occasion long to be remembered by the beloved bean-eaters. All of the New England territory will be looked after from the Boston branch. At about the same time as the opening in the Hub something which will never be forgotten in cycling circles will transpire in New York City. It will be the formal opening of our branch house there, which will take care of all Fowler agents in New Jersey, eastern Pennsylvania, and eastern New York. The management of our New York house as in the case of the Boston branch will be in charge of one of the most honorable and highly respected in the trade and altogether business-like men in the country. The exact dates of these openings, as well as the names of those whom we have selected to take care of our Eastern branches, will be given in the near future.

"It Always Works."



THE FOWLER ADJUSTABLE HANDLE-BAR.

One of the many features of the '96 Fowler.

DOING WELL, THANKS.

We haven't very much time to talk of our prospects for '96, furthermore than to say that they are as bright as burnished gold in the sunlight. Just to show that there exists no frost, however, we give the following bona fide contracts which have been taken during the past month, **with only one man to represent us on the road:** Meyer, Bannerman & Co., of St. Louis, 500; Barnett & Record Co., of Minneapolis, 500, with an order now pending for 1,000 more; W. S. Emerson & Co., of Philadelphia, 500; Pyle Cycle Co., of Wilmington, Del., 285; H. Weber, of Colorado Springs, 100, and George E. Hannen, of Denver, Colo., 500.

The above are actual orders which have been taken and filed in our office for fulfillment, and do not include numerous smaller ones of from seventy-five down. Can you blame us then for crowing aloud as we do, and, in our rush and hustle for more big bites out of the trade pie, forgetting even to lose our sleep or worry over what some of our competitors seem to think will prove a disastrous year—1896?

Praise for the Fowler's Rigidity.

A letter from George W. Clarke, who in company with his wife, formerly Miss Eva Mae Christin, is touring through the southern United States and Mexico, both mounted on Fowler bicycles, tells a tale of inexpressible hardship and ill fortune, even at this early stage of their trip. Bad roads, rain, head winds, and bitter cold weather have been their lot so far, through all of which their light-weight Fowlers have stood in a truly magnificent manner. The letter is filled with praises to the rigidity and stanchness of their Fowlers, which will carry them over 6,000 miles before their return.

THE FOWLER...

'96 Model



ALTOGETHER, it is without a peer.

FEATURES OF OUR 1896 MODEL.

One-and-one-eighth and three-quarter inch tubing throughout, five-inch tread, finest adjustable handle-bar in the market, tapered nickel-plated reinforcements on outside front fork, new seat-post bracket, new improved truss crown, detachable front and rear sprockets. Adjustments of bearings all made with the fingers. A finer finish than ever. . . . . .

WE WANT AN AGENT IN EVERY CITY, TOWN, VILLAGE, HAMLET, AND MINING CAMP IN AMERICA. WRITE US.

IF YOU SEE A WHEEL LIKE THE ABOVE IT IS EITHER A FOWLER OR A COUNTERFEIT.

Fowler Cycle Mfg. Co., 142-144-146-148 W. Washington St. Chicago, Ill.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

NUMBERING BICYCLES.

One of the greatest difficulties the police have to overcome in tracing stolen wheels is to find the number on the machine. Each manufacturer puts the number in a different place, trying to hide it, so that the thieves will have trouble in finding it. It is small wonder then that the detectives have trouble in finding the number. Last week officers Dick and Zeiss, of the Chicago police department, recovered three stolen wheels, but when they searched for the numbers they could not find them. The makers had put them in secret places, so that when the thieves erased the numbers the officers did not know where to look for them.

Recently at a meeting of the St. Louis Cycle Board of Trade the question came up as to where is the best place on a bicycle to place the number so that it can be easily found. The decision was finally reached that the seat-post lug is the best and most desirable location, as the number can then be seen when the wheel is crated, or if it is on the floor. The dealers explained that if all wheels were numbered thus a repairer taking in a wheel without a number would immediately notice it and suspect that it was a stolen wheel; a rider noticing a wheel without a number would look upon the machine with suspicion, while a person looking for a stolen wheel would investigate any bicycle without a number. A machine numbered in this way could be traced very easily.

Now that a universal valve has been adopted by tire manufacturers, it seems to us that the proper thing for cycle manufacturers to do is to number their bicycles all in the same place. The recommendation of the St. Louis dealers strikes us very favorably, and we think that the National Cycle Board of Trade should take the matter up, and, if it deems it advisable, request all its members to adopt it.

CLEVER ADVERTISING.

The G. M. Shirk Mfg. Co., of Chicago, is a clever advertiser, and does not let the smallest chance escape to make known to the people the fine



qualities of Shirk bicycles. This is its latest scheme, its Denver agent securing a preferred position on a huge elephant. The advertisement of the company in this week's paper is also another clever bit of advertising.

Dunlop Tires Will Remain Unchanged.

The American Dunlop Tire Co. announces that in principle the Dunlop tire will remain unchanged next year. Kirk Brown says: "We have no annual announcement of so-called improvements to make. With the exception of a few alterations in construction it will remain as hitherto. We shall supply nothing but laminated wood rims."

THE ECLIPSE FACTORY.

An Elmira Contractor puts up the New Buildings in Phenomenal Time—The Factory Complete in Every Detail.



G. W. HOUK, Western Manager.

The Eclipse Bicycle Co. is now in its new factory at Elmira, N. Y., and work on '96 wheels is progressing rapidly. The erection of the new factory has been a constant source of wonder to the good citizens of Elmira, and it is safe to say that a bicycle factory of this size was never before erected in such a short space of time. Over 230 carloads of material were used in its construction. The contract was signed on July 5, with the agreement on the part of the contractor that he would have one wing of the building completed within thirty-five working days, and that the entire plant would be ready to deliver to the owners within sixty days from the date of signing the contract. It was predicted by experienced ones that it would

Be Impossible to Complete the Buildings

within the time specified, and persons experienced in the manufacturing business predicted that the Eclipse Bicycle Co. would not have its machinery in operation before January 1.



H. E. WALKER, New England Manager.

Mr. Allington, who took the contract, found that there were not enough brick masons in Elmira to do the work in the time specified, so he started out in search of additional help, hiring as many masons as he could lay his hands on. The result of his hustling, and possibly the dread of the heavy penalty hanging over him in case the buildings were not completed in time, resulted in the most phenomenal piece of work in the history of construction work in this part of New York, and instead of delivering the buildings to the owners on September 10,

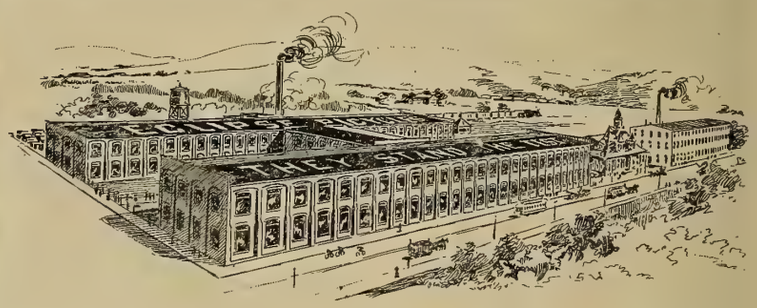
The Entire Plant was Completed,

and the last dollar paid to Mr. Allington on August 29. The Eclipse company had most of its machinery on the grounds before the buildings were completed, and on September 3 steam was turned on, and a good many of the machines put in operation.

The Eclipse company brought thirty-seven carloads of machinery, tools, etc., from Beaver Falls to Elmira, and since that time eleven cars additional have been placed on the switch, containing automatic machines from Cleveland, Ohio; machines from Kinsey Co., Cincinnati; also an entire gas works that will turn out 25,000 feet of gas daily, also all of the necessary appliances for the entire sprinkler system, consisting not only of thorough equipment throughout the building, but

A Miniature Water Works,

having as a reservoir two immense steel tanks, holding 50,000 gallons, besides a wooden tank placed on a derrick, the top of which is fifteen feet above the building. This gives an idea of the large amount of work that has been accomplished in sixty days. The entire plant is equipped with pipes for steam heat, and the sprinkler system is so arranged that in case fire breaks out in any department the sprinklers will open automatically,



and an immense steam pump will be started immediately, that will discharge 500 gallons of water a minute. The buildings are in size as follows: Two buildings, 325 feet long by 40 feet wide, connected in the center by a building 50 feet by 60 feet, all two stories high. One building 150 feet long by 40 feet wide, three stories high, besides boiler house, engine and dynamo rooms, blacksmith and case hardening rooms, enameling ovens, etc. In addition to these the office building, which contains nearly as much floor space as some cycle factories, is a model of Queen Anne architecture, containing fourteen large rooms, beautifully

Finished in Quartered Oak

and Georgia pine, with a large veranda extending around three sides of it. Surmounting the office is a full-sized model of an Eclipse wheel. The

Windsor BICYCLES

A PECULIAR NAME-PLATE

IS NOT REQUIRED TO DISTINGUISH A WINDSOR FROM THE HERD

BUT-- Its glorious finish, beautiful design, special rims, modern sprocket, perfect bearings, indestructible forkcrown, patented handle-bars, and many other new, novel, and valuable improvements—none of which will be found in any other make—will identify it at a glance.

YOU CAN TELL IT'S A WINDSOR.

Windsor BICYCLES

The American Beauties for 1896.

THE Bicycle "Plum" FOR 1896 IS THE Windsor Agency THE QUICK SELLER

Samples October 20.

JOBBERS, OUR LINE OF HIGH-GRADE Jobbing Wheels IS READY FOR YOU 6,000 SOLD SINCE AUG. 10 LOTS LEFT

Windsor BICYCLES

Advance Sheet Now Ready.

DEALERS, LAY YOUR WIRES FOR 1896 EARLY. THEY WILL BE STRONGER WHEN YOU ARE READY TO PULL

Stock from November on.

Sieg and Walpole Mfg Co

KENOSHA WIS

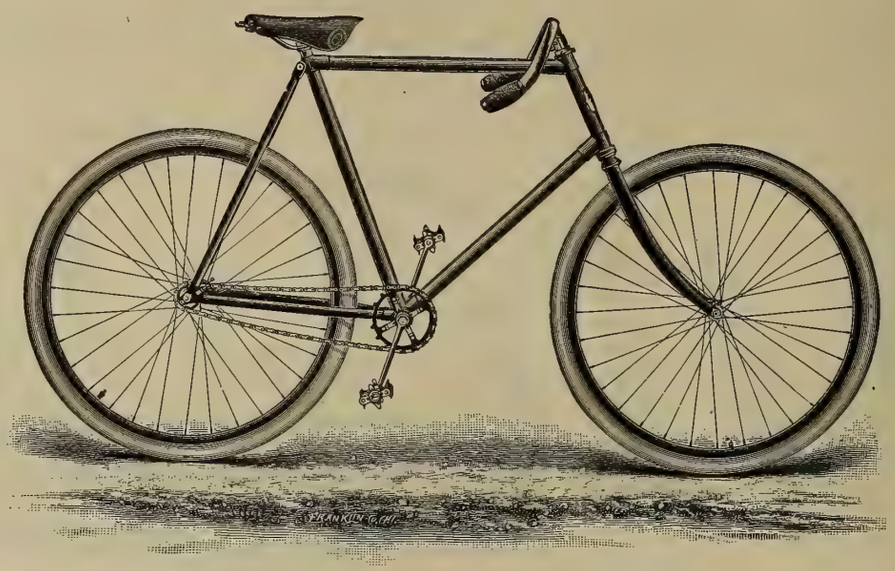
CHICAGO RETAIL - 285 WABASH AVE.

Address all mail to the factory.

Windsor BICYCLES

The Cleveland

It is better to sell an established certainty than to invest in an untried quantity.



THE CLEVELAND is the result of years of study and experience. The product of the best equipped factory in the world. The handiwork of genius and skill. A combination of advanced mechanical ideas.

The Leader of the Honest High Grade.

If you desire to be up to date in 1896

HANDLE THE CLEVELAND.

ADDRESS FOR PARTICULARS:

H. A LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
1724 No. Broad St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

grounds will be beautifully laid out in the spring with fountains, palms, shrubbery, and flowers.

When the factory is running its full capacity, the daily output will be 125 finished bicycles. Thousands of Eclipse bicycles will go from Elmira to every civilized portion of the globe, as the Eclipse company has established agencies in every state from Maine to California, as well as foreign agencies in England, France, Germany, and Russia, and Canadian agencies from Halifax to Vancouver.

THE SHERMAN WHEELS.

The firm of Church & Co., 22 and 24 W. Randolph Street, Chicago, manufacturer of the Sherman, which attained high favor in '95, is about to be incorporated as the Sherman Cycle Co., with greatly increased facilities. Its '96 models which are just out include a 22-pound roadster, 22-pound ladies' wheel, and double top bar tandem, very rigid, and yet weighing but 37 pounds with single chain and single steering bar. Large size tubing will be used—1¼-inch head, 1⅛-inch in frame, with ¾-inch rear stays and inch forksides. Special racing wheels will be built to suit the purchaser, and frames will be built of inch tubing when desired. A particular feature will be the barrel-shape bub-turned from a solid bar, which it claims to be the most perfect made. Throughout, the wheel will be constructed of the very best materials carefully and honestly made, and of the highest finish. The manufacturers claim it to be one of the very best wheels ever offered for $75, and as good as any, regardless of price. The tandem is listed at $125. The output will be about 2,000, and applications for agencies are coming in from all places where the wheels have been seen.





QUAKERS ARE ACTIVE.

PHILADELPHIA, PA., Sept. 29.—Unusually extensive preparations are being made by local dealers for next season's business, and judging by present indications it doesn't look as though Philadelphians will suffer from a scarcity of wheels, as was the case last spring. In addition to the stores already located here quite a number of machines that are new to Quaker City riders will be pushed by new agents, and it is safe to say that by January 1 all the principal makes will be on sale. As yet very little is known as to who the newcomers are, or what their plans are, with the exception of one or two. The Pierce line will be handled exclusively by the Standard Typewriter Exchange. For the past few months this concern has been selling bicycles as a side line at its store, 604 Chestnut Street, but next season

The Firm's Intention

is to expand and cater more extensively to the public. At present it handles Cleveland and Dayton wheels and the Standard, one of its own manufacture. The concern has nothing to do with the branch house of H. A. Lozier & Co. on Arch Street, being simply a local agent for the wheel. Within the past few weeks arrangements were completed whereby the firm will have exclusive control of this section. A big jobbing business will be done in addition to the big retail trade that is anticipated.

The Union Cycle Co. has not yet secured permanent quarters, but expects to be located in time for the usual Christmas trade. At present Manager Greer is located at 804 Walnut Street, where he reports a brisk fall trade.

The banquet to be given by President Coleman, of the Western Wheel Works, at the Atlanta Exposition in November will be

Largely Attended by Philadelphians.

Many of those who had intended going down earlier have changed their plans so as to be in Atlanta at the time the big "Crescent' congress takes place.

One of the most novel forms of advertising ever seen in this city was displayed by H. D. Le Cato, the manager of the Pennsylvania Bicycle Co. Mr. Le Cato's firm handles the Warwick along with the Pennsylvania, and one or two other machines. Last week he went to the managers of the South End Wheelmen's tournament, and rented from them about 10,000 square feet of ground within the inclosure and adjoining the track, paying a good stiff price for the privilege. Visiting a sign painter he had 100 signs painted, bearing inscriptions such as "Class B Graveyard," "The Warwick is Ker-tish," "If you want a wheel see Le Cato," etc. The signs were planted on the ground with sticks and

Attracted much Attention

from visitors as they made their way through the grounds to the grand stand.

Joseph Holbrook, Ed Darrah, and Frank Dampman, the three agents for the Falcon wheel in this city, have just returned from a trip through the west, whither they went on a visit to the big factories to get pointers to aid them in the big manufacturing business they intend carrying on next year. The company recently organized, of which they are three of the principal stockholders, will begin operations very shortly. In fact plans for the model of their wheel are now under way, and it is expected that sample machines will be ready to exhibit at the big cycle shows.

Among the many branches of the Indiana Bicycle Co. the one located in this city is second on the list in the amount of business done during the past season. This speaks volumes for the energetic management of Harry D. Simmons, when it is taken into consideration that the store was not opened until last May. Previous to that time

The Waverley was Practically Unknown to Local Riders,

but with liberal advertising the buyers were attracted to the store and after they had seen the superior qualities and workmanship of a Waverley they invariably purchased. The business grew rapidly and during the hottest weather as well as the cooler days of spring and fall there has been little let-up in the demand. Not satisfied with the reputation it has already made the Indiana company intends to make Philadelphia a Waverley town next year, and the plans arranged by Manager Simmons with his employers in Indianapolis a couple of weeks ago will soon materialize. This house carries a full line of sundries in addition to running a fully equipped repair shop.

Garden & Brewster still continue doing a brisk trade with Crescents and Victors and although the season is a little late orders are still being sent to the factories. For its first year this firm has also made a wonderful stride and it is safe to say that its sales have been as large as any in Philadelphia. A feature of this establishment is the repair shop, which is one of the finest in Philadelphia, and gives employment to nearly a dozen men. This branch is freely patronized and wheels of all makes and sizes have been given "new life" in this department.

The Star Nickel Plating Co., now making the Solid Comfort saddles, reports a brisk business. Orders are now being received and filled in large numbers for saddles for '96 machines. Next year's saddle will be a model of lightness and comfort.

WELL KNOWN IN THE EAST.

Adam Seipel has been with the Bridgeport Gun Implement Co. for the past eight years, traveling in the east, where he is well known and liked by every dealer who has ever met him. When he is not on the road he is in the office looking after the company's advertising. The business of the Bridgeport Gun Implement Co. in the west has grown so that it has decided to send Mr. Seipel out here to care for it. Therefore western dealers need not be surprised to meet him in the course of a few weeks.



ADAM SEIPEL.

Shirks Being Built in Chicago.

The G. M. Shirk Mfg. Co. is not building its bicycles at Peru, Ind., as currently reported. Mr. Shirk has recently erected a new building there as an addition to the refrigerator factory, which caused the story to get out. Shirk bicycles are being built at the new factory at 203-207 S. Canal Street, Chicago. Machinery of the latest and most improved pattern has been put in, and Superintendent C. R. Gorman is working hard getting matters in shape for next year.

Another Big Move by Parkhurst & Wilkinson.

Some time ago Parkhurst & Wilkinson commissioned A. C. Banker to go east and visit all the tire manufacturers, with a view of representing some large concern in this line. Afrer thoronghly investigating the matter Banker unhesitatingly decided on the large and complete line manufactured by the North American Rubber Co. Parkhurst & Wilkinson immediately sent their financial man to the factory, and his report was so satisfactory that the deal was closed and P. & W. became the exclusive selling agents for this immense concern. Mr. Banker will have immediate charge of the tire business, and Mr. Brandenburg says that the entire selling force of P. & W. will assist him.

WANTED, SALESMEN.

Wanted, three bicycle men to travel from October 15 to March 15. Moderate salaries. A good opportunity for retail dealers to use their time during the dull months. Address G. A. B., care "The Bearings."

HARTFORD AND ITS INDUSTRIES.

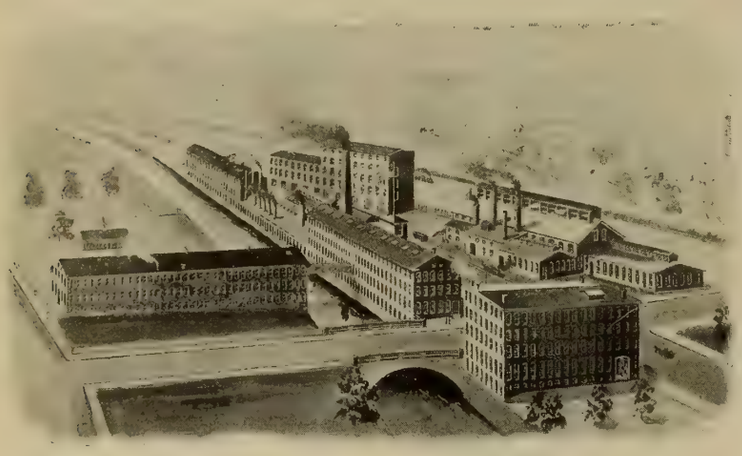
HARTFORD, CONN., Sept 30.—Some years ago, in fact a great many, the fathers of Connecticut had the arduous task of selecting a capital site, a task they must have performed very carefully, for there is not a prettier town in the east than Hartford. Here is located the immense plant of the Pope Mfg. Co. and also the factory of the Pratt & Whitney Co. Today a BEARINGS' representative visited both factories and it took him all day to do it. At the Pope company's place Advertising Manager W. D. Bancroft took the newspaper man in charge and showed him the sights of the famous factory. Touching on next year's plans Mr. Bancroft had little to say. This year's trade is still drawing heavily on the resources of the factory which has been running night and day with two shifts of men since January 1, and will continue for the balance of the year.

Plans for 1896

will involve little or no changes, the experience of this year having shown no defects or pointed out any part that can be improved upon. A question as to the working of the exclusive agency contract that was put in force this spring led Mr. Bancroft to say that it has proven more than a success and will be strictly enforced this coming season. In view of the fact that in order to do anything like justice to the agents under contract, applications for agencies had to be refused this year after April 1, an effort will be made this fall to have wheels on hand by January 1 in sufficient quantities to protect all of the vast army of Columbia agents from any unpleasant delay. This can be easily accomplished as all the tubing for Columbia wheels will be made at the Pope company's factory.

The Pratt & Whitney Co.

Right around the corner from the Pope Mfg. Co., and so close that the shops of the two concerns nearly touch, is the plant of the Pratt & Whitney Co., a concern that has done not a little toward making Hartford prominent



Plant of the Pratt & Whitney Co.

in the commercial world. The Pratt & Whitney Co. started in business a great many years ago, and by always making goods of the best material has passed through a series of enlargements until at the present time it is capitalized at $3,000,000 and has in its employ 1,068 hands. While it caters to the bicycle trade on a large scale—there being hardly a factory in the country that is not in a position to speak from experience of the good quality of the Pratt & Whitney Co.'s machinery—still this is by no means the greater part of its business. It makes machinery of every description to order, making a specialty of small bench machinery suitable for the manufacturing of fine tools, etc.

In the matter of adopting

A Standard Thread Gauge

the Pratt & Whitney Co. has played a prominent part, having taken up the question at the instigation of the Franklin Institute, the Master Car Builders' Association, and other interested bodies, and pushed the matter to a successful issue. In addition to its large line of manufacturers' specialties it has a long list of special machinery, much of it of its own design, to be used in the manufacture of bicycles. Its list includes automatic machines for making hubs, cones, etc., hub drilling machines, wheel assembling tables, sprocket milling machines, frame assemblers, drop hammers in all sizes, and in fact pretty nearly anything that a cycle concern is apt to find use for.

A short walk of three blocks brings one to

The Plant of Billings & Spencer,

where THE BEARINGS' man found Mr. Spencer in a pleasant frame of mind over the fact that B. & S. wrenches and other specialties were being disposed of as fast as they could be manufactured.

Another concern that will no doubt figure to a considerable extent in the bicycle business is the L. E. Rhodes Co., which is putting on the market a tube cutting machine that does the work without leaving a burr or in any manner jamming the edge. It also has a chain riveting machine of new and simple construction that has met with great success wherever tried.

MANY CHANGES IN ST. LOUIS.

ST. LOUIS, MO., Sept. 30.—Many changes will take place in the cycle trade here before the snow flies, and next season will see the dealers better prepared to handle orders than they were this season, for they were taught a severe lesson by the large number of sales that were lost through their inability to fill orders. In many cases this was the agent's fault, as he had delayed ordering wheels until the last minute, although the factories were not equal to the demand. Larger firms are now seeing the possibility of the cycle business and are going largely into it. This is particularly so in the saddlery business, for three large firms—the J. B. Sickles Saddlery Co., which has done something this year, but intends to do a great deal more next year; the Meyer-Bannerman Saddlery Co., which is

Making Its Initial Bow,

and the T. J. Hinton Saddlery Co., which has also just come in—will carry bicycles next year.

Among the changes that are taking place none possibly was a greater surprise than the retiring of the Laing Cycle Co., the moving spirit of the concern, W. P. Laing, having been induced by the J. B. Sickles Saddlery Co. to cast his lot with that concern, and take charge of its cycle department. The Rambler, with which he has been so long identified, will be handled by this concern, and that should make him feel at home in his new berth. It will also handle the March and a wheel that is being built for it which is styled the Sickles Flyer.

The Meyer-Bannerman Saddlery Co. has closed for the Fowler and the Belvidere, and the Hinton Saddlery Co. is handling the Dayton. C. F. Duff & Co., who were agents for the Outing,

Have Gone out of Business,

owing to the poor health of Mr. Duff, and their stock has been bought out by Joseph Barrett, who will run a cycle store on Locust Street in connection with his carpet cleaning establishment. In addition to N. O. Nelson, who has already been announced as going to build bicycles, the Embree-McClean Carriage Co. and the Mississippi Valley Cycle Co. are about to enter this field. The first named has W. L. Blish, formerly of Chicago, to manage this department of his business.

There are a number of smaller firms whose realizations in the cycle trade, they having just entered it this year, did not equal their expectations, and it is more than likely that their demise will shortly be recorded; but on the whole the outlook for the bicycle business here for next season is certainly very rosy, and judging by some of the bona-fide orders that traveling men are getting there will be no dearth of wheels when the season rolls around.

PALMER TIRES FOR NEXT YEAR.

John F. Palmer, of the Palmer Tire Co., has spent the past week at the Hollenden House, New York, engaged in completing a number of large deals for the Palmer tire, which will next year be more in evidence than ever, 60,000 sets having been ordered by four concerns alone, with specified deliveries. There will be no change in the tire for '96, with the exception of an addition of weight averaging about a quarter of a pound per pair.

Mr. Palmer has invented a vulcanizing apparatus that, with the aid of an electric current, makes a repair that is absolute. Like everything else that has contributed to the success of Palmer tires, this is the invention of Mr. Palmer, and was brought about by the inability to get steam of sufficient pressure to impart the heat necessary in vulcanizing. These machines will be furnished to repair men all over the country at cost, and will not only save delay and express charges, but will make at once a perfect repair.

Mr. Palmer has completed a number of large deals in the east this week and will return to Chicago at once to attend to the removing of the Palmer offices to more commodious quarters, a proceeding that has been forced upon this concern a number of times during the past few years, owing to the rapid growth of the business.

A GOOD ENTERTAINER.

When THE BEARINGS' representative was in Fulton, N. Y., recently he visited the factory of the Hunter Arms Co. He was shown over the immense plant by Thomas Hunter, the treasurer and manager of the company. During his stay in the little town he was entertained by Mr. Hunter, who proved to be a prince of good fellows. The Hunter Arms Co. is going into the bicycle business on an extensive scale, and Hunter cycles promise to cut quite a figure in the cycling world next year.



THOMAS HUNTER.

G. & J.'s Brooklyn Branch Burned.

It was reported in Chicago last Wednesday that the Gormully & Jeffery Mfg. Co.'s Brooklyn branch on Flatbush Avenue, opposite Prospect Park, was destroyed by fire last Tuesday night. The loss is at present unknown.

James Levy has been appointed assistant manager of the retail store of the Sterling Cycle Works.

HUMBER EVENTS

FOR SEPTEMBER.

Huret on a Humber rode 529 1-2 miles in 24 hours, Paris, France—WORLD'S RECORD.
Huret on a Humber rode 29 1-3 miles on the track in 1 hour at Bordeaux—WORLD'S RECORD.
Starbuck on a Humber rode 5 miles on the track in 10:11 1-5 at Springfield—WORLD'S RECORD.
Gongolitz on a Humber rode 1 mile on the track in 2:04, unpaced—WORLD'S RECORD.
Loste on a Humber rode 5-8 mile on the track in 1:06 at Bordeaux—WORLD'S RECORD.
Hamilton on a Humber rode 25 miles on the road in 1:05:12 at Denver—STATE RECORD.
Earle on a Humber rode 10 miles on the road in 26:00 1 5—STATE RECORD.
Wheeler on a Humber rode 1 mile on Westboro track in 2:02 2-5—TRACK RECORD.
Murphy on a Humber rode 2 miles competition in 4:14 at Chicago—WORLD'S RECORD.
Banker on a Humber won the Grand Prize, Paris.
Banker on a Humber won the International Mile Championship, Paris.
Banker on a Humber won the Mirecourt Prize, 1 mile 427 yards, Paris.
Starbuck on a Humber won the 1-mile event and prize for track record, Tioga—TRACK RECORD.
Murphy on a Humber won the 1-mile event at Mt. Clemens, Mich., in 2:01 1-5—STATE RECORD.
Earle on a Humber won the 25-mile road race at Jamaica, L. I., in 1:09:23—STATE RECORD.
Earle on a Humber won the 1-mile handicap at Springfield, Mass.
Eaton on a Humber won the 1-mile professional handicap at Waltham.

SIX WORLD'S RECORDS AND FOUR STATE RECORDS IN LESS THAN A MONTH.

HUMBER QUALITY MEANS SPEED.

HUMBER & CO., AMERICA, LTD.

WESTBORO, MASS.

Mention The Bearings

HE IS A SYCAMORE.

The good looking young fellow who smiles at you from this page is G. A. Pleus, the silver-tongued announcer who has become famous in the territory controlled by the A. F. Shapleigh Hardware Co., of St. Louis. When he isn't busy talking of crimson rims he is announcing at race meets. He is the right-hand man of A. F. Shapleigh, Jr., and has been with the company since it began handling bicycles.



G. A. PLEUS.

Americans Abroad.

Two American firms are advertising in foreign papers. The *Gazzetta Ciclistica*, of Italy, just to hand, contains the ads of the Pope Mfg Co. and Morgan & Wright. The latter's ad has the familiar corner pieces, but each one is printed in a different language, as follows: "De Morgan & Wright Pneumaticreifeu Sind Die Desten," "Le Gomme Morgan & Wright Sone Eccellenti," "Les Pneus Morgan & Wright Sont Excellents," and "Morgan & Wright Tires are Good Tires." The Pope company's advertisement says: "Le Columbia sone assolutamente. Le migliori biciclette del monde. Garanzia Illimitata. Balda, Baldi & Co., Firenze."

The Sterling's 'Frisco Branch.

The San Francisco branch of the Sterling Cycle Works has been formally opened. It is located nt 314 Post Street. W. V. Bryan will be in full charge of all financial affairs, and C. G. Field, familiarly known as "Pop," will be located there when not on the road. From this branch house all Sterling business for California, Oregon, and Washington will be handled. Applications for coast agencies for the Sterling should be sent to the 'Frisco branch.

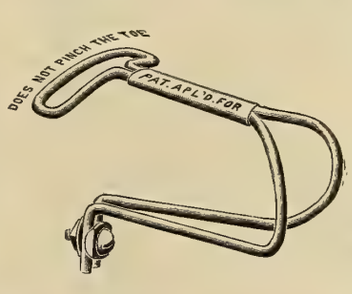
ENLARGING ITS PLANT.

The Hunt Mfg. Co., of Westboro, Mass., is building an addition to its already large plant, and will make three times as many saddles next year as it did this. Up to the present time it has orders for more tool-bags for next year's trade than it had during 1895. The '96 saddles will have many new features, and be a surprise to all. One of the new models will be a handsome racing saddle weighing, complete with seat-post, but seventeen ounces.



A NEW TOE-CLIP.

The object of this toe-clip, manufactured by Shone-Hanna Mfg. Co., of Rochester, N. Y., is to improve this type of devices, and to provide a novel clip which will effectually prevent the foot of the rider from slipping laterally or sidewise, and will conform too and press upon the instep to retain the rider's foot in the proper place, should it be desired at any time to exert upward pressure on the pedals, as frequently occurs in the use of bicycles. The invention also has for its object to provide a novel, simple, efficient, and economical toe-clip, which is so constructed that it will press upon the instep without danger of acting on corns that may be upon the toe of the rider, and is constructed and shaped to receive the toe of the boot without liability of pinching the same or of catching the point of the shoe toe when the foot is placed upon the pedal and inserted into the clip. The construction of the toe-receiving opening enables the toe of the shoe to extend therein; thus it conforms to the taper of the shoe and prevents any undue wear on the leather.



WHERE JANNEY PEDALS ARE MADE.

The Cycle Improvement Co., of Westboro, Mass., is well known as the manufacturer of Janney pedals and other bicycle attachments. There has been a change in the company recently, George L. Smith, the treasurer, having resigned, and F. P. Clement taking his place. In the past the company has been somewhat hampered by lack of means for pushing its business, and this year was not able to fill orders. Things have been changed and now the company is fully prepared to fill all orders promptly. New machinery has been put in and it will be possible to turn out from 600 to 800 pedals a day. Treasurer Clement says that in the near future the company will take up other improvements in the bicycle line. It will have one or two new things that will surprise the trade.



THE STONE VERTICAL LAMP BRACKET.

The accompanying cut fully explains the Stone vertical lamp bracket, made by the Emerson Electric Mfg. Co., 1,108-1,112 St. Charles Street, St. Louis. The lamp hangs on a pivot and stays in a vertical position when the bicycle is leaned to either side or laid down. Every user of a lamp will understand the importance and convenience of this point. It keeps the lamp from smoking and the oil from spilling. Price, 75 cents each.

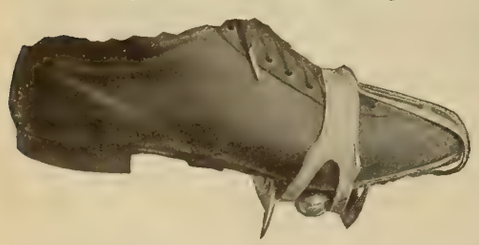


'Tis a Good Lamp.

F. E. Castle, of the Betts Patent Headlight Co., New York, passed through Chicago this week on his return from a western trip, where he has been introducing the 20th Century bicycle headlight. He reports most encouraging prospects. For the short time this lamp has been on the market it has made a remarkable progress, and is now well known throughout the country. The lantern will burn kerosene and give a strong, steady light. It is almost impossible to extinguish it. The reflectors are of aluminum, and easily cleaned with soap and water.

THE M. & W. TOE-CLIP.

For every rubber band used to keep a racer's feet firmly on the pedals during the national circuit, there were doubtless a number of swear words which would never have profaned the atmosphere had the new Morgan & Wright toe-clip been thought of sooner. This little device made its appearance one day and has been "on the boards" and in great popularity ever since. The rubber band prevented side-slip of the foot. The new rubber clip does the same thing and is not nearly so bothersome. It causes riders to again gratefully murmur, "Morgan & Wright tires are good tires."



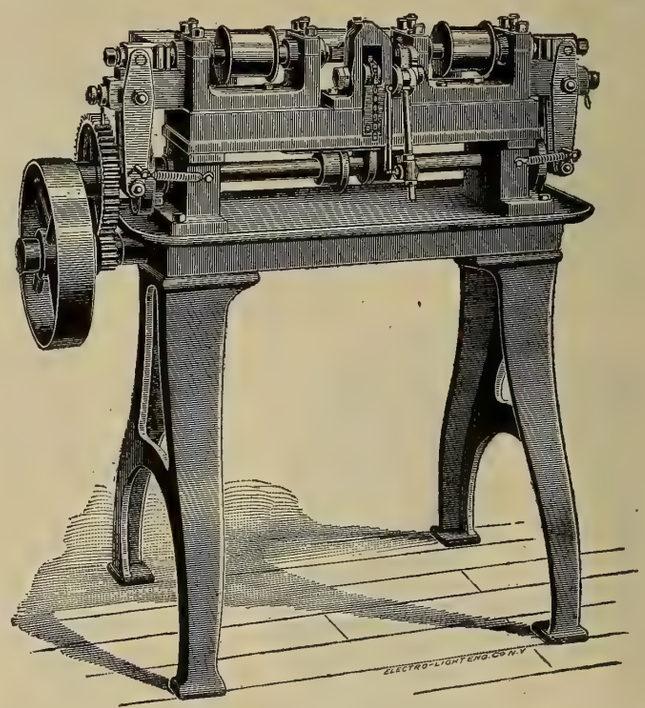
THE PHILLIPS WHEEL.

The Phillips Mfg. Co., of New York, has opened a factory at 307-309 W. Broadway, where it will make the Phillips wheel. The principles of this wheel are utterly different from anything heretofore placed upon the market. A wheel of this pattern, geared to 100 inches, drives as easily up hill or on a level as a rotary geared to 68 inches. The motor consists of two radius-beams, fulcrumed, one on either side, to the rear of the frame. From the forward ends of these beams arms extend downward, to which the pedals are attached. At the angles formed by the radius-beams and the pedal arms, driving-rods connect with the cranks. The cranks are placed, as in an ordinary bicycle, diametrically opposite to each other. The effective power exerted upon the cranks is applied and distributed to the greatest advantage by the arrangement of the parts described, in that at the beginning of the down stroke the pedal occupies a position in advance of the crank-pin, and power is transmitted to the latter through the driving-rod from a point in rear of the pedal, hence greater leverage is exerted at the beginning of the stroke than if the pedal were attached directly to the crank. As the crank-pin advances the angle between the driving-rod and radius-beam is increased, and a toggle-action is developed, which latter increases in power until the crank-pin reaches its most forward position and stands in substantially a horizontal plane. From this point the driving-rod gradually approaches the pedal and a perpendicular thrust is developed upon the crank-pin, the power diminishing as the crank-arm and driving-rod come into line; but before this occurs the opposite pedal has reached a point where it exerts effective power. Thus it will be seen that the dead centers present in the machine of the rotary type are done away with, and that effective power is constantly being applied throughout the entire revolution of the cranks. In the ordinary machine effective power can not be applied through more than two-thirds of the crank's revolution.

CHAIN-PIN SPINNING MACHINE.

We give herewith an illustration of one of the very many interesting machines which has been developed to meet the requirements of bicycle manufacturers. This machine is for spinning heads upon the pivot pins or rivets which join the links of the chains, and by its use upsetting by blows is done away with, keeping the covered portions of the pin in much better shape, also doing away with the necessity for counter-sinking the blocks, which increases the life of the chain about 25 per cent. The assembled chain is placed by the operator on the table of the machine, and passed between the spindles, where the links are gripped by a suitable chuck.

The machine is automatic in its operation, and, after once being started the chain is drawn through by sprockets, stopping and chucking each link successively, while the spinning proceeds. The spindles carry in their forward ends hardened steel disks, which are made in halves, and have their peripheries turned to conform to the desired shape of the rivet head.



By means of cams and levers these spindles are forced against the rivet ends gradually, and with considerable pressure, at the same time being revolved at a high speed by belts from the countershaft above, thus spinning up a well-formed uniform head on both ends of the rivet at one operation, and doing the work at the rate of one to two feet of chain per minute, according to speed of machine and ability of the operator. The Garvin Machine Co., of Laight and Canal streets, New York City, is placing this machine on the market

Do you Carry a Watch?



Does it keep accurate time? Is it good-looking---don't require an apology when you show it?

What did it cost?

Wearers of New York Standard Watches greet such questions with a grin of delight.

Wide-awake jewelers sell them; various styles, all sizes.

The New York Standard Watch Co.

Mention The Bearings

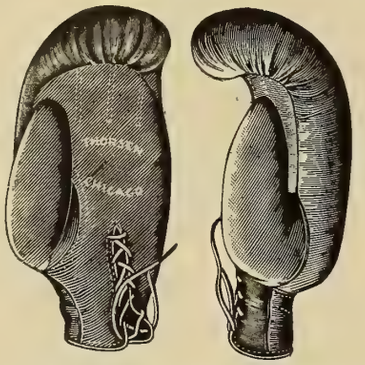
EXCLUSIVE AGENCIES GIVEN ON

THORSEN

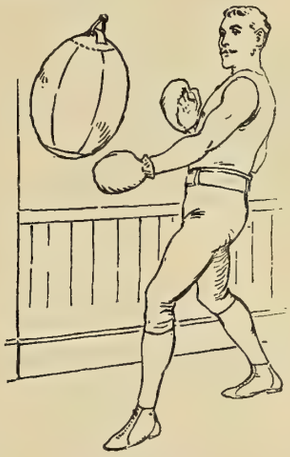
Footballs, Boxing Gloves, and Athletic Goods



THEY ARE THE BEST



THEY ARE THE BEST



WE ARE GENERAL WESTERN AGENTS

VICTOR

BICYCLES AND ATHLETIC GOODS.

Send for Catalogue "A." Special Prices to Clubs.

THORSEN & CASSADY COMPANY,

141-143 WABASH AVE., CHICAGO.

Mention The Bearings

A

Fair Share

of our

Profits

Is what we
give to every agent
who handles
Elmore Bicycles.
It depends on the
individual agent just
how large is his share.
The wheels are
ready sellers.
If the agent is as good
as the wheels,
his discount is liberal
enough to make
his share of the profit
particularly
comforting.
Now is a good time
to become an agent.

EDW. OLIVER & CO.,
21 Park Row, - New York.

Mention The Bearings

TRADE HAPPENINGS.

CLEVELAND, OHIO.—The Wheelmen's Protective & Repair Co. has been incorporated by J. A. Fogle, George H. Allen, Ewell F. Merrell, John I. Jones, and Chas. I. Dailey, of Cleveland, to do a bicycle repairing business. Capital stock, $10,000.

GRAND RAPIDS, MICH.—Grand Rapids Bicycle Co. has been incorporated, with a capital stock of $10,000.

AKRON, OHIO.—John F. Seiberling has organized a company to manufacture bicycle tires, and will equip a factory to turn out 300 pairs daily giving employment to 300 men.

SOUTH NORWALK, CONN.—W. C. Foote and Edgar H. Fox, doing business under the name of the Fox Cycle Co., have dissolved copartnership.

SEDALIA, MO.—G. H. Wehrman and A. Wehrman, doing business under the firm name of Sedalia Cycle Co. has dissolved copartnership. A. Wehrman retiring, G. H. Wehrman continuing the business under the same name.

HOLYOKE, MASS.—Henry F. Rashich is reported interested in the organization of a company to manufacture a device for doubling the speed of the main sprocket wheel in bicycles, while the pedals revolve but once. The invention has been patented by Mr. Rashich.

INDIANAPOLIS, IND.—Oker & Lake, bicycles, partnership reported dissolved.

SAN FRANCISCO, CAL.—G. W. Glosser, bicycles, reported attached for $474.

OSWEGO, N. Y.—The C. B. Rice Co., manufacturers of the Ontario bicycle, plant and business purchased by the Oswego Tool Co., who announce that they will build 3,000 bicycles next season.

WESTBORO, MASS.—The Cycle Improvement Co., manufacturers of Janney pedals, and other bicycle accessories, are preparing to move into more commodious quarters when their output will be increased to 100,000 pedals a season. F. B. Clements succeeds George L. Smith as treasurer of the company.

PROVIDENCE, R. I.—Edward A. Godding, bicycles, has been succeeded by the Eastern Cycle & Supply Co.

PEORIA, ILL.—The Peoria Rubber & Mfg. Co. has been incorporated with a capital stock of $200,000, to manufacture bicycles. Erection has commenced on the necessary factory buildings, and these are under contract to be completed within sixty and ninety days.

FREDERICKSBURG, VA.—J. E. Stonebraker has commenced the manufacture of bicycles.

LOCKPORT, N. Y.—Charles Whitcomb and others have organized a company to manufacture bicycles.

CHATTANOOGA, TENN.—The Graham Cycle Mfg. Co. is preparing to manufacture bicycles, and a patent luggage carrier.

NEWCASTLE, PA.—The Newcastle Tube Co. is making preparations to double the capacity of its plant, now in process of erection. The company expects to go into full operation in December, and announces that it is taking orders for January delivery.

DENVER, COLO.—In the Pope Mfg. Co.'s suit against the Sperry Cycle Co. the report of the referee, J. G. Woodward, has been filed in the district court. The plaintiff, who is a creditor of the defendant firm, claims that E. H. Sperry, who was secretary of the company, collected $4,000 of the debts of the concern, and recommends that he be directed to pay it into court.

AMESBURY, MASS.—The Amesbury Carriage Co. is making preparations for the manufacture of a high-grade bicycle.

MILWAUKEE, WIS.—The Bolte Cycle Mfg. Co., Frank H. Bolte reported withdrawn from the active management of the company, retaining, however, his interest. He has been succeeded by J. R. Connell and D. A. Donlevy.

MINNEAPOLIS, MINN.—The Adams Mfg. Co. has leased the building at 403 Sixth Avenue, and will move from its present quarters October 1. This move is made to enlarge its facilities. It will manufacture a number of new specialties for the '96 trade.

MADISON, WIS.—The D. D. Warner Co. is preparing to commence the manufacture of bicycles. A new factory is in process of erection, and is to go into operation October 1.

HAMILTON, ONT.—John Holman, bicycles, sporting goods etc., reported dead.

TORRINGTON, CONN.—The Alvord & Spear Mfg. Co. is putting on the market the Torrington rim for bicycles.

SPRINGFIELD, MINN.—A. C. Anderson, hardware, bicycles, etc., is opening new store.

ROCKFORD, ILL.—The Palmer Hardware Co., name changed to the Clark-McKinley Co., and will take up bicycles. John L. Clark is president and Frank McKinley secretary.

MILWAUKEE, WIS.—Reitzner & Wicks, bicycles, succeeded by the J. A. Wicks Cycle Co. Mr. Reitzner retires to give his entire attention to the Milwaukee Japan Enameling Co.

MILWAUKEE, WIS.—J. W. Warnken appointed agent for the Thistle bicycles; until recently he was manager of Buzemaker Bros. cycle department.

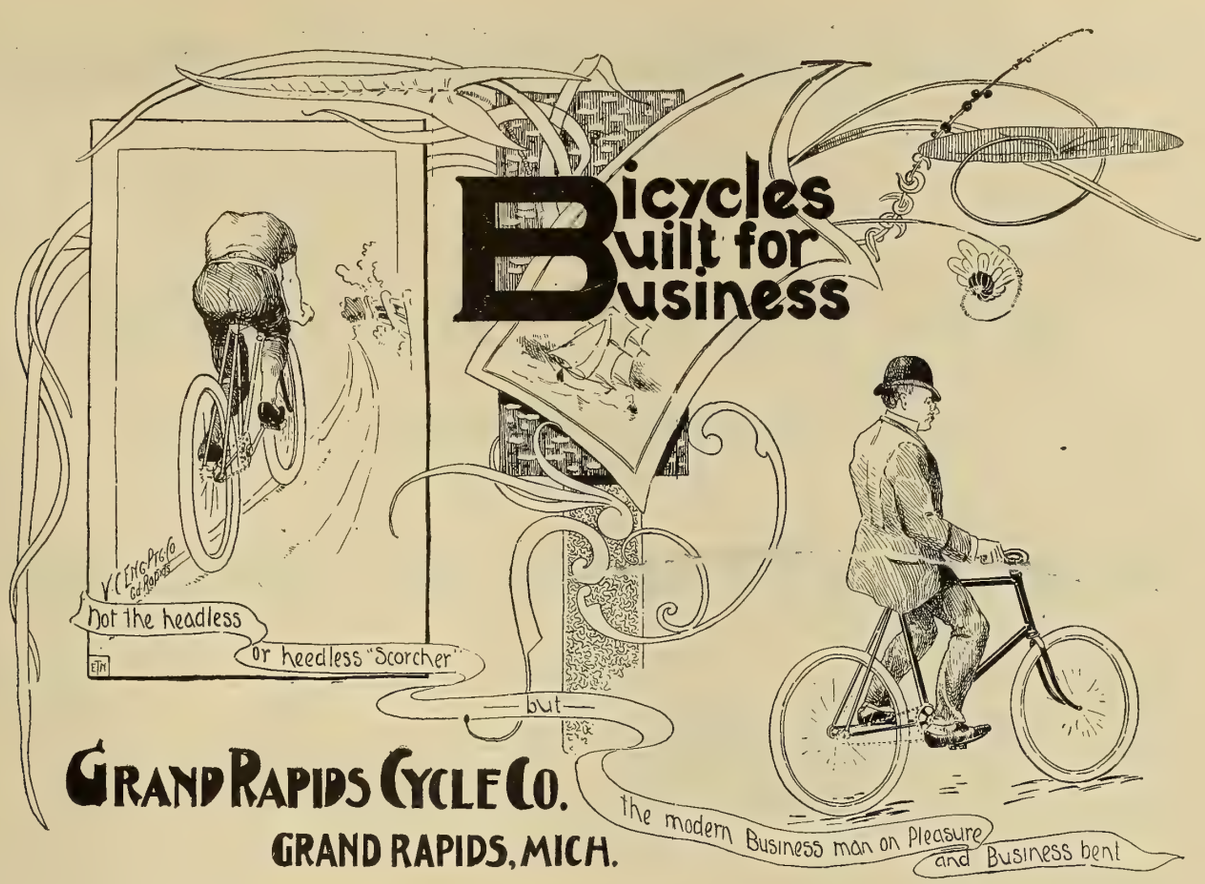
A HUB FORMING MACHINE.

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, has just brought out a hub forming machine. It reports having orders now from the following bicycle manufacturers: Ames & Frost Co., Chicago; Warwick & Stockton Co., Newark, N. J.; Allen Bicycle Co., Indianapolis; Bolte Cycle Co., Milwaukee; Chief Cycle Co., Milwaukee; John Grant Cycle Co., Chicago; Peoria Rubber & Mfg. Co., Peoria, Ill.; Fenton Metallic Mfg. Co., Jamestown, N. Y.; W. L. Marr Co., Chicago; Anderson Cycle Co., Detroit, and the Defiance Bicycle Co., Defiance, Ohio. The main points claimed for this machine are that it is not a special machine, but can be used for drilling hubs, making cones, and forming axles and other parts when the machine is not forming hubs. Tools can be sharpened in their position, stock shifted without stopping the machine, and it can be changed from a hub machine to a regular screw machine in ten minutes. It turns out a rear barrel-shaped hub in less than three minutes and a front barrel-shaped hub in less than two minutes. The company expects to sell at least fifty of these machines between now and January 1. It is compelled to put on a night force in order to enable it to fill orders with promptness.

Selling Lots of Balls.

It keeps the Simonds Rolling Machine Co., of Fitchburg, Mass., busy 23½ hours a day filling orders for Simonds balls, and there are enough orders on hand to keep running the rest of the year. The Simonds company is adding more machinery, and will be able to more than double its capacity next year. At the present time the company is supplying the largest factories in America, Canada, and Europe. G. W. Weymouth and J. B. F. Gay have just returned from the Atlanta Exposition, where the Simonds company has an exhibit.

Eldridge H. Sperry has been appointed superintendent of agencies for west Pennsylvania, Ohio, Indiana, Illinois, and Kentucky for the Monarch Cycle Co.



Mention The Bearings

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ALL HIGH GRADES EXCELLED.

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ANOTHER WINNER

We have completed arrangements

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NORTH AMERICAN RUBBER CO.

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GENERAL UNITED STATES SELLING AGENTS

FOR THEIR LINE OF TIRES AND

SUNDRIES.

MANUFACTURERS

will be interested in the

QUALITY, PRICES, NOVELTIES, and VARIETY

of this elegant line.

OUR REPRESENTATIVES WILL CALL ON YOU AT ONCE.

PARKHURST & WILKINSON

148-164 Kinzie St., Chicago.

95 Reade St., New York.

THE AMERICAN WALTHAM MFG. CO.

Waltham is going to have another bicycle factory, the American Waltham Mfg. Co. being the newcomer. The Waltham Comet will be the name of the wheel made, and competent judges who have seen the machine say that it can not be surpassed. All of the latest improvements, including 1⅛-inch tubing, barrel hubs, etc., are used in the Comet. A new device for fastening the spokes is a feature. The tread is 4⅝ inches. In the crank hanger and rear wheel 1 7-17 inch balls are used and 5-16 inch balls in the front wheel. Invisible joints are also features of the Comet. The machine also has an eccentric fastening for the saddle-post and handle-bar, and a new device for fastening the ball-cups. Twenty-five hundred wheels, in four models, will be made at the new factory. The list prices will be $110 and $125. F. L. McKenzie is the designer of the wheel.

No More Walking.

The Nies Emergency Tire Clamp Co., 114 William Street, Brooklyn, has a good thing, of which it says: "Bicycle riders have long felt the need of some simple, economical invention which would insure them against a long tramp home with a machine made useless by an injured tire which has burst or been torn, cut, or punctured. Such a device is the Nies emergency tire clamp. Small in compass, light in weight, easily and quickly adjusted in case of need by man, woman, or child, causing no injury to the tire or rim, neither jolt nor jar when in use, it is the only contrivance ever brought before the public calculated to inspire confidence during a ride on the wheel. The invention consists in clamping the tire on each side of the puncture, tear, or leaking valve, tightly enough to prevent the passage of air from or into the tube or tire, then re-inflating and restoring that part of the tire between the two clamps to the same height as the rest of the tire by inserting an elastic cushion provided for that purpose. Although, as its name implies, it is designed for temporary use only, it will be found that a tire mended with this clamp can be used for any necessary length of time." The price of this device is $1 per pair.

The New Premier Factory.

The new factory of the Premier Cycle Mfg. Co., on South Avenue, in Bridgeport, is a hive of industry. Machines and tools are being daily received from the Pratt & Whitney Co., the Brown & Sharpe Co., the Garvin Machine Co., and others. A fine nickel-plating plant has been put in, and enameling ovens and tanks are being built. The new models will be made of lighter gauge helical tubing than heretofore, but the tubes will be larger, and the machines thoroughly up to date in every particular. The company expects to have its samples ready by November 1, when it will put its salesmen on the road at once. Over half the projected output of the company next year is contracted for. The western Premier agents have placed an order for 4,000 machines, their territory covering only those states bordering on the Pacific Ocean. Most of the eastern territory on Premiers is already taken, but the middle west, from Chicago to Denver, inclusive, is still unassigned, and the Premier company would be glad to hear from a few responsible houses in this territory with good jobbing facilities, and to whom very favorable terms and a line of wheels that possesses unique features can be assigned.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

"Zimmerman Abroad and Points on Training," for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago.

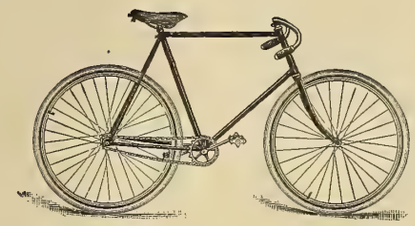
SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

POSITION WANTED.

To travel for reputable house by first-class salesman having eight years experience in southern territory, commanding established trade. Familiar with trade of Mexico and ten southern states. A practical business man, offering high-class representation in exchange for fair equivalent. Desires to make a change immediately. Address: "FLASH," care "The Bearings."

THE TRIBUNE



THE WHEEL OF WHEELS.

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Easy to Sell.

Holds all American records from 100 miles to 24 hours.

All orders can now be filled promptly. Write for catalogue. Apply for agency.

This is the bicycle that has the cycloidal sprocket.

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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 11
CHICAGO, OCTOBER 10, 1895.

ON THE NATIONAL CIRCUIT.

Racing Men "Roasted" at Louisville—Murphy Surprises Every One—Sims Suspended Again.

Two days of racing on the national circuit within the past week have provided many things of interest to the cycling world. The meet at Louisville was a great success as regards the attendance, but with the men it was a failure in many ways. Those who left Louisville for the west possessed what is known as "a dark brown taste" in their mouths, and those who remain have something of the same kind, only a little stronger. This is a fact. The meet was given by some of the dealers of the city, who took up the sanction after the association had dropped it because it lost money on the meet given during the G. A. R. encampment. The dealers wanted to make all the money possible and forced things a little bit too hard. As is well known, the men do not object to the paying of entry fees where such are demanded, but they do object to having it intimated in letters and in the daily papers that they are trying to beat their way out of paying entry fees so that they can put just that much of

The Coin of the Realm

in their own pockets as "velvet." This is the intimation in the *Times*, of Louisville, the evening edition of the *Courier Journal*, of which G. E. Johnson is the cycling editor. Another of the stories,which affected Manager McNeil, of the Morgan & Wright team, and which attacked him personally, was a fabrication throughout. It was claimed Manager McNeil went to the meet promoters and told them that should the entry fees of the men of the Morgan & Wright team be given him he would allow the tandem team, Van Herik and Lund, to pace. Mr. McNeil was never asked for the use of the tandem team, and as a matter of fact told the men to hold themselves

In Readiness to Pace the Mile Open

should they be asked. The papers connected with the Fountain Ferry Association, through their cycling editors, went so far as to say that the committee would see that the firm represented by Mr. McNeil was notified of the trouble.

The Louisville managers gave the worst prize list of the season. For a national circuit meet to give such prizes seems far away from the intent of the national circuit sanctions which is to secure the great men of the year in competition for first-class prizes. Imagine such men as Bald, Cooper, Murphy, Coulter, Gardiner, Ziegler, Bliss, Kiser, Wells, Terrill, Anderson, De Cardy, Barnett, and others competing for a prize list like the following: Two-third mile, diamond scarf pin, $35; bloomer suit, $10; racing shoes, $3.50. Two-mile handicap, gold watch, $50; sewing machine, $35; sweater, $5. One-mile open, Class B, gold ball, $75; gold ball, $25; gold-headed cane, $3.50. Quarter-mile open, Class B, rifle, $19; shaving mug, $10; opera glasses, $5.

The mile open was the only race with prizes that the men sought, yet

The Field of Starters

in nearly every race was nearly a dozen and the events of the very finest competitive style and close and interesting. Yet they say that these men are not amateurs! Certain it is that the men will never be drawn into another race meet without first seeing the prize list.

St. Louis is past and the men fought great races there. Murphy won where he should have won, and rode some of the races of his life under the eye of the man who preferred the charges against him with the Racing Board. Murphy and Mr. Robert had talks together during the day and a wire was sent at once to Mr. Gideon to withhold action on the charges until some sensational affidavits that Murphy and Young made could be sent on.

The Western Party

has resolved itself down to the following with their trainers: Bald, Cooper, Bliss, Kiser, Murphy, Wells, Terrill, and Maxwell, with the possible addition of two men not to be named until they start. After the last meet at southern California points the entire party will return to San Jose and lay there for a time in attempts for the records, paced and unpaced. Arrangements are now being made for the pacemaking. The entire party numbers eighteen, and will travel in special cars throughout.

Two men have been suspended during the past week. Sims had started for the coast for the second time this year and was called back. Sims was called back last spring by Colonel Pope, and this fall it is by Mr. Gideon. E. H. Tellam, trainer of Coulter, has been given what seems to be a very unjust sentence of a year. He was the manager of the Falcon team on the coast last spring and had Ziegler, Coulter, and Harbottle with him. At the indoor meet at San Francisco the trouble occurred which has

Resulted in Tellam Being Barred from the Track

for a year. The presence of the men was desired at the meet but Tellam was not willing that they should risk their necks on the track. He was offered the training expenses of the men to get them into shape for the meet and accepted by the orders of his house. When the meet came off Ziegler fell the first night and injured his shoulder. A large percentage of the men who competed were injured. Tellam refused to let his man ride again and told Mr. Irving, the promoter, that he would not ask for the $200. Then Mr. Irving went to Ziegler and bargained with him to ride an exhibition mile for a diamond, which Tellam refused to let him do.



C. S. WELLS, THE CALIFORNIAN.

Murphy Makes a Big Gain.

In the percentage table Murphy has made the stride of the week, having increased his percentage a number of points. Bald has been beaten by five men and has beaten many times that number. His percentage remains the same. The great number of wins of Bald is affected by the loss column quite considerably when that column is increased. In points this week Bald and Cooper are exactly tie.

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	125	$4,740	MacDonald	25	$707
Cooper	125	3,803	Rigby	19	686
Cabanne	84	3 255	Bird	9	580
Titus	55	2,246	Scott	18	504
Murphy	64	2,068	McLeod	23	483
Gardiner	47	1,764	Helfert	15	475
Jenny	45	1,688	E. C. Johnson	19	425
L. C. Johnson	46	1,640	L. A. Callahan	11	415
Bliss	46	1,396	De Cardy	15	415
Maddox	40	1,295	Church	4	410
Kiser	31	1,240	Allen	12	405
Ziegler	35	1,170	Kennedy	16	325
Brown	33	1.010	M. Wells	13	260
Coulter	30	860	Butler	11	300
Sims	24	750			

The above table shows in points and actual value the winnings of the

men on the national circuit, three being counted for first, two for second, and one for third.

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started.

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Spalding	2	83	139	139	0	.717	.717	.000
Humber	1	49	64	56	8	.670	.645	+.035
Monarch	2	91	171	158	13	.665	.659	+.006
Columbia	3	113	174	161	13	632	.609	+.023
Cleveland	2	29	29	29	0	.555	.555	.000
M. & W.	7	153	167	160	7	.485	.533	—.048
Stearns	4	102	96	96	0	.510	.508	+.002
Orient	1	29	45	45	0	.527	.527	.000
Sterling	2	83	73	73	0	.432	.432	.000
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	.316	.000
Lovell	2	4	11	11	0	.315	.315	.000
America	2	23	16	16	0	.315	.315	.000
Syracuse	3	33	25	19	6	.234	.311	—.077

—F. Ed Spooner.

BALD AND COOPER DIVIDE HONORS.

St. Louis, Mo., Oct. 5.—"There, I wonder if they will think that is faked," said Charley Murphy today as he came from the track after the greatest mile open race he had ever won. It was at the national circuit meet of the West End Athletic Club at the Pastime grounds. Three to four thousand people had gathered to see the races, and this in itself was a refutal of the charges that B races were faked. In that crowd were many friends of the men suspended, of whom Murphy was the only one present. Murphy was cheered after his win for it was a fine one. So was Bald for his great victory in the two-mile open, in which he defeated Cooper. Bald successfully worked his great "Cannon Bald" sprint in the half, after Murphy had made a clever sneak.

Wells, the Big Californian,

showed plainly that there is the right stuff in him, when in the two-mile handicap he sprinted gamely and strongly, and won from Bliss by a length. Altogether it was a great day of sport, and there were not so many of the B men present either.

In some of the races there were eight and nine starters, but this was just enough to keep heats from being run. The Monarch team managed to gain one point over the Columbia at Louisville, or rather managed to hold its own. The Columbia team now consists of Bald alone, Sims having been unavoidably called back home by an edict of the Racing Board, which has placed him on the suspension list for thirty days again, spoiling his trip to the coast. Last spring Sims was called back by the order of Colonel Pope, and this time it is by the order of Gen. George Gideon, backed up by Colonel Pope.

Those Suspensions.

Murphy and Young had talks with D. W. Robert, of the Racing Board, today and everything was apparently pleasant. Murphy is reticent tonight, but Young is not, and somehow the report has gotten around that something is going to drop. In fact, at the present time Robert, Young, and others are in consultation, and Chairman Gideon has been wired to wait for further proofs, which Mr. Robert will send. St. Louis seems to be unanimous in the opinion that a mistake was made in calling the races fixed races, no matter what the intentions might have been. The races seemed honest and the *Globe Democrat* has taken the wheelmen's side of the question all through.

But this is wandering from the subject. The race of today was the mile open, and the Syracuse quadruplet was placed in to pace,

The First Quad Ever Seen in These Parts.

The men made a great rush for the pacemakers, as usual, but Cooper was carried away past by his great spurt. Bald, too, went by, up past Cooper, the two falling back. Bald then had the position and Cooper was second





Kiser third, and Murphy fourth. As the quad dropped, Bald and Cooper were seen to start around the inside, followed by Kiser. Murphy, watching for his chance, played his little game of pole jumping and came through with a rush on the inside. Bald and Cooper awoke with a start and started a terrific sprint in the stretch. Murphy had gained a good lead and Bald was within a foot of him when Cooper gave a little jump and landed second by an inch. Kiser and Maxwell fought gamely and ran fourth and fifth. The time, 2:04⅕, is state record, breaking 2:08⅗.

Another State Record Fell to Bald

in the two-mile, when he ran a length or more ahead of Cooper in a runaway finish in 4:24⅗. In the half-mile Wells made a jump, but too soon, and Murphy overhauled him. Bald had a poor position, but came grandly and about twenty yards from home shot out ahead of Murphy, winning by a foot. Murphy held gamely to his fight and won second, a foot ahead of Cooper, who was a foot ahead of Kiser.

Kiser and Bliss, at sixty yards, were practically the scratch men in the two-miie handicap and exchanged pace until they caught the field, when the race became a loaf. At the bell Wells started strong and finished a half length ahead of Bliss, who had

Worn Himself Out in Pacing

to catch the field. Terrill, the big Californian, came well into third place.

In the A races, A. G. Harding was the strongest rider, winning the handicap in the prettiest finish of that class of the day. In special races F. W. Buckley, a gentleman forty years of age and a prominent business man, managed to break the third-mile competition record twice in the day, winning the Robert medal for age-limit events. Mr. Buckley made his distance in :44⅕ the first time and later lowered that to :43⅗.

Summaries.

Half-mile open, Class B.—Bald, first; Murphy, second; Cooper, third; Kiser, fourth. Time, 1:10⅕.

One-mile handicap, Class A.—A. G. Harding, 15 yards, first; Stade, scratch, second; Laing, 35 yards, third. Time, 2:15.

One-mile open, Class B.—Murphy, first; Cooper, second; Bald, third; Kiser, fourth. Time, 2:04⅕, state record.

Half-mile open, Class A.—Stade, first; Harding, second; Hattersley, third. Time, 1:05⅘.

Two-mile handicap, Class B.—C. S. Wells, 120 yards, first; Bliss, 60 yards, second; Terrill, 105 yards, third. Time, 4:52⅕.

Two-mile open, Class B.—Bald, first; Cooper, second, J. C. Coburn, third; Maxwell, fourth. Time, 4.24⅘, state record.

WESTERN BOOMERS START.

St. Louis, Mo., Oct. 8.—The party for the western circuit left St. Louis this evening via the C. B. & Q. Railroad and will travel to Denver by that route. From there the Denver & Rio Grande route will be followed to Salt Lake City, where the Southern Pacific Railroad is met. There will be from fifteen to eighteen and perhaps twenty in the party. Bald, Cooper, Murphy, Bliss, Kiser, Wells, and Terrill will start with the party, and Coulter, Ziegler, and Gardiner have promised to join later. A special sleeper will carry the men, and this sleeper will be a curiosity to the men of the west, for it will be covered with advertisements. Every city visited will be flooded with advertising matter, and in many ways the trip will be remembered by the cities visited. The connections are close in all cases. The circuit chasers will meet worthy foemen on the coast, as is shown by the good riding of Foster, Edwards, and others in the late circuit races. The presence of these men on the western circuit has already been felt, for the addition of meets on the California circuit is noted in the western papers. Bald, Kiser, Cooper, and others will winter there. This trip will be the greatest boom to cycling that the sport on the coast ever received, and it is very probable that others not mentioned will join the party before very long.

ONLY TWENTY-ONE DROPPED OUT.

Terre Haute, Ind., Oct. 7.—The largest century run ever given in the west was run from here to Cayuga and return yesterday. There were 130 starters, of whom 109 finished, which was certainly remarkable, considering the fact that the last forty-five miles were ridden in a rain which rendered the roads almost impassable in places. The start was made at 6:20 in the morning, and after riding to Cayuga, two hours were spent over a most excellent dinner, the leaders reaching home at 10 p. m.

CHICAGO ROAD EVENTS.

No Races Saturday—First Serial Contest for the Juul Trophy—Westcott and Smith Again Balked—Woman's Elgin-Aurora Record Lowered.

For the first time in many weeks a fair-weather Saturday passed in Chicago without being made the occasion of a half-dozen or more club road races. These weekly events, run on the well-known courses in the different sections of the city, have been perhaps the most distinctive feature in local cycling affairs this season. The leniency on the part of the park and city authorities has been taken advantage of to such an extent that fears have been entertained that the annoyance to other users of the boulevards would be so great that road racing would suddenly fall under the ban of the officials and be prohibited altogether within the city limits. This has not occurred yet, although almost every Saturday during the past season has seen the most frequented boulevards, particularly on the North and West sides, in use for hours together by the cyclists, almost to the exclusion of carriages and horses. The growing frequency of these road events, if it continues, must sooner or later call forth the protests of those who, although not cyclists, are equally entitled to the use of the streets. Might it not be well, therefore, to reduce the number of these road races next season, or run them on the best roads to be found outside of the city limits?

The Columbias Ahead in the Juul Cup Contest.

The first three heats in the interclub contest for the Juul-Viking silver trophy were run Sunday morning by the clubs composing the Northwest Side Cycling Clubs' Team Association on the Palmer Square course, the start being made at 8 o'clock. Between 3,000 and 4,000 people collected to witness the contests, and by crowding onto the course interfered a great deal with the riding. The weather being favorable, and the course in good condition, the racing was fast and the finishes exciting. The five heats necessary to determine the winning club might have been run Sunday if two of the contestants had not been temporarily disabled. The two remaining heats will be run next Sunday. The cup must be won three times to become the property of any club. The Columbias are now in the lead by a margin of fifteen seconds. The Norwegian Turners did not start in the races, and the West Sides, Garlands, and Clovers dropped out of some of the events, so that the competition is now only between the Columbias, Irving Parks, Æolus, and Vikings, whose average times made Sunday were respectively 13:05, 13:20, 13:27, and 13:50. The times made in the two heats next Sunday will be added to these averages and the winning club of the first of the three trials will be determined.



Hart Hanson, of the West Sides, Won the First Heat

in 12:48⅖, which was the best time made in any of the three heats. M. C. Peterson, of the Garlands, finished close behind him in 13:52⅕, the Columbia man, F. Schinner, taking third place. In the second heat F. J. Radloff, of the Columbias, won in 13:13⅗, H. Strothotte, of the Viking Club, taking second place in 13:13⅘, with H. A. Button, of the Æolus, third. The third heat was the most interesting of the day, the positions taken at the start, with Al Flath, of the Columbias, in the lead next the pole, being maintained all the way around the course until the straight stretch on the last turn was reached, when R. R. Ropp, of the Irving Parks, and T. Solum, of the Æolus, jumped ahead and overtook Flath, coming down the homestretch neck and neck with him until within fifty yards of the tape, when he made a fine sprint and finished first. His time was 12:57. Ropp finished two-fifths of a second later and Solum two-fifths of a second after him.

They Need a Mascot.

C. A. Westcott again met with misfortune in an endeavor to lower the American century road record. He was favored with good roads and fair weather, and had abundant pacing by tandems and single wheels. Leaving the Lincoln C. C.'s clubhouse at 6:25 in the morning, he reached Evanston in twenty-seven minutes, his pacemakers running into a cow on the way and he riding over them. At 8:48 he reached Waukegan, where he had a rub down and something to eat, and then started back. Before he had gone far his rear tire gave out, and he discovered three nails in it. Repairs were made and he started again, but the tire exploded and he had to return to Waukegan, where repairs took so long that the attempt had to be abandoned.

A. E. Smith also made another attempt to lower the twenty-four-hour record for America, starting at 7 o'clock Sunday morning over the Libertyville-Wheeling-Shermanville course. After riding eleven hours he was forty miles ahead of schedule, but had to give up the ride on account of the rain.

Mrs. Bunker Rides the Woman's Century Down.

The woman's record for the Elgin-Aurora 100-mile course was reduced last Sunday to 6:56:00 by Mrs. George Bunker, who, as a member of the Unique Cycling Club, has won considerable notoriety by long-distance performances. The last seven miles of the course were ridden in the rain, which tended to decrease the speed. Miss Tillie Anderson, who started over the same course about fifteen minutes after Mrs. Bunker, finished in 6:59:30. She was paced by teams from the Monitor Cycle Club, and her escorts say that she was ahead of Mrs. Bunker's time at Lyons, on the return trip, but was delayed fully three minutes by the breaking of her saddle. The male record for this course is held by Arnold Westcott, whose time is 6:03:00.

Wheelwoman Killed by a Horse.

While riding home on her bicycle from the Garfield Park track last Saturday night, Mrs. Emma Shaw, wife of Dr. Siremba Shaw, of 132 Halsted Street, was run down from the rear by a runaway horse belonging to E. W. Burke. The animal had become frightened by the noise of some spectators cheering and yelling at a baseball game, and throwing from his back Mr. Burke's young son, who was riding him, dashed upon Mrs. Shaw, knocking her from her wheel and fracturing her skull at the base of her brain, which proved a fatal injury. She was unconscious when picked up, and did not recover before she died at 7 o'clock in the evening. Those who saw the accident and went to her assistance were unable to identify the woman until it occurred to them to examine the collar on her pet dog which was with her, and there they found her name and address. Mrs. Shaw has lived in Chicago for a number of years and was an enthusiastic worker for the interests of the Ideal Cycling Club, the West Side wheelwoman's organization. The rider of the horse was exonerated from all blame, as the horse had thrown him before running over his victim.

Plans for Jackson Park.

Chicago cyclists will hail with pleasure the announcement that the plans for the improvement of Jackson Park contemplate the construction of three cycle racing tracks in the southern part of the grounds. One of them is to be a half-mile circuit, and the two others a quarter-mile in circumference each. A large grand stand will be erected on the larger track, with all necessary appointments for the holding of race meets. In addition to these tracks, there are to be erected in different parts of the park no less than a dozen resting places for bicycle riders, where they may find shelter from the rain, or may check their wheels while they wander about the grounds, or engage in any of the athletic or gymnastic exercises for which provision is also to be made.

Against Sunday Racing.

The Lincoln Cycling Club must go on record as the first in the city to take a decisive step against racing on Sundays. At a late meeting of the directors of the club resolutions were adopted condemning the practice and disapproving of any of its members entering or competing in races of any kind on that day. The resolutions declare also that "the road officers of the club are not authorized or permitted to take any official part in any race of whatsoever name run on Sunday."

Klufer Won First and Time Prize.

The Sylph C. C. ran a five-mile handicap road race last Thursday afternoon. Alfred Klufer won both first time prize and prize for first position. His time was 13:48, his handicap being 1:30. H. White finished in second place in 14:29, and A. Rueble took third position. J. Loeb, who was expected to win the race, did not ride as well as usual, but took thirteenth place, starting as a scratch man. He, however, won second time in 14:05. Howard Shaw, another scratch man, broke his wheel at the start and had to drop out of the race. J. T. Fisher punctured his tire and had to withdraw also.

CLEVELAND WILL MAKE A BID.

CLEVELAND, OHIO, Oct. 7.—Cleveland, or rather the Cleveland Wheel Club, will in all probability make a bid for the L. A. W. state meet next year. The city is then to have a centennial celebration, and the management, which is already outlining its programme, is anxious to secure the meet and has offered the club its support and co-operation to secure and run the same. No better opportunity will ever be offered for Cleveland to try her hand at entertaining, and it is pretty certain to be a go.

The C. W. C. is to have a blue ribbon meet on October 19. The club lost a considerable sum upon its labor day races, and the committee in charge has been cudgeling its brains ever since studying how to get even. The above is the result. At first the affair was laughed at, club men arguing that riders were not hustling for blue ribbons. Later developments, however, go to show that the races will be a success if entries mean anything. It was proposed to make it purely local, but out-of-town riders are asking to be allowed to compete, and they will undoubtedly be accommodated.

Chas. Schable, the latest New York-Chicago crank, passed through here Thursday wearing a yellow sweater that outshone the sun. At this point he was four hours behind Searle's time, having been arrested and detained in Sandusky upon suspicion of having stolen the Stearns wheel he was riding.

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GEO. K. BARRETT, EDITOR.

PROOFS VS. TALK.

The publishers of the *Referee* are in a box. Startled by having their methods of doing business made public, they have attempted a defense that is a practical admission of guilt. It is easy to pass the lie, and they have done that. But passing the lie proves nothing. It has also published two letters, omitting the signature, which, as we stated last week, were dictated by the *Referee's* business manager. To bear weight a letter must have a signature, but in the present case we doubt if a signature would not rather detract from than add to the communications. The paper says that we have been guilty of a "malicious perversion of the truth." If that is so, we are liable for damages, and the injured publishers should, at once, have taken steps to protect themselves in law. It is a little strange that they have not done so, but we invite them to proceed even at this late day. We have just seen the last of libel suits aggregating $150,000 and are feeling lonely.

To those interested we shall be glad to submit documentary evidence that will convince the most skeptical of the entire truth of what we have said.

In its desire to "get even" the paper has resorted to means that are, on their face, disreputable. An attache, of the *Referee*, who also has access to the columns of the Chicago *Times-Herald*, promptly wrote for that paper an article headed "About the Cost of Bicycles—They can not be Marketed as some People Think," which credited us with the statement that "certain high-grade bicycles cost not more than $40 each." This article the *Referee* Publishing Co. has scattered broadcast through the trade, and did it with a promptness that shows the animus of the publication in the *Times-Herald*. We said that certain bicycles were sold—they were sold in thousand lots—at about $40. We did not say that they were high-grade or that they could be marketed to the consumer for that price. We recommend our editorial of two weeks ago to the perusal of interested persons.

In the meantime we repeat: What is the use of selling goods to agents at from 20 to 40 per cent off when you can sell to the *Referee* at list price?

IN THE HANDS OF YOUNG MEN.

The rapid development of cycling has had the effect of making it perhaps more than any other, a young men's business. All the branches of industry connected with the mannufacture, sale, and use of the wheel are noticeably filled from the ranks of the younger men. Middle-aged and old men are the exception. The companies which have entered into the manufacture of bicycles during the past two or three years have been composed of comparatively young men; the workshops are filled with young men; salesmen on the road and in the retail trade have not yet reached the prime of life; racing men are all young, many of them mere boys; and the cycling press is composed for the most part of energetic young men. The cycling industries have only attained to their immense growth during the past five years, so that none of the men engaged in the business in any of its lines have had time to grow old in the service, and naturally those taking up the production and sale of wheels as a means of livelihood have been young men who had not grown proficient in some other line of industry, but were ready and eager to learn and enter into any new line of work that promised a brilliant future.

No doubt another decade will see many middle-aged men engaged in the various branches of industry connected with cycling, for it is scarcely to be supposed that the present boom in the business will continue for many years, and, while of course, the ranks of the racing men will be constantly filled by young blood, it is probable that those holding positions requiring experience and business qualifications will continue to hold them against the newer comers. But at the present time the interests of cycling, in all its branches, are almost wholly in the hands of the young men of the world.

REAL ESTATE JOURNALS AS ALLIES.

The real estate journals, strange to say, are about the only ones which have found that the bicycle stimulates rather than interferes with the trade which they represent. After the accusations made by the tobacco, the horsemen's, the laundry, jewelry, piano, and numerous other trade papers, it is refreshing to have the real estate journals come forward with the statement that cycling has benefited the trade, particularly in the suburban districts. The reason why the out-of-town lots and houses have been freely bought lies, no doubt, in the fact that the bicycle, in addition to annihilating distance and apparently bringing the suburbs nearer town, has helped to increase the urbanite's love of nature by showing him more frequently the natural beauties of the country scenery.

The real estate journals might prove useful allies in the matter of road improvement, for they could point out to their readers the beneficial effect of providing good roads past their property as an inducement for the cyclists to come that way, and to purchase property adjacent to such improved thoroughfares.

What about the motor vehicle when the snow covers the ground? It is all very well to predict great things for the horseless carriage, for no doubt it is coming, and coming to stay, and will become an important factor in our daily life. But the horse dealers need not grieve, or carriage builders feel apprehensive, until the attention of the inventors is actively directed to the subject of motor propelled sleighs. Undoubtedly these will be produced in the course of time, but until that time comes the demand for horses and sleighs in the winter will be fully as brisk as ever, for we all enjoy a ride in a cutter behind a fast horse as we enjoy nothing else, and it would not be surprising if the habit of outdoor riding cultivated by the bicycle would increase the desire for sleighriding. Will the fellow with the bicycle girl then be the victim of the ruling passion, which he has assisted to cultivate?

Not since the days of the stage coach have the roadside taverns and public houses enjoyed the prosperity which is now returning to them, as an effect directly traceable to the influence of the bicycle. With the advent of the steam railroad, travel on the turnpikes practically ceased so far as long journeys necessitating stops for meals and sleeping accommodations were concerned, but the long-distance record breaking propensities of the cyclist and his love of touring have greatly stimulated the decadent business of the wayside hostelries in the smaller towns, especially in the eastern states.

No better illustration of the widespread interest in cycling can be cited than the fact that a great deal of space in some of the farm implement trade journals is devoted to bicycles and motor vehicles, with illustrations and descriptions of new inventions in the line of each. When it is remembered that the greatest opposition to the bicycle, and the movement for good roads which grew out of its use, was offered by the farming element, the victory of the bicycle, as proved by the fact that almost every county fair is the occasion of a race meet, seems complete.

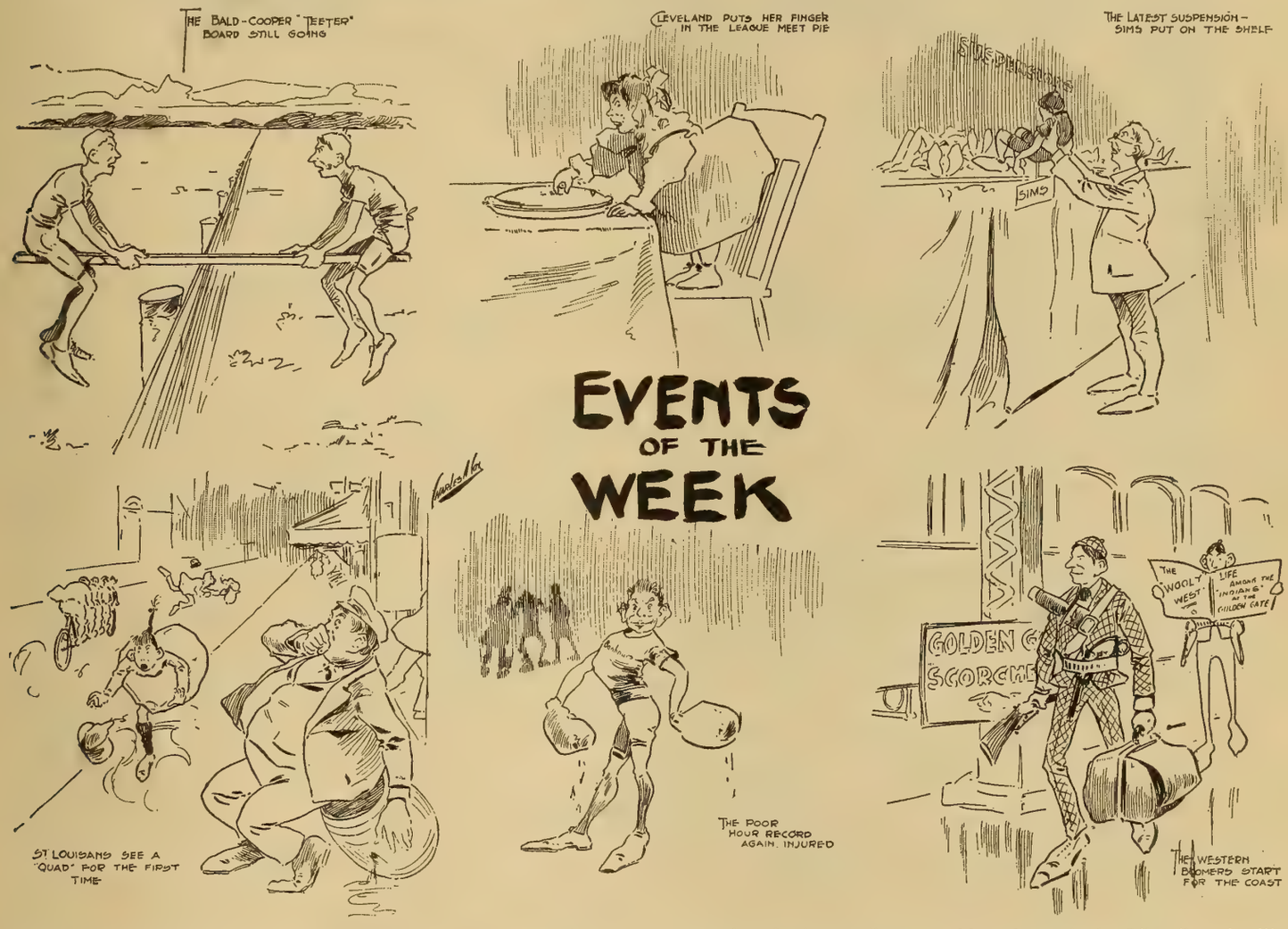
Racing men are having a hard time of it these days. They have to dance to the music of Gideon's band, are accused of trying to "knock



down" entry fees, have to take prizes of half the advertised value, and suffer indignities that would drive an ordinary man to playing golf or cricket. But the crowning blow is the "blue ribbon" meet, which is daily becoming more popular. Syracuse started the fad and now Cleveland is trying to induce Ohio riders to ride for the same prizes. Where will it end? Will the racing men soon be forced to work for a living?

When will long-distance record breakers learn that it is folly to try to deceive the public. Another racing man, wearied by a long ride, has listened to the tempter, and according to a Sandusky paper, took a train. This time it is Shabel, the Frenchman, who is accused of taking a train from out of Sandusky on his way from Chicago to New York.

From reports received from Louisville it would seem that the racing men received anything but fair treatment in the city where is located the fastest track in the world. Such a miserable lot of prizes would be hard to find outside of a third-rate county fair. But that was not all. Some of the men were even accused of trying to beat the promoters out of their entry fees, so that they, the racing men, could "knock down" the money.



Another evidence of the greatness of the wheel. There is a new political party in New York nicknamed "Goo-goo." The reason for this appellation is not given, but we presume that it was bestowed with the hope that it would hold the factions of the party as closely as the goo-goo of the cycling world holds a patch on an inner tube. Surely the name will stick.

SOMETHING ABOUT ALUMINUM.

The French must be considerably behind the Americans in the manufacture of bicycles, if we may judge from the prediction made in the *Revue Velocipedique* that the day will come when we will see bicycles made of aluminum. There are already a goodly number of aluminum bicycles in use in the United States, and it is likely that with the invention of more perfect processes for recovering the metal from the clay of which it is a constituent part, and the consequent reduction in price, it will be still more generally used in the construction of bicycles as well as in articles of domestic utility and in machinery of various kinds.

In 1870 aluminum cost $6 a pound, but the price has since been reduced to 50 cents, and the Aluminum Co., Ltd., of Birmingham, Eng., has recently introduced a process by which it is claimed the price will be further reduced fully 60 per cent. The inventor of the process, H. Y. Castner, of New York, has devoted much time to research in this important matter. He erected a model factory at Lambeth a few years ago, and convinced the most experienced metalurgists that he could manufacture sodium at one-fifth and aluminum at one-third their respective prices. Sodium is used extensively in some of the various processes of extracting aluminum, which is

By far the Most Abundant Metal in Nature,

the scientists of last century having discovered that it is the substance which, in a simple combination with oxygen, forms the base of clay and alum. From 1807 to 1820 Davy, Berzelius, and Œrsted unsuccessfully undertook to separate aluminum by an electric current. In 1854 St. Clair, Deville, Debray, and Morin were finally able to manufacture it.

Aluminum is, as we all know, much lighter than common metals, its density being only a trifle more than 2½ times that of water, but by rolling this becomes 2.67, which indicates that the molecules are brought closer together. It is very malleable, and can be forged hot or cold with as much ease and perfection as silver or gold can be worked. Like silver, it will take a dull grained finish which is very beautiful, and which it will preserve indefinitely in the air. This finish is obtained by plunging the metal for a moment into dilute caustic soda, washing it with water, and then soaking it in concentrated azotic acid. In this way all foreign matter in the aluminum, except silicum, of which it has a large proportion, dissolves and leaves the metal very white.

Some of the Properties of Aluminum.

Aluminum can be polished and burnished easily, but a mixture of stearic acid and turpentine must be used between the polishing and burnishing, finishing with pure turpentine. It melts at a higher temperature than zinc, but lower than silver. It is a good conductor of heat and electricity, and is feebly magnetic. When perfectly pure, it is unchangeable in either moist or dry air, even at a high temperature, but when alloyed with other metals it loses this property. Aluminum can be alloyed with iron, zinc, copper, tin, and cadmium.

This metal is used in the German army for the making of cans, plates, helmets, and kettles. In Russia gun-carriages are built of it. One of the great uses to which aluminum at a low price will be put, is the manufacture of aluminum bronze. The use of the metal in many other articles for which it is well adapted only awaits the reduction in price to become general.

REGAINS THE HOUR RECORD.

Bouhours, the French Crack, Rides Nearly Twenty-nine Miles in Sixty Minutes—French News.

PARIS, Sept. 27.—Twenty-nine miles less 250 yards, or 46.440 kilometers, are the latest figures for the hour in France. In spite of a terrible spill and an accident which happened to one of the pacing quads, Bouhours covered last Wednesday, at the Municipal track, 46.440 kilometers in the hour, beating the world's record and Michael's best by 438 meters.

At 5:30 p. m., the start was given to Bouhours and to the Miscopain brothers, Maillard, and Goupil team. The latter intended also to lower the hour record for quads. The first lap (400 meters), standing start, was covered in :32 and the second in :25. The pace then became terrific. Bouhours' schedule was to cover the lap in :31, but he gained perceptibly on every circuit. The ten kilometers were covered in 12:42⅕ (Barden's record 12:13⅗).

Bouhours Appeared to be Riding Easily

and without effort, and was continually urging his pacemakers to go faster. At the fourteenth kilometer the back tire of a triplet exploded, causing the riders to fall. The Miscopain quad, which was behind, could not avoid the spill and came a terrible cropper. Bouhours dashed into the jumble and fell heavily, cutting a deep gash on his knee and bruising his right arm badly. Notwithstanding a bent handle-bar and broken pedal he jumped into the saddle again and went off at a rattling clip. All the riders were more or less seriously hurt, and Maillard, who was struck by the quadruplet, was injured so as to necessitate his removal to the hospital.

Bouhours continued to ride well, his time for the twenty kilometers being 25:52⅗ (Michael's record, 25:16). Darkness then began to set in. At the thirtieth kilometer

Bouhours got Inside the Record.

Just before the finish another accident occurred. A tire again exploded, this time on a quadruplet, but luckily no one fell. Bouhours had to slacken up and lost about ten seconds. When Mousset fired the pistol announcing the end of the hour it was quite dark. Had it not been for the spill, and had the attempt been made earlier in the day, Bouhours would probably have covered thirty miles in the hour.

The following table gives the records broken:

	BOUHOURS' TIMES.	PREVIOUS RECORDS.
30 kilometers	38:38⅘	38:46 by Michael
32 kilometers	41:12	41:25⅗ by Michael
34 kilometers	43:47⅖	44:09⅗ by Michael
36 kilometers	46:27⅗	46:46⅖ by Michael
38 kilometers	49:01⅖	49:20⅖ by Michael
40 kilometers	51:38⅕	52:03⅘ by Michael
42 kilometers	54:14⅘	54:45⅗ by Michael
44 kilometers	56:51⅘	57:25⅖ by Michael
46 kilometers	59:27	59:59⅘ by Michael
1 hour	46.440 kilometers	1 hour, 46.2 kilometers by Michael

Banker Nearly Caught Napping.

Banker and Gougoltz won the two principal events, G. Clement, H. Huret, and Jallu scored in the first triplet race ever given at the Seine track; and Ravault, in the absence of Dunwoody, won the race for amateurs. Such is the summary of last Sunday's race meeting at the Velodrome de la Seine.

Morin did not start in the 2,000-meter scratch race, giving Banker an easy victory. But Anthony—who would have thought it?—played an unexpected role in this race in nearly taking Banker by surprise when the American thought he had settled all of his opponents. Anthony is a clever tactician, and his vast experience in racing always renders him dangerous in the last fifty meters. In the ten-mile the regulating of the pacing was left to the officials, whose instructions the triplet and quadruplet teams were supposed to obey. This arrangement did not work smoothly, and one of the teams, which refused to pace Gougoltz when he had the lead, was fined and barred out of the triplet race which followed.

Gougoltz was the Victim of Poor Pacing,

but luckily for him his speed told and he won easily. The French crack rode splendidly. Tom Linton must also be congratulated on his fine performance, and if the pacemakers of Bouhours (who pulled off a pedal at the start) had not gone to the rescue of Gougoltz, he would very likely have won the race.

Lesna's ride was a disappointment to his friends. He was well paced, but he appeared to be a bit overtrained.

The scratch race was run off in five heats, including a consolation heat for those who were unsuccessful in the different series.

Banker Won His Heat

as he pleased, having only Hermet and Lumsden to beat. Gougoltz and Jacquelin arrived first in their respective heats, and Anthony won the consolation, which included eight men. Louvet and Piette were shut out in this series, and consequently were not in it at the finish.

In the final the men separated at the start and formed into two groups, one riding close to the railings. The positions remained the same until the last lap was entered, when Gougoltz jumped, closely followed by Jacquelin and Banker. As the bunch rounded into the homestretch, it looked as if the American, who was then in third position, would not be able to pass. An opening was made, however, and Banker shot by Gougoltz and Jacquelin, and it seemed as if he would win sitting up, when Anthony came rushing up alongside the railings and nearly surprised George, who was not expecting danger from that quarter.

The Event of the Day

was a ten-mile race, with pacemakers, which fell to Gougoltz. Tom Linton was second at fifty meters, Lesna third, three-quarters of a lap behind, and Lumsden fourth, a full lap separating him from the winner. The time, 21:12⅕, was good (record time, 20:48 by Michael). Antony and Jacquelin quit soon after the start.

Lesna, paced by a triplet, was the first to get away, followed by Gougoltz. The latter, having passed Lesna, shouted to the pacing team to "hit up" the pace, which they flatly refused to do. Luckily Bouhours' pacemakers came to the rescue and Gougoltz soon had a good lead on the field. Shortly afterward, Lesna had to give way to Tom Linton who was riding splendidly, and who, in a very short time, caught up to Gougoltz, whom he passed.

The famous Lamberjack triplet team then put in an appearance, and, picking up the French crack, pulled him along at such a pace that

He Again Took the Lead.

Linton, however, was not to be done, and, riding at a steady and regular gait, he gradually forged ahead, and, when half the race was over, he had a lead of over 100 meters. After a hard struggle Gougoltz succeeded in joining the plucky little Englishman, and the two stuck together until the last kilometer, when the Lamberjacks again took the Frenchman in hand, and, sprinting away from the others, they passed the post with fifty meters to spare. Linton had no pacemakers at the finish, but in any case he would have been beaten in the final sprint.

The triplet race was run off in heats of 3,000 meters and a final of 5,000 meters. Five teams faced the starter for the final, and, although the track is one of the largest in France, it was

Feared that Accidents Would Happen.

Soon after the start the Gras team quit with a deflated tire. The pace was smart toward the finish, each team struggling to obtain the pole. The Clement team secured the lead in the backstretch and won easily, the Echard team taking second honors.

Morin raced at Montbeliard and won all the events in which he competed.

Houben, the Belgian crack, is not well, and, it is said, has made up his mind not to race in the Grand Prix de Paris. He was beaten in a match by the tandem team Gurascier-Depage, last Sunday in Brussels.

Arthur Linton failed to win his match with Fischer at Amsterdam last Sunday. He was conceding a mile start in fifty kilometers, but only succeeded in lapping his opponent four times. The track was a five-lap one. All Dutch records from ten kilometers upward were broken by Linton.

QUAKERS RACE IN DELAWARE.

WILMINGTON, DEL., Oct. 5.—The Warwick Wheelmen's meet today was of the gilt-edge order and largely attended. The track was in fine shape, the wind favorable, and as a result the time was pretty fast; one record, the Delaware mile, was reduced five seconds. Frank Turner, who carried off the honors of the day by winning the mile handicap, one of the best races of the day, did the trick. Turner came across the tape in 2:17, beating the former record of 2:22. Bob Weier covered a half-mile in 1:04⅘.

W. M. Trott, of Philadelphia, rode well in the mile open and carried off first honors. The men were paced by a tandem team in the final heat. Turner caught the rear wheel of the tandem and held on until the stretch was reached when he had to drop back to third position, Trott in the meantime spurting ahead and finishing first. The ten-mile road race, which was finished at the track, was another close contest. Harry Deum, with a handicap of four minutes, was the winner in 32:15; E. Rumford was second, time 32:17; E. E. Perry, three minutes, was third, time 33:08. The summaries:

One-mile handicap.—Frank Turner, first; W. M. Trott, second; R. I. Rothwell, third. Time, 2:23⅗.

One-mile open.—W. M. Trott, first; P. I. Davis, second; Frank Turner, third. Time, 2:18⅘.

Two-mile handicap.—Ben Peck, first; J. Lindley, second; L. I. Combs, third. Time, 4:58⅖.

Ten-mile handicap.—Harry Deum, 4 minutes, first; F. E. Rumford, 6 minutes, second; E. E. Perry, 3 minutes, third; F. Martin, 1½ minutes, fourth; T. H. B. Donaldson started from scratch and won the time prize, going the distance in 34:10.

ON A POOR TRACK.

NAZARETH, PA., Oct. 4.—The bicycle races held in connection with the Nazareth fair were very successful, considering the poor condition of the track. Previous to the bicycle events trotting races had been run over the course, and as a result it was all cut up and rather soft. Not to be daunted by these drawbacks, however, the men rode in every event in which they had entered and gave some good exhibitions. Time limits were placed on both events, but the men failed to finish in the allotted time. The two-third-mile scratch had a limit of 1:40. The men's time was 1:48 and was allowed to stand. In the mile limit the limit was 2:30, and the actual time was 2:38½. The men were ordered to ride the race over again, but demanded pacing. This was refused. Then the men made two more attempts to ride within the limit, but failed. The summaries:

Two-third-mile scratch.—Arner, first; Goodman, second; Taylor, third. Time, 1:48.

One-mile open, last runover.—Goodman, first; Krick, second; Crouse, third. Time, 2:41.

$40.00 BICYCLES

May be a possibility in some shops, but not in the factories where strictly high-grade bicycles are built. Machines that are made from a miscellaneous lot of parts, gathered together from all parts of the country, may possibly be put up for $40.00, but what are they when finished, and why should the price of a clap-trap machine of this kind be quoted as a standard cost on bicycles any more than the cost of a Cincinnati buggy should influence the price of a Brewster? The talk of making high-grade bicycles at $40.00 is all rot! It can't be done. Waverley bicycles are strictly High Grade. They will always be found at the bed-rock price at which strictly high-grade machines can be sold. We have the largest and most thoroughly modern bicycle plant for the construction of high-grade wheels in the world, make every part under our own roof, and know what we are talking about when we guarantee the Waverley the best machine made in the world, regardless of price. You need never look for high-grade bicycles at less money while the Waverley lists at $85.00, and it will list at that price in 1896.

Just the wheel the dealer wants; sells itself, and stays sold. We want reliable agents in every town in America. Terms by mail. Write us.

INDIANA BICYCLE CO.,

INDIANAPOLIS. IND., U. S. A.

FROM OVER THE SEA.

Hunt Wins the Anchor Shield Race in Record Time—Harris Breaks the Mile Record—English News.

LONDON, Sept. 28.—Out of an entry of seventeen licensed amateurs, sixteen started on Saturday morning in the Anchor Shield twelve-hour race at Herne Hill track. Wridgway led at the mile with George Hunt close at hand. During the first hour these two riders alternately led, Hunt covering 25 miles 450 yards in the period. Fifty miles were covered by Wridgway in 1:58:46⅗, and although Hunt was ahead at three hours, with 73 miles 1,400 yards, Wridgway was only 50 yards behind, Lock being third. At four hours Hunt led with 96 miles 1,260 yards, Balian second, Lock third. The century was covered by Hunt in 4:09:22⅕, and at 102 miles the rider was inside Chase's amateur record by 6:30. Wridgway retired at 117 miles, suffering from cramp in both legs. W. H. Knight, L. Ainsworth, and Davidson also retired. The subsequent incidents of the race were barren of interest. As the afternoon wore on about 2,500 spectators assembled.

George Hunt Easily Maintained His Position,

being sixteen minutes inside record at eight hours. Balian continued second, J. Hunt being third. The leader was now beating his own twelve-hour times, made at Putney last October. Two hundred miles were ridden in 8:58:14⅖. Several of the competitors were making very poor progress, although pacing was plentiful. Little enthusiasm prevailed as the finish drew near. When the pistol fired Hunt's score stood at 261 miles 1,250 yards, being 1 mile 1,075 yards ahead of his own previous best. M. Balian was second with 254 miles 1,200 yards, and J. Hunt third with 251 miles 730 yards. Eight others finished. Amateur records were cut from 102 miles, and British (unlicensed) records from 146 miles.

G. L. Hillier continues to cavil at the times made on the Catford cement track, which to every unprejudiced person is clearly faster than the battens under any conditions. It is possible a new wood surface may be laid at Herne Hill, but Hillier stoutly repudiates any idea being in contemplation of adopting cement. The Wood Green track will be entirely resurfaced with cement during the off season, but its curves being sharper than those at Catford it is not likely to outrival the southern path.

Trying to Tax Cycles.

In more than one quarter attempts are being made to introduce taxation of cycles. Quite recently the Chester town council directed their chief constable to enumerate the cycles entering and leaving the ancient city on a given date, and the number was found to be 4,225. The amount of the suggested tax is $1.75, and the strongest argument advanced in its favor is that as cyclists use the roads so much they should contribute to their maintenance. A member of the Paddington vestry has been urging that body to recommend the London county council to tax cycles in the metropolis. Up to the present, however, the matter is under the consideration of the vestry's legal committee.

Birmingham is the fourth most important city of England, and contains thousands of wheelmen. The Cyclists' Touring Club called its half yearly meeting there on the 20th inst., but although 200 residents belong to the big club, only twenty attended and, no quorum being forthcoming, the proceedings were informal. This apathy does not speak loudly for the interest felt in the Cyclists' Touring Club. It was decided to abolish half yearly meetings which, regarded as social occasions, have proved a failure. Some amusing experiences were retailed respecting the working of the new hotel tariff.

Shorland may go for Record Next Year.

Frank Shorland has just returned from a holiday visit to Paris. While in the gay capital he fell in the clutches of an interviewer to whom he confided that his doctor had forbidden him to ride this year, but that he hoped to resume next season, and perhaps would go for the twenty-four-hour record. Shorland feared, however, that the happy combination of favorable tracks, climate, and pacing which obtains in France could not be expected in England. It will be remembered that Shorland had a serious illness while in Scotland early this year, in addition to which he has been hampered by the fact that up to the present no license has been forthcoming for him from the trade licensing committee.

Also on Thursday A. A. Chase went for the London to Brighton and back record (104 miles) held by C. G. Wridgway. The roads were bad owing to drought, and pacers were scarce. Chase beat the previous best by thirty-four seconds, his time being 5:34:58, taken by F. T. Bidlake. Punctures caused delay, I hear, and nearly lost Chase the record.

Harris Breaks Records.

Last night at the Catford track A. W. Harris went for and demolished Barden's British professional records from a half mile to one mile. Results were as follows:

DISTANCE.	HARRIS' TIMES.	PREVIOUS BESTS.	NAME.
Quarter-mile	:31⅕	:29⅘	Zimmerman
Half-mile	* :57⅗	1:02⅘	Barden
Three-quarter-mile	*1:26⅘	1:29⅗	Barden
One-mile	*1:58⅗	2:01⅕	Barden

*Records.

Harris was paced by a triplet. His times beat Barden's, made in a ten-mile attempt on record last June on the same track, but they fall short of Chinn's unlicensed times—one mile in 1:54⅘.

Considerable interest is being exhibited in a match for $250 a side between Barden and Relph, to take place this afternoon at Putney. The men will ride an off-hand match for best two out of three races—one mile, two miles, and five miles—the mile to take place first.

C. W. HARTUNG.

MORE RACES AT SALT LAKE.

SALT LAKE, UTAH, Oct. 5.—The races here today were very interesting, and good time was made. Daniels, of Laramie, Wyo., was the only outsider in the races, but did not succeed in getting better than a third. Two state records were broken, the half-mile novice being run unpaced in 1:10⅕, and the quarter-mile, Class B, in :31⅘. The track is being brought into splendid condition, and will be a surprise to national circuit visitors on the 25th and 26th inst. The surface is now as smooth as a ball-room floor and remarkably speedy. Collinson rode from scratch in the half-mile, Class A, handicap in 1:01⅘, which would have been world's record had it been official. Evans also rode two-thirds from scratch in 1:21. Weiler, as usual, proved himself to be the fastest Class B man in Utah by winning the one-mile open with ease from a big field of starters. The summaries:

Half-mile novice.—J. S. Sears, first; Sands, second; Durant, third. Time, 1:10⅕.

Quarter-mile, Class B.—F. E. Schefski, first; Weiler, second; Daniels, third. Time, :31⅘.

Third-mile, Class A.—H. O. Jensen, first; Holzel, second; Collinson, third. Time, :43⅘.

Two-third-mile handicap, Class B.—Hassard, 40 yards, first; Caine, 70 yards, second; Liday, 75 yards, third. Time, 1:24.

Two-mile championship.—Collinson and Holzel, tied for first. Time, 5:16. Time limit, 5:10. No race.

One-mile scratch, Class B.—Geo. Weiler, first; Schefski, second; Daniels, third. Time, 2:20⅗.

Half-mile handicap, Class A.—Holzel, 55 yards, first; Sears, second; Proudfit, third. Time, 1:01.

One-mile tandem, Class B.—Robb'ns and Meakin, first; Hozzard and Schefski, second; Quattrough and Liday, third. Time, 2:17.

RACING AT THE COUNTY FAIR.

NEW YORK, Oct. 6.—The Westchester Cycling League held its third annual meet on the closing day of the county fair at White Plains. The weather was perfect, the track in excellent condition, and the attendance large and composed of the cream of society, who came in four-in-hands and all manner of handsome traps. The curves of the track were not properly banked, and consequently the times were not extraordinary, but the finishes were full of snap and closely contested. The entry list was large and embraced all the local cracks and a number from the city clubs, who secured a fair share of the prizes.

G. A. Robertson won the half-mile handicap, from forty yards, in 1:08, with P. F. Dickey second and M. R. Brown third. The Westchester Cycling League one-mile handicap race was won by C. P. Staubach, a scratch man, in 2:27⅘. M. R. Brown, with a handicap of sixty yards, won the one-mile handicap in 2:20⅕, G. A. Robertson finishing second and G. E. Taylor third. H. P. Mosher, a scratch man, took the first prize in the two-mile handicap race in 5:13⅘, O. Hedstrom and C. Eitz, both scratch men, finishing second and third respectively. R. Brown, with 225 yards handicap, won the five-mile handicap away from M. R. Brown, who took second place, and R. A. Miller, who took third, in 12:54⅘. The one-mile scratch for colored riders was won in 2:45⅘ by W. Homes.

TRUMBULL TAKES FOUR FIRSTS.

CANTON, ILL., Oct. 4.—At the races held here today by the Canton Bicycle Club William Trumbull took four first prizes. He won the one-mile open event in 2:23, the half-mile open in 1:09¾, the quarter-mile open in :35, and the half-mile tandem, with William Selby, in 1:07. William Selby won the one-mile handicap, from fifty yards, in 2:19, and the two-mile handicap in 4:52. The Canton one-mile handicap race was won by F. B. Thompson, from scratch, in 2:35. Fred Prickett took the one-mile Fulton County championship in 2:48, Thompson finishing second. J. A. Crook won the tri-county championship for one-mile in 2:42, Bert Repine finishing second.

CUMMINGS WON THREE EVENTS.

RED OAK, IOWA, Oct. 3.—There were forty entries for the races here today, but bad weather made the attendance light. Cummings won the Class A one-mile open, half-mile open, and two-mile handicap; the first in 2:47¼, the second in 1:10, and the third in 5:05½. Frederickson finished second in the two-mile handicap and the half-mile open. T. M. Patterson finished first in the quarter-mile open with E. C. Shaw second and Charles Fahrig third, the time being :36. W. H. Banes won the Montgomery County one-mile championship race in 2:53.

On the Iowa Circuit.

CRESTON, IOWA, Oct. 2.—The circuit races held here today were attended by nearly 3,000 spectators. T. H. Cummings won the one-mile handicap race, from scratch, in 2:16¼; the half-mile open in 1:11¼, and the one-mile open in 2:21¼. The quarter-mile open was won by Burke Powell in :33¾, with Bert Repine second and F. C. Stevens third. H. E. Frederickson won the five-mile handicap in 13:18½, Bert Repine finishing second and F. E. Shaw third.

At the big interstate meet at Salt Lake City, Utah, October 5, Stearns riders, including Schefski, Hassard, Holzel, and Kings, won four firsts, four seconds, one third, and tied for first place in the Utah championship.

THE FABRIC IS THE TIRE
IN 1894
TWICE AS MANY
PRIZES WERE WON ON
PALMER TIRES
AS ON ALL OTHER
MAKES COMBINED
THE SAME IN ROAD AND RACING

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

World's 10-Mile Road Record

NAT BUTLER. Time, 25:30.

Same Race H. E. Caldwell 25:30 1-5. Previous record 26:10.

American 100-Mile Road Record

WM. L. STEIMAL. Time, 5:28:00.

Century 22 Centuries Record

E. N. ROTH rides them in 13 days 9 hours,
on a Monarch fitted with Palmer Tires.

PALMER QUALITY CARRIES THEM THROUGH.

Palmer Pneumatic Tire Co., Cor. Lake and La Salle Sts, Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.

TWICE AS GOOD AS OTHER TIRES

THE OLD AND THE NEW.

Difference Between the Behavior of the Racing Man of Today and the Speed Merchant of Yesterday—A Short Sermon.

Bicycle racing is a business pure and simple, and it should be treated as such. The men now engaged in racing are employed to ride the wheels they use just as much as they would be employed if they had to sit at desks and answer correspondence or keep books for the concern for which they are working on the road as cycle racing men. They are employed in the advertising department, and are daily writing pages of good advertising for their houses, provided, of course, that they are uniformly successful and are gentlemen in all senses of the word. They are just as much under the control of the house as racing men as they would be if employed in the office, or were on the road as traveling men.

Horse play should be left at home when a man has been honored by a place on a team that is placed on the road as advertising matter. Business is the first and only word with a racing man, and it should be his text at all times. Horse play may be all right in its place, but that place is not on the circuit, where

The Eyes of the People are on the Racing Men,

and the people are judging the sport by the followers thereof. Were manufacturers to learn that men in their employ were acting outside of the line of business principles, they would call them home instanter, and discharge them peremptorily. This does not affirm that the men are so acting, but a word to the wise is sometimes sufficient.

Manufacturers expect, and expect rightfully, that men placed on their teams will behave at all times and give good accounting of their conduct just as much as of their racing, and one oftentimes goes with the other. Today there are men who, in their time, held more than the average limit of speed, but who are now without a position in their favorite calling for the reason that they would not attend to business when there was business to attend to. One man wasted his chances last season on the circuit and found himself totally unable to obtain a position on a team when the present season opened. He is now a member of a team, in a position which it took him all the best months of the year to secure, and he is now taking the very best care of himself.

Horse Play Has Been Indulged in at Some of the Race Meets of Late.

This has been on the part of the men who have been off the circuit heretofore. The regular party for the season has been quiet and orderly at all times, and has brought forth none but words of commendation from all. When the train left a city the men would be seen reading or playing cards. Horse play was not thought of, and the trip was passed quietly. Trouble began with the advent of some unruly spirits. Articles of one kind and another were passed through the car, and in some cases the boys who were not boisterous, and cared nothing for the fun (?) practiced by the others, were hurt. At the hotels there was racket until early in the morning, and the managers at last took things into their own hands, with the result that matters were righted for a time.

There are some riders who are always looking for a place on one of the leading teams, and can not realize why they do not get one. The reason is that they have a reputation for this same "cutting up," and the manufacturers know that

Such a Man Brings Discredit on the Sport,

no matter whether he wins races regularly or not. They want gentlemen in their employ—men who will be gentlemanly at all times, whether in the company of none but the regular circuit party or among strangers.

"Boys will be boys, and as such must be treated," were the words of a circuit chaser, who was called down for making a racket in the hotel early one morning; to which the reply was made that when a man was sent out on the circuit nowadays to represent a manufacturer, he was supposed to have left his boyhood days in the keeping of his mother, and to have taken on the station of a man and the manners of a gentleman.

The time for byplay and horse play has passed, and cycle racing has come to be a serious matter of business. The sport of cycle racing has grown immensely in public favor; the public has given it the stamp of approval; but it is carefully watching the men who participate in the races which it goes to see, and

Their Every Act is Commented On.

Once this same public comes to think that the racing men are not the gentlemen they were thought to be, or that they are rowdies, cycle racing will fall from public favor.

At the present time bicycle racing is the sport of gentlemen; it is clean, it is pure, and so it must be maintained. Free from betting, it draws thousands upon thousands of people—more than horse racing will draw with the betting feature eliminated. The racing men themselves should be credited in a large part with this, and the honors they have gained in the past they must not allow to be taken from them by a few men who have not the interest of the sport at heart, but who care only for their own selfish interests, which include all the fun they can obtain out of life regardless of the consequences—the peculiar ideas of fun some of them have bring discredit on themselves and on all those who travel in their company; others are quiet at all times.

It is a significant fact that the men who make the most noise, or cause the outbreaks on the circuit which bring with them discredit, are the very ones who are oftenest among the "also rans." When another season shall have come around these men will be wondering

Why They Can Not Obtain Places,

and will regret their last season's escapades, as have a number of really good men who are not and will not be out on the circuit this season.

As previously stated, the makers of wheels will have gentlemen, and gentlemen only, representing them on the circuit. The Cycle Board of Trade comprises nearly all the manufacturers who have teams on the road, and the makers thus banded together may or may not have a blacklist. It is a noticeable fact, at any rate, that men have been repeatedly turned down when they have been guilty of doing that something which has placed them in disrepute.

Throwing pillows around a hotel, throwing pitchers of water, or "carrying on" generally far into the night, to the discomfort of others, may be fun for the men who like that sort of thing, but it does not convey with it the stamp of gentlemanly conduct. Hotel keepers have expressed themselves at times this season as

Surprised that the Bicycle Boys did not Tear the Roof Off,

and that the devil did not come up to help them. The hotel men have expected it, and so great was their surprise that anything was left intact that they positively invited the men to "come again," and at a lower rate. At other times, outsiders —men who do not ordinarily travel with the party—have brought the party into disrepute to such an extent that the men who are willing to behave at all times will never be able to go to the hotel again, and will have to take poorer accommodations.

The trainers of the circuit—and by the word trainers is not meant a lot of cheap rubbers known as trainers—are an orderly set, and in training their men they train themselves as well. They are the thinking men of the party, and always have their heads full of schemes to make their men win. Some men who are out as trainers are nothing more than common hustlers, and should never be given the privilege of taking care of men.

The trainer, when on the circuit, can be

Distinguished by His Quiet and Orderly Demeanor;

but the rubber, who has no care of a team, is boisterous and often familiar with his superiors, and has little regard for the standing of any man. He cares nothing for the reputation, which, by his actions, he is shattering for the party. He thinks only of self and of the present. He does not look to the future, and ordinarily has no thought of the morrow or of an improvement in his own condition of life. He is satisfied to remain where he is, and has no ambition to ever be trainer of a good team. At least this is the conclusion one comes to when judging by his actions. It is very probable that the cheek of a man of this class will lead him a successful hunt after a team for next year, and it is equally probable that he will be off the circuit before he has had the team out a month.

Your average trainer has a heap of thinking to do, and he does it. He sits quietly in the car among his men and makes plans. These times of thinking are of the utmost value to the real trainer. The work of the men shows that

It Takes More than Speed to Win Races in These Days,

and the man who can checkmake his competitors without showing great speed, the man who can outgeneral the other contestants, has the trainer to thank for the knowledge in many cases.

Training is a profession, and the successful trainer does not always receive the credit that is due him for the work of his men. There are men on the circuit who have trained steadily all their lives and are making good money at the cycling game at present. These men are possessed of a large fund of common sense and can use it in any branch of athletics. One of the best of trainers on the circuit took a course of instruction for six months in a medical and surgical institute, that he might know the body and its tissues. Such a man will be successful. Other trainers spend nights in rollicking and days in sleepy meditation, and then they wonder why they do not get along.

Good for Punctured Cuticles, Too.

A surgeon cyclist, of Washington, D. C., is authority for the following story, which he told the other evening to the Emergency Hospital staff:

"In a 14th Street bicycle club," said the surgeon, "is a young fellow who is head over heels in cycling. He dreams of bicycles at night, rides them during the day, and his only theme of conversation, even when eating, is bicycles. One night not long ago the hero of my story undertook to arrange a displaced spoke, when the latter flew up and pierced his arm above the elbow, making a deep wound, from which the blood spurted. I hastily approached the injured man and offered my services as surgeon, but the young fellow laughed.

"'It's only a punctured arm,' he said, and grabbing a bottle of rubber tire cement painted the wound with the adhesive stuff, preventing a further flow of blood. All who saw the affair, including myself, denounced the manner in which the young cyclist had closed up his punctured arm, and foretold dire calamity, which we declared would follow the inclosing of the lacerated flesh and blood in a rubber envelope, as he did. But that arm has since been perfectly well, and when I meet my scorching friend he yells: 'Rubber cement's good for more than balloon tires, doctor.'"

H. Jensen reduced the Class A record for the competition third-mile to :43⅘ on the new track at Salt Lake City October 5.

ADVERTISEMENT.

AS A TIME SAVER.

Since the bicycle has come into such universal use the happy possessors of these lightning transportation machines have surely been saving a good deal of time.

The advantages to be derived from the bicycle are becoming apparent to both sexes, and the fact that bicycle riders have such a decided advantage over pedestrians is impressing itself more and more upon every one.

As a time saver the bicycle predominates over almost every other mode of conveyance. Railroad trains run faster than a bicycle, and suburban electric lines run at a greater speed than the average cycler cares to keep pace with, and in this way are they ahead. But the bicycle will go where you want it to. Day or night it is always ready, and there is no expense. At the same time it gives pleasure, exercise, and good health. It gives time to think, time to rest, and time to do a great many things that were impossible before its evolution; and, as time is money, it not only saves but makes money.

Your neighbor. who detests bicycles, and wonders how a man of your good sense could have taken a fancy to what he thinks is such foolishness, hurries through his breakfast and then rushes off to business at his topmost gait, his cravat half untied, a sorry look on his face, and that dark brown taste in his mouth; yet he wonders why he should have indigestion.

You who are the happy owner of a bicycle arise after a good night's rest, have plenty of time to finish breakfast and scan the newspaper, and then ride to business with time to spare and in a right good humor and condition to do good work.

It is the bicycle that gives an extra half hour at lunch, and when the day's work is over and you are tired and in a hurry to get home, it is the bicycle that takes you swiftly along and brings you at your door in an incredibly short space of time. It not only refreshes but gives a good appetite and revives the drooping spirits.

In Columbia bicycles you have that essential requirement—speed. In addition to the many features that make Columbias the strongest, most comfortable, and most reliable bicycles in the world, they have that marvelous ease of running which all desire.

Ride a Columbia and save more time.

A Blessing.

In the bright chill air
Of an October day
I'm off on my wheel,
And far away
Where the hard crisp earth
Is covered with frost,
And the bright red leaves
Flutter down and are lost.

At peace with the world,
I rush with a whirr,
And my wheel softly rings
And sings with a purr,
Till I think what a blessing
To you and to me
That Columbias are made.
May it ever so be.

You See Them Everywhere.



It would be hard to conceive a more striking and original design than the Columbia name-plate, which is seen on the steering head of every Columbia bicycle. It stands out very plainly, and can be seen at a great distance. Upon sight it at once impresses on the mind the superb workmanship, material, speed, and beauty that contribute to Columbia superiority. The Pope company have gotten out some handsome souvenir pins, miniatures of the Columbia name-plate. They are like Columbia bicycles in one respect, "you see them everywhere." One of these pins will be sent to any address for three 2-cent stamps. Address the company, Box B, Hartford, Conn.

They Are.

Columbias are a merry wheel,
So very good they make one feel
That when your friends ask, "What it is?"
You prompt can answer, "Best there is."

A WELL-KNOWN TRAINER.

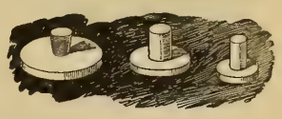
Asa Windle, the well-known and popular trainer and manager of the Columbia Racing Team, seems to have particular aptitude for picking fast riders. His first phenomenon was W. A. Rowe, whose world's records on a Columbia ordinary were for years a source of public wonder and admiration. He next discovered the racing qualities of his cousin, Willie Windle, who for three years brought the Columbia bicycle world-wide honors on the track. In the latter part of 1893 Mr. Windle recognized in E. C. Bald, of Buffalo, N. Y., the stuff that champions are made of, and Bald's performances since that time have substantiated his trainer's judgment.

Bald has been crowned the hero of 1895 for the simple reason that he has won as he pleased everything worth winning, and demonstrated the fact that when mounted on a Model 44 Columbia and Hartford single-tube tires he can win as he pleases.

The Chicago Cycling Club will give its third annual ordinary run on November 3. It extends a cordial invitation to all wheelmen to attend. Any one having an ordinary to sell should communicate with Capt. C. W. Davis, Isabella Building, Chicago.



These Patches



Put in This Way



permanently and quickly mend any puncture or leak that may occur in

Hartford Single-Tube Tires

YOU can always find the leak, no matter how minute, for with a Hartford Single-Tube you can inflate with sufficient pressure to develop the smallest hole. And you can repair in less time than with any other form of tire.

It pays to ride Hartford Single-Tubes.

We make them. Also **Dunlops.**

The Hartford Rubber Works Co.
HARTFORD, CONN.

Chicago Office, 335 Wabash Ave.

BREAKING ROAD RECORDS IN CANADA.

TORONTO, ONT., Oct. 5.—With the advent of the cool weather the ambitious local riders have been preparing to make onslaughts upon the existing records, and twice this week the half-mile straightaway record has been broken. The first attempt was made on Thursday morning last by Harley Davidson. The hour was fixed for 6 o'clock a. m., and quite a large number of people witnessed the trial, although precautions were taken to keep the matter quiet, as a crowd was not desirable. The attempt took place on Jarvis Street, which is paved with asphalt. Davidson rode a 96-inch gear. The start was a flying one and the course was slightly down hill. Davidson went back about 200 yards behind the starting point and passed the mark at railroad speed. The intersecting streets had been roped off and the car tracks at Carlton Street boarded over. The time was taken by Dr. P. E. Doolittle, president of the Canadian Wheelmen's Association, Colin Harbottle, and Harry Hulse. Davidson covered the distance in :53⅘, the best previous time being :55, made by John S. Johnson. The rider had to contend with a strong wind blowing in his face.



T. B. M'CARTHY.

When T. B. McCarthy, the champion road rider and the winner of the time prize in the National road race held two weeks ago, heard of Davidson's performance, he thought he could go him one better, and yesterday morning he made the attempt. The course was the same ridden by Davidson the previous day and his time was taken by Doctor Doolittle and Colin Harbottle. McCarthy covered the distance in :47 flat.

The second contest for the Dunlop trophy, valued at $1,000, will be held over the Kingston road course on Saturday next. The contest is open to Class A riders only. Ten men from each club will ride, the first five men in to score. The cup becomes the property of any club winning the same twice consecutively or three times in all. Last year the Athenæum Club won after a close contest

NEW EVIDENCE IN CABANNE & CO.'S CASE.

PHILADELPHIA, PA., Oct. 6.—New and important evidence relative to the case of Cabanne, Titus, and Murphy, now before the Racing Board, was received by Chairman Gideon during the past week, and judging by that gentleman's talk yesterday these additional facts will have a very strong bearing on the case. Mr. Gideon was not to be found at his office, but after visiting some cyclists' rendezvous, he was finally located flying down Broad Street on a wheel. THE BEARINGS' man soon caught up with him and then started the process of pumping. "Gid" was in a talkative mood, but was cute enough, however, not to say too much. Whenever he does want to say something to a newspaper man he

Doesn't Come Right Out with Broad Statements,

but gives a hint which is generally just as good.

"Anything new?" was asked.

"Yes and no," he replied. "I have just received some important evidence relative to the case of Cabanne, Titus, and Murphy. I have forwarded copies of the same to the other members of the board, but do not expect a decision for some time to come. You know the racing season is almost at an end, and there is no need of a hurry. We want time to sift every fact, and will do so regardless of criticism."

"What was the nature of the evidence?"

"That I can not say" (with a wink and a broad smile).

"What do you think will be the board's decision?" THE BEARINGS representative questioned.

"That, too, is one that can not be answered. If we find them guilty they will be expelled."

It is the general opinion here that

The Men will be Acquitted of the Charges

preferred against them, and will go scott free. Of course this is only the opinion of those who have no knowledge of the inside facts, but who base their ideas on the slow action of the Racing Board and other events in connection with the case. While Mr. Gideon said yesterday he didn't know (if he did, he wouldn't tell) what the result would be, he certainly has an idea, and if a good mind reader could have read his thoughts while riding down Broad Street the chances are that he would have formed the opinion that Mr. Gideon's actions denoted that the men would be exonerated.

That old and tried apostle of professionalism, O. S. Bunnell, of this city, is always springing something new. His latest freak was to secure space at the New York cycle show where he intends to preach

Sermons on Professional Bicycle Riding.

Mr. Bunnell, it will be remembered, was one of the prime movers and official referee of the defunct Cash Prize League in 1893. In this campaign he lost money, but during the past summer he more than made up the deficiency with his night race meets. Mr. Bunnell managed his tournaments well, and although the season has just closed he is already making arrangements for next year's events. He intends crossing the big pond in March for the purpose of securing a big list of crackajacks to race on this side.

The mounted police who were placed Broad Street last spring to prevent scorching and see that the cyclers carried bells, lamps, and fulfilled other requirements of the law, have been so successful that the force is likely to be kept permanently. It consists of a dozen men mounted on bicycles—a majority of which are of the Falcon make—who patrol nearly the entire length of Broad Street—which is twenty-two miles long—night and day. Not only have the men been successful in watching the cyclers, but they have also been the means of saving human lives and catching thieves. On one occasion a determined officer raced a mad bull for miles, and after catching up with the animal succeeded in stopping him.

DOTY WON THREE FIRSTS.

MARION, OHIO, Oct. 7.—In the race meet held here by the Agricultural Society October 2, Claude Doty entered three races and won first place in each event. Clyde Roberts won the half-mile open in 1:11⅗, Fred Mundhenk finishing second and Barney Oldfield third. The one-mile county championship was won by Claude Doty in 2:39⅘. N. H. Davis won the quarter-mile open in :37, with Clyde Roberts second and J. K. Bowman third. The one-mile open was taken by Doty in 2:29⅗, Clyde Roberts crossing the tape in second place and Fred Mundhenk finishing third. Doty also took first place in the two-mile open event, his time being 5:09, while Forest Bigelow finished second and Barney Oldfield third.

Gone Out of Business.

The C. B. Rice Co., of Oswego, N. Y., which made the Ontario, has sold its business to the Oswego Tool Co., and has ceased to exist except for liquidation.

Hamilton Close to the Gold Slab.

Two and one-sixth pounds of 24-carat gold, in the form of the Morgan & Wright slab, will go to W. W. Hamilton unless some one betters his unpaced mile in 2:05⅘. He made this time a few days ago on a Syracuse, at Denver.

The Florence Novelty Introducing Co., of 8 East 42d Street, New York, is introducing a novelty in the shape of a bicycle puzzle, starting in with the proposition that the "women will reach the polls through the bicycle as per Susan B. Anthony," and the puzzle is to show how she will do it. Long and arduous as has been woman's effort to vote, it is no more so than the solving of this very clever puzzle, particulars of which appear in the company's ad on another page.

H. C. Martin and J. J. Gibson, of Buffalo, have purchased the old plant of the defunct Buffalo Cycle Co., and will build wheels there. One hundred workmen will be employed and 5,000 wheels turned out. Mr. Martin will continue his retail business.

T. W. Crosby, manager of the advertising department of the Monarch Cycle Co., was married to Miss Blanche Bascom at Uxbridge, Ont., October 1.



THE LAST LAP.

A MEATY STORY.

Racing results on Morgan & Wright tires, obtained since last week's advertisement, are shown in the following extraordinary recapitulation:

World's records	8
State records	11
Mexican records	2
State championship	1
Races entered	136
Places won (89 firsts, 40 seconds, 38 thirds)	167

SOME BIG PERCENTAGES.

Results of meets attended by riders of Morgan & Wright tires in a number of cities show big percentages—for example, the following:

Creston, Ia., 12 out of 15 places	80 per cent
Springfield, Ill., 16 out of 21 places	77 per cent
Valparaiso, Ind., 11 out of 18 places	61 per cent
Marengo, Ia., 17 out of 27 places	60 per cent
Louisville, Ky., 15 out of 26 places	58 per cent
Sioux Falls, S. D., 8 out of 15 places	53 per cent

A REMARKABLE LIST.

When it is considered that many advertisers are proud to repeat, week after week, the advertisement of one world's record, the following list, which is in addition to the list printed last week, and those printed previously, may be appreciated at its full value:

World's record, third-mile, unpaced, :36 1-5.
Won by C. R. Coulter, on a Falcon, at Louisville, Ky., Oct. 2.

World's record, half-mile, professional competition, :55.
Won by Pat O'Connor, on a Syracuse, at Minneapolis. Minn., Oct. 2.

World's record, half-mile, professional, paced, :53.
Won by John S. Johnson, on a Barnes, at Minneapolis, Minn., Oct. 2.

World's record, half-mile, straightaway, unpaced, flying start, :53.
Won by Harley Davidson, on a Brantford, at Toronto, Ont., Oct. 2.

World's record, half-mile, unpaced, :54 1-5.
Won by John S. Johnson. on a Barnes, at Minneapolis, Minn., Oct. 2.

World's record, half-mile, tandem, unpaced, :54.
Won by Weinig and Crooks, on a Barnes, at Minneapolis, Minn., Oct. 2.

World's record, half-mile, boys under 16 years, paced, flying start, :59 1-5.
Won by Guy Folk, on a Dayton, at Lima, Ohio, Sept. 16.

World's record, one-mile, unpaced, 2:05 3-5.
Won by W. W. Hamilton, on a Syracuse, at Denver, Colo.

Indiana record, one-mile, Class A, unpaced, 2:27.
Won by W. E. Kenyon, on a Thistle, at Valparaiso, Ind., Oct. 1.

Indiana championship, one mile, 2:23.
Won by J. W. Stevens, on a Syracuse, at Goshen, Ind., Sept. 23.

Iowa record, one-mile, paced, A, 2:15.
Won by O. W. McBride, on a Smalley, at Marshalltown, Ia., Sept. 26.

Kentucky record, quarter-mie competition, A, :34.
Won by Owen S. Kimble, on a Stearns, at Louisville, Ky., Oct. 2.

Kentucky record, one-mile, paced, 2:04 3-5.
Won by Owen S. Kimble, on a Stearns, at Louisville, Ky., Oct. 2.

Maine record, half-mile, 1:04.
Won by Cricker, wheel unknown, at Sanford, Me., Sept. 28.

Maryland record, three-mile, A, paced, 6:55 4-5.
Won by W. E. Ferguson, on a Spalding, at Baltimore, Md., Sept. 21.

Missouri record, ten-mile, competition, 27:18.
Won by A. L. Brunner, on a Rambler, at Kansas City, Mo.. Sept. 26.

Nebraska record, one-mile, A, paced, 2:07.
Won by O. W. McBride, on a Smalley, at Fremont, Neb.

New England record, ten-mile, competition, 25:59 2-5.
Won by Robert Urguhart, wheel unknown, at Dorchester, Mass., Sept. 21.

Ohio record, half-mile, paced, flying start, :59 1-5.
Won by Guy Folk, on a Dayton, at Lima, Ohio, Sept. 16.

Washington record, quarter-mile, flying start, :30 1-2.
Won by C. E. Dow, on a Sterling, at Seattle, Wash.

Mexican record, third-mile, competition, unpaced, :40 1-.2
Won by W. A. Parker, on an Ide, at Monterey, Mex.

Mexican record, one-mile, competition, unpaced, 2:14 1-5.
Won by W. A. Parker, on an Ide, at Monterey, Mex.

LIST OF M. & W. RIDERS.

The men who have helped to produce these great results within the past few days are named as follows:

Rider's Name.	*Name of Wheel.*
C. W. Ashley	Sterling
G. T. Atleberry	Sterling
C. Bandy	Syracuse
C. J. Beal	Syracuse
Ray C. Beechwood	Syracuse
J. P. Bliss	Monarch
W. C. Bode	America
J. B. Bowler	Fowler
H. E. Brincker	Syracuse
R. E. Butler	Unknown
J. M. Campbell	Monarch
B. Carter	Eclipse
E. S. Church	Fowler
Harry C Clark	Spalding
John Clark	Jupiter
J. W. Coburn	Syracuse
Tom Cooper	Monarch
Ned Cross	Unknown
Ray W. Crouse	Syracuse
T. H. Cummings	Unknown
Robert Curtis	Rambler
Harry Davis	Thistle
C. E. Dow	Sterling
H. D. Elks	Syracuse
W. P. Ellett	Monarch
W. M. Enright	Imperial
Charles Fahrig	Napoleon
L. W. Flint	Sylph
H. E. Fredrickson	Sterling
A. T. Fuller	Unknown
G. G. Gardner	Syracuse
D. Greer	Syracuse
Joseph Griebler	Syracuse
W. E. Hamilton	Syracuse
W. F. Hanks	Syracuse
C. M. Harrington	Sterling
S. Humes	Columbia
F. A. Joseph	Unknown
Fred Keff	National
W. E. Kenyon	Thistle
C. D. Kern	Phoenix
Owen S. Kimble	Stearns
J. A. Knepper	Clevfland
S. Lauterman	Eagle
J. E. Lillie	Cleveland
O. W. McBride	Smalley
G. F. McCarthy	Thistle
R. H. McCleary	Dayton
Robert McCune	Premier
J. C. McKee	Syracuse
A. A. McLain	Webb Special
Wm. Matthews	Fowler
A. C. Mertens	Syracuse
Paul C. Meyer	Unknown
August Miller	Special
Frank Miller	Unknown
C. T. Miner	Unknown
Fred Mundhert	Unknown
Pat O'Connor	Syracuse
J. N. Parish	Speeder
W. A. Parker	Ide
W. H. Peltur	Smalley
Clyde Quimby	Ben Hur
O. A. Repass	Unknown
Bert Repine	Syracuse
F. W. Rowland	Cleveland
L. B. Sawyer	Fenton
Walter Simkins	Thistle
J. Skelton	Thistle
Pat Skelton	Thistle
George E Smith	Syracuse
J. W. Stevens	Syracuse
Fred C Stevens	Syracuse
A. H. Stewart	Thistle
Claude Stofflet	Unknown
E. M. Stofflet	Unknown
Harvey Stofflet	Unknown
E. H. Streeter	Syracuse
L. P. Swett	Orient
Harry Swigert	Munger
F. M. Tessier	Kearney
W. J. Tremaine	Cleveland
E. Wagner	Unknown
F. Weisemeder	Avery
D. E. Whitman	March
C. Willard	Rambler
W. H. Williamson	Columbia
Wm. Windle	Windle

CORRECTION.

W. F. Hoeft, of Chicago, advertised last week as winning the Keats cup, used a Stout wheel instead of the one mentioned.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

INTERESTING FACTS ABOUT RUBBER.

The Discovery of Caoutchouc—Its Properties—Methods of Manufacture, etc.—Discovery of the Process of Vulcanizing.

Rubber, or caoutchouc, is found in Central and South America, India, Africa, Madagascar, Sumatra, and other tropical and semi-tropical countries, where it is suspended in the sap of certain trees and plants in globules like the fatty portion of milk, the sap being in reality a vegetable milk. This juice is composed of a little more than 37½ per cent of caoutchouc on an average, in combination with over 50 per cent of water, acetic acid, and salt, and some wax and soluble albumen. The caoutchouc is a chemical combination of carbon and hydrogen, having some traces of oxygen, sulphur, chlorine, etc. Microscopic examination shows it to be composed physically of minute cylindrical and spherical cells which readily absorb gases and liquids, the former being able to pass entirely through it, which is not an infrequent cause of the deflation of pneumatic tires and which explains why toy balloons slowly collapse without having been punctured.

Rubber is insoluble in water and alcohol, but it will absorb 25 per cent of its own bulk of water, which increases its volume nearly 15 per cent.

When Hot it will Absorb 20 Per Cent of Alcohol,

which dissolves nearly 2 per cent of the fatty matter contained in it. It is easily soluble in ether, bisulphide of carbon, light essences, and heavy coal oil, the first of which will dissolve nearly 30 per cent of its weight, and the latter nearly 5 per cent. It is also soluble in petroleum, naphtha, fatty and essential oils, and especially in benzine, which is most frequently used for the purpose, although Gerard has found that a mixture of bisulphide of carbon and five parts of pure alcohol dissolves it so thoroughly that the product obtained is as clear as water. Because of the action of these substances on rubber, all greasy and oily matter should be kept from contact with pneumatic tires.

Caoutchouc is lighter than water, its density varying with the kind—old and impure rubber, which contains foreign substances sinking, in water. It is attacked by many elements, even air itself acting powerfully upon it, partially preventing its solubility in benzine, but in time making it soft and depriving it of its elasticity, and also giving to it a pungent odor.

Elasticity is, of Course, the Principal Property of Rubber,

and the one which makes it useful and valuable, no other product having yet been found or manufactured which possesses it in so high a degree; yet at zero temperature rubber becomes like leather, the rigidity, however, quickly disappearing with the application of heat or friction. This explains why rubber tires do not lose their elasticity when ridden in cold weather. Too much heat makes rubber viscous and adhesive, and it returns to its first condition with difficulty. Wheelmen should be careful, therefore, when drying their tires near the fire.

Rubber was noticed almost simultaneously by La Condamnine—who, as a member of the Academy of Sciences had been sent with his colleagues, Bouger and Godin, on a mission to Peru to measure the meridian—and by Fresneau, a resident of Cayenne, who found it the forests of French Guiana. **It was a Long Time, However, Before Its Value was Appreciated,** and its place in commerce was not assured until industry had discovered how to manufacture it into articles of utility.

The first use the valuable product was put to was the making of toy balls and "gums," or India rubber ink and pencil erasers. Then it was improved slowly but surely. In 1761 Herissent found that rubber was soluble in turpentine and ether; in 1779 Bernard made surgical tubes of it; in 1790 Gassard made it into springs; Besson tried to make cloth waterproof with it, but did not succeed until 1810; Nadler made it into threads in 1820; and in 1830 Rattier and Guibal made many articles from it, including elastic cords, canes, shoes, and surgical instruments. But its manufacture came near being abandoned on account of its bad odor and its total loss of elasticity in time.

In 1839 Goodyear Discovered How to Vulcanize It,

but he kept the process secret for six years until an Englishman named Hancock reached the same result by a similar method, which consisted of mixing sulphur with it, and made it public by taking out a patent. Besides these methods of Goodyear and Hancock, Burke and Gerard had a process of sulphurization, which was, however, very costly, because it required several months, and rubber sometimes loses its adhesive qualities. Goodyear and a German named Ludersdorf vulcanized by mixing the caoutchouc with seven to ten parts of sulphur and heating to 266 or 300 degrees F., or applying pressure. All the processes of vulcanization harden the rubber and give it the pleasant odor of eggs in a state of putrefaction, but they make it susceptible of manipulation for industrial uses, such as the manufacture of sheets, threads, tubes, etc. When there is a large quantity of sulphur in the rubber—20 or 25 per cent—it forms "hard rubber," which is used in the manufacture of many articles. The greater the proportion of sulphur in the rubber, the harder it is.

How Caoutchouc is Prepared for Market.

In collecting the caoutchouc, the natives cut an incision or series of incisions in the bark of the tree, and the milk, flowing down these, runs into receptacles placed there for its reception, where it becomes thick. At first it is white and translucent, but becomes opaque and dark by the collection of earthy matter, by the smoke of the fire used to dry it, and by the foreign matter put into it by the shrewd natives to make it heavy. They also sometimes soak it in water for the same purpose.

After collecting the milk, the native prepares it for sale and shipment by dipping a stick into it and collecting a coating on the end, which he then holds in the smoke of a fire made of a special kind of palm nut, which has the peculiar effect of immediately coagulating the juice. This fire is covered by a bottomless jar, through the narrow neck of which the smoke issues.

The stick is

Alternately Dipped into the Milk and Revolved in the Smoke

until the coating has become about an inch thick, when it is cut down one side and removed and hung in the sun to dry. When solidified in this way the rubber has a greenish-yellow appearance. A good workman can prepare from five to six pounds in this manner in an hour. The color gradually turns to yellow-brown and then to dark brown, the color it has when exported. The more uniform the mass the denser the rubber, and the fewer bubbles it contains the finer is its quality. First quality rubber is worth twice as much as the kind called "nigger-head," which is rubber mixed with earth, leaves, bark, and other impurities. At Para the rubber is tested by cutting

HOW TOMMY ANSWERED.

Bessie and Emma both ride bicycles. Bessie wears bloomers. Emma clings to skirts and says she don't see how a modest girl like herself to wear the horrid things. The animated debate on the question when Tommy came in Tommy thinks all (owing to the many times she has helped and she felt safe in putting the question bloomers or skirts were best to ride in. something of a genius in the matter and he answered the question by drawing ing one Bessie and the other Emma. too well to attempt to pull his ears or though the desire to do so was almost irresistible. however, have the satisfaction of tear- but Tommy soon drew another. has ordered a bloomer suit. Bessie is so have to listen to no more of Emma's lectures on modesty, and Tommy is relying on his service to get more favors from his sister.



Bessie can persuade wo were having an Bessie's brother the world of Bessie him out of scrapes) to him as to whether Now, Tommy is of handling a pencil, two pictures, label- Emma knew Tommy tweak his nose, al- ing up the picture, now says that she glad, for she will



The '96 Model Peerless Light Roadster



AND

WHAT

DO

YOU

THINK

OF

IT?

The Peerless Mfg. Co., Cleveland, Ohio.

into it when it arrives, thus exposing the bubbles and foreign matter it contains.

When the crude rubber arrives at the factory in the north it is always more or less filled with impurities, and it must be purified by being passed through rollers after soaking in hot water. This takes out all the foreign matter and leaves the rubber in thin sheets filled with holes. It is then in condition to be dissolved. These sheets are dried at a temperature of 95 degrees and then kneaded in

A Special Apparatus Called the "Devil,"

which revolves from 60 to 100 times a minute. It is armed with teeth inside, which tear the caoutchouc into shreds and form a homogeneous mass which is then placed in a hydraulic press. It then is permitted to remain undisturbed for several months before it is worked, to give it time to become perfectly homogeneous.

To make sheets of the purified product thus prepared, it is placed upon a revolving disk, where its surface is presented to a knife which can be adjusted to cut thick or thin sheets. A stream of water runs on the rubber during the operation to prevent heating and consequent softening, and to keep the sheets from sticking to the knife.

Gerard obtained very fine rubber threads in the following manner: He drew a large thread to five or six times its length and heated it, which caused it to lose its elasticity, when it was cooled and again drawn out and heated, the process being repeated until the desired fineness was secured. This drawing was done mechanically. at a temperature of 239 degrees F., through draw-plates. To make cloth from these threads they are tempered in an alkaline solution to prevent sticking, and are then stretched to about six times their length and wound upon a revolving drum, where they are left for several days until they lose their elasticity, when they can be woven like cotton, wool, or silk. Cloth made in this way regains its elasticity if an iron heated to 140 or 158 degrees F. is passed over it.

Making the Inner Tubes for Pneumatic Tires.

The tubes whose manufacture is of most interest to cyclists are made from sheets of rubber. After cutting strips of the desired size, they are rolled on mandrels and the edges welded by placing one edge against the other and using a rubber solution. This solution is made of turpentine or light coal oil, instead of bisulphide of carbon—which is very inflammable—and small pieces of rubber are dissolved in it. This same solution is used to coat waterproof cloth for clothing, it being put on in successive coats until the desired thickness is obtained, and then dusted with talc to prevent sticking. The solution is also used to repair tubes and rubber cloth, and for making marine glue to glue pieces of wood together.

The consumption of rubber by the world can be estimated at 33,000,000 to 43,000,000 pounds per year.

The best rubber is the whitest, the most elastic, and the most homogeneous. It is these properties for which the manufacturers of the pneumatic tires search as an indication that the rubber is pure, for the very best quality has to be used in the manufacture of tires.—*L'Industries Velocipedique.*

POOR OFFICIALS AT DES MOINES.

DES MOINES, IA., Oct. 9.—The national circuit meet on the new third mile track in this city today, under the auspices of the Y. M. C. A., was a caution to meet promoters to place in the pos tion of judges men who have the ability to catch the positions at the finish. The western boomers arrived this morning from St. Louis, not having been on their wheels since Saturday, owing to the delay made necessary in St. Louis in arranging transportation. Splendid finishes were seen, with Bald, Cooper, Murphy, Kiser, Wells, Terrill, and a dozen others of the Iowa and Nebraska cracks in all events. In no case was a decision of the judges without chance for a doubt. The judges were not accustomed to catching

Men Who Jumped Past Each Other

and shifted positions as did these men in the last twenty yards, and again in the last ten. Given places at ten yards from home and not caught at the tape, the decisions were away off in most cases, and the men refused to ride over the mile open, in which a time limit of 2:20 had been placed, the men to ride without a pace-maker.

Because the local men were good fellows, Cooper, Bald, and Murphy started at scratch in the two-mile handicap and made a good race, but were too slow for the limit men, who were led in the jump by Cummings, today turned Class B, who won to the delight of the club men. Murphy sprinted all the last lap gamely and ran about fourth.

The Finish of the Quarter-Mile Open

was as pretty a finish as has been seen this season, with six men over the tape within the space of a yard. The judges gave the men places as follows: Bald, Kiser, Cooper, Murphy, Terrill, Wells, and a half-dozen following. Cooper led the sprint into the face of the wind, Bald coming up on the inside. Kiser jumped as the tape was crossed, and if tbe judges gave the right places to the men, positions must have changed all around in the last three feet. Terrill and Wells, the California giants, pushed up strong in the bunch.

The finish of the mile open was a case of poor work on the part of inexperienced judges, and the men were all placed wrong. Under a time limit of 2:20 on a cold day an i without pace-makers the men did 2:28⅗, and the race was called off. The men refused to ride it over, as all of the prominent men had been placed wrong. After much argument, the race was finally allowed to stand, Murphy being declared the winner, with Cooper second, and Bald third.

Summaries.

Quarter-mile open, Class B.—Bald, first; Kiser, second; Cooper, third. Time, :38.

One-mile open, Class B.—Called no race and the men refused to ride it over.

Two-mile handicap, Class B.—Cummings, 120 yards, first; Larsen, 280 yards, second; Edmonds, 260 yards, third. Time, 4:43.

Half-mile 1:20, Class A.—Maling, first; Lucas, second; Whitcomb, third. Time, 1:10⅘.

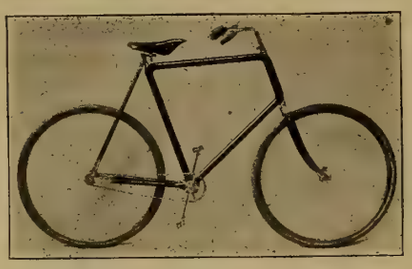
One-mile handicap, Class A.—Fred Stevens, scratch, first; Bare, 80 yards, second; Reynolds, 70 yards, third. Ti e, 2:31⅘.

One-third-mile open, Class A.—Stevens, first; Perkins, second; Bare, third. Time, :47.

Three-mile handicap, Class A.—Stevens, 140 yards, first; Molane, 140 yards, second; Reynolds, 190 yards, third. Time, 8:57⅗.

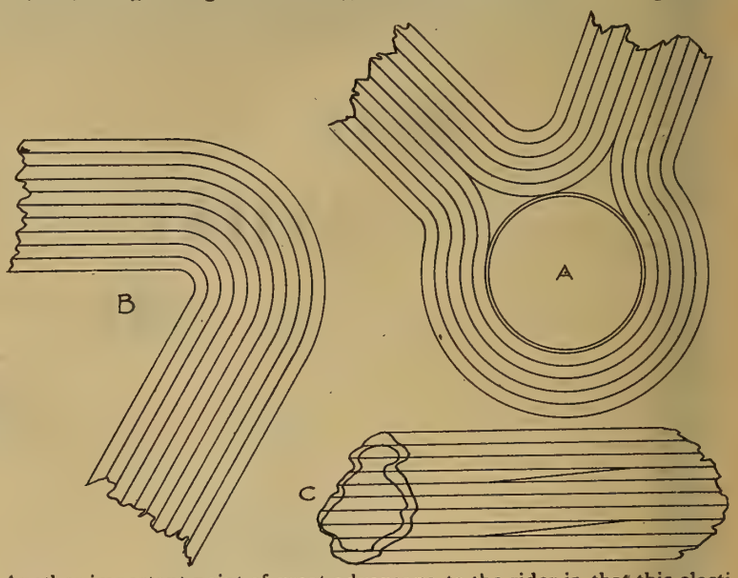
A WOODEN BICYCLE.

The Tonk Mfg. Co., of Chicago, has been making piano stools, piano scarfs, and music cabinets for years, but the bicycle business has held forth such attractions that it has decided to try it. It has, therefore, turned out a novelty in the way of a bicycle with a wooden frame. The frame is constructed of carefully selected second-growth hickory strips of ⅛ inch thickness, and is of tubular construction. The outside sectional diameter of the main frame is 1¼ inches; rear forks, ¾ inches. The front forks are also made of wood, laminated in the same manner as the balance of the frame, but not tubular. The tips of forks, seat, post clamp and front fork are made of steel. The remainder of the wheel is of the usual construction.



In the process of cementing, the ends of each strip are lapped, no two joints coming at one point in the frame, thus making it practically endless and stronger than a single piece. The grain of each strip of veneer being different and closely cemented together, added strength and lightness are obtained, and the chance of splitting is reduced to a minimum.

But two of these frames have thus far been made. The second, a fifteen-pound machine, with light wheels and pedals, has been subjected to the roughest kind of usage, thoroughly tested by prominent riders, and ridden over the century course when the conditions were far from favorable. Where a steel frame when severely racked either breaks or is apt to remain set, this, owing to its great elasticity, will at once return toits correct position.



Another important point of great advantage to the rider is, that this elasticity reduces the jar, thus making it possible to make greater distances with less fatigue than can be done on the ordinary steel frame wheel. Owing to the frame being made of wood, it is susceptible of considerable tasty ornamentation, either by fancy staining or graining or by using of different kinds of wood in connection with the hickory.

It is expected that the construction of this wheel can be so simplified as to reduce the cost very materially. The construction or method of manufacture is fully protected by proper legal methods pending the granting of a patent, application for which has been duly made by the inventor, P. H. York. The accompanying cut explains many of the details. Figure A shows the method of laminating and bending veneers around the crank hanger. Figure B shows the method of laminating and bending veneers on frame angles. C is a sketch of the tube, showing the hollow construction and lap joint of veneers.

The Waltham Mfg. Co. has engaged James S. Holmes, ex-chief consul of the New Jersey Division, as manager of the new offices and show rooms at 240 Broadway, New York, from which place the entire output of the company will be disposed of. The factory has been materially enlarged.

The Simplicity of the Dunlop

MAKES REPAIRS EASY.

The Quality of the Dunlop

MAKES REPAIRS FEW.

Road Riding is the Test
And Dunlops Stand it Best.

SEE WHAT A RIDER SAYS:

125 Oakley Avenue, Mount Vernon, N. Y.

American Dunlop Tire Co., 504 W. 14th Street, New York City.

Gentlemen: THERE ARE IN USE IN MY FAMILY THREE BICYCLES OF DIFFERENT MAKE, but all having the incomparable "Dunlop" tire. By reason of accommodating our friends, and some unfortunates whom we have met awheel, our supplies of patches and cement are exhausted, THOUGH WE HAVE HAD OCCASION TO USE THEM FOR OURSELVES BUT ONCE, and that on my own wheel. If you will advise me of the cost of three of those little tin boxes of material, I will remit you the amount.

Yours truly,

July 30, 1895. George O. Beach.

GET OUR CATALOGUE.

The American Dunlop Tire Company

504-506 W. 14th Street, NEW YORK CITY.

302-304 Wabash Ave., CHICAGO, ILL.

MOTOR PROPELLED VEHICLES.

An Old Idea—Forerunner of the Railroad—Late Developements —Description of the Gas Motor.

It is not to be supposed, of course, that the publishers of journals devoted to the interests of the carriage-makers' trade will be so enthusiastic in regard to the development and perfection of the motor vehicle as are those who are more directly interested in the bicycle industry, or even the journalists of the daily papers, and the disinterested citizens who hail with pleasure the advent of any discovery or invention which promises an improvement over existing methods. Neither can the horsemen's papers and the harness and saddle-maker's journals be expected to dilate upon the advantages of the general adoption of horseless carriages, for obvious reasons, yet perhaps they are not wholly wrong nor influenced entirely by partisan views, as it were, when they state that there is a vast deal of silly rot published about the motor vehicle by those optimistic people who in imagination see the horse entirely superseded in a few years and relegated, like the once innumerable buffalo, to exhibition as a curiosity in the parks, museums, and shows.

The fact of the matter is that the idea of mechanically propelled vehicles is

Almost as Old as Wheeled Vehicles Themselves,

and far antedates the locomotive, which is itself the direct outgrowth of the attempt to produce steam-propelled wagons, which were unsuccessful because of the roughness of the roads. To overcome these inequalities and give the steam locomotive a smooth way upon which the resistance would be as slight as possible, rails were provided for the wheels to travel upon, and the steam railway was *au fait eccompli.*

"It must be borne in mind," says the *Hub*, "that a carriage or wagon fitted up with a mechanical motive power must be so proportioned that it will sustain the motor, resist the extra strain incident to the power being applied to the working parts of the vehicle, in addition to the load of passengers to be carried. This, from necessity, makes a heavy vehicle. but it does not detract from its practicability, because of the fact that increased weight gives increased traction, and mrkes the vehicle more reliable and less influenced by loss of power from insufficient traction."

All Manner of Motive Powers have been Experimented With

n the attempt to produce a practical horseless carriage, including steam, electricity in storage batteries, hot air, and gas generated from petroleum, naptha, gasoline, etc. The latter have proved the most successful, the carriages which this year won the first prize of 40,000 francs and the second, third, and fourth prizes in France, by winning the great Paris-Bordeaux race of 750 miles in 48 hours, being fitted with motors using gasoline or petroleum. These work on the principle of the Otto gas engine, in which the power is secured by a series of explosions in a cylinder of hot-box, brought about by the mixture at a certain temperature of gas and air. The down stroke of the piston draws a current of hot air into the carburetor attached to the motor. The temperature of this current vaporizes the gasoline contained in the carburetor, and the mixture of air and vapor is then drawn out of the carburetor into the cylinder. Between the carburetor and the cylinder a cold air pipe is attached to the suction pipe and may be opened or closed by an admission valve. A certain proportion of air and vapor is needed to secure



F. J. JENNY.

An Effective Explosive Mixture,

and by opening the admission valve more or less, the proportion of this mixture is regulated. The up stroke of the piston forces the explosive mixture into a platinum tube attached to the explosion chamber on top of the cylinder. This tube is heated by a small lamp, in which is the only fire used. The heat ignites the explosive gas, thus creating a sudden expansion of it, which forces the piston down again. The second up stroke forces the expanded gases in the cylinder out through an exhaust pipe opened at every second stroke, only. The exhaust pipe is opened at the rear of the carriage, and the motion leaves behind any disagreeable odor.

The weight of this engine, independent of the propelling mechanism, has been reduced to sixty pounds per horse power, and one of two-horse power can be incased in a box 18x22 inches. The cost of running one of these motors is about a cent an hour per horse power, and one of them will last, it is claimed, for ten years. The main drawback to the motor is its weight, which will of course be reduced to the lowest point by every possible improvement.

Interest in the Horseless Carriage Has Been Actively Aroused in this country by a century race from Chicago to Waukegan and return, promoted by one of the Chicago dailies which has offered prizes amounting to $5,000 for the first, second, third, and fourth winners. The race is to be run November 2, and more than eighty entries have been secured, principally from Chicago, but also from as far east as New York and Massachusetts, and as far west as Nebraska. Quite a number of these enter from two to four or five vehicles each. It is expected that a large number will not be able to start in the race, but it seems almost certain that the number of vehicles tnat start will be larger than in the Paris-Bordeaux race last June. The outcome of the big race will certainly be looked forward to with great interest by all who are interested in cycling, and as well by carriage builders and the general public.

The perfection of the motor vehicle means more than it would appear to on the face of it, although it may fall considerably short of the roseate expectations of the enthusiasts.

Practicability is the First Quality to be Sought, of Course, with speed, economy of operation, durability, and cheapness, following in the order named. The matter of appearance is immaterial, for it is obvious that, given a good motor and propelling mechanism, the carriage maker can surround it with as handsome outlines in the way of wheels, body, etc., as any one would desire. At first it is probable that the vehicle will be constructed much upon the form of the present carriages drawn by horse power, but as the industry develops and general use demonstrates the usefulness of certain parts and defects of given forms, these will be discarded and changed for others more fitting to the requirements of the case. It is reasonable to suppose that when the motor carriage has been so developed as to be perfectly practicable on the city streets and on the ordinary country roads, and the first cost has been brought within that of a horse and buggy or horses and carriage of a like capacity and appearance, it will be very generally used—to such an extent, in fact, that the stables which are such a prominent feature of our city and country scenes and views will gradually disappear, and provision will be made for the horseless vehicles in the basements of the residences and apartment buildings, with the roadway from the street leading directly into the basement. Coachmen will then have to understand the mechanism of the motors instead of the nature of the horses driven. The streets of the cities will be smoothly paved, and the suburban roads and those connecting large towns will be improved, and the good roads cause will receive

An Impetus Which will do the Hearts of the Cyclists Good.

The city streets would be much freer from the dirt incident to the use of horses, although it is not to be supposed that heavy draying will be done by motor wagons, at least for a long time to come. The general use of such carriages, which of course will be pneumatic tired, will greatly reduce the racket and clatter that is so distracting on the paved streets, but on every hand the pedestrian will be startled by the jingling of bells and the clanging of gongs, while at night the boulevards will be alive with huge fireflies darting here and there noiselessly, if the sound of the exhaust from the engines can be suppressed in some yet undiscovered way. The horseless carriage will, of necessity, be slow of adoption in the country, owing to the inferior condition of the roads, and equally to the fact that horses will always be needed there for the farm work. The expense, too, of keeping a horse in the country is nominal, whereas in the city and the larger suburbs that is a factor quite worthy of consideration.

THE ORIENT TEAM.

Single handed, Frank Jenny has creditably held his own throughout the circuit meets. Only those who have raced or watched the races closely can understand what the solitary rider has to contend against when competing with regular teams. His winnings are ten firsts, nine seconds, eighteen thirds. His prizes are valued at $2,700.

This is Jenny's second year on the track, and first year in Class B. His Class A career on an Orient was so brilliant that the Waltham Mfg. Co. engaged him to ride its wheel in Class B, in conjunction with the Newton Rubber Works, and Straus tires have carried him through successfully, as his prize list shows.

Wheelmen Are Travelers.

The riding of wheels only stimulates the desire to travel, thereby bringing to public notice the condition of the public highways, and creating a disposition to better their condition. No one can doubt the value of the the bicycle in teaching the public the great convenience and absolute necessity of providing safe roads for the travel of the bicycle riders, and drivers of fine horses attached to fine vehicles. We can not but state that, in our opinion, every sale of a good bicycle helps the sale of a good carriage, buggy, or some other good four-wheeled vehicle, says *The Spokesman.* The great American public delights to "go," and go it will, ahead of all other nations, both on bicycles and carriages, according to the taste of the rider.

THERE'S
NO NECESSITY FOR

Swearing "Blue Streaks"

when a Straus single-tube tire is punctured, nor need of sending it back to the factory or to a "tire doctor" to be repaired. Straus tires are not built like other tires. They possess features all their own, and punctures, whether outside or in, CAN be repaired. That's one of the features. It's worth inquiring about.

STRAUS SPEED TIRES STILL SCORE.

At Milford, Mass., Sept. 21, W. S. Reynolds, on an Eclipse, first in half-mile open. Time, 1:02½.

At Waltham, Sept. 21, H. E. Walton, on an Eclipse, first in five mile. Time, 12:10.

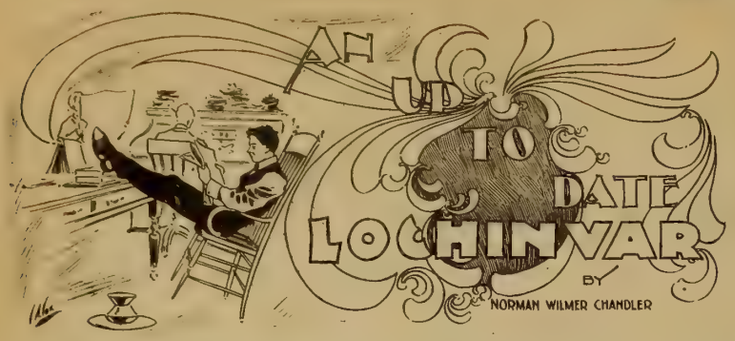
At Fitchburg, Sept. 17 J. P. Clark, on a Warwick, one mile in 2:17, track record. Same place, next day, Reynolds won half-mile open.

At Taunton, Sept, 24, J. P. Clark, on a Warwick, first in mile open. Time, 2:14. Newton also ran.

For prices or information, address

Newton Rubber Works

Newton Upper Falls, Mass.
New York Office, 21 Park Row.



It was a blistering night in midsummer and the rooms of the Æolus Cycling Club were deserted with the exception of the secretary's office where that officer, the tourist, and the chairman of the house committee were trying, with various degrees of success, to keep comfortable.

The chairman of the house committee, in shirt sleeves and with his feet on the table, was looking over the week's cycling papers, and punctuating his reading with frequent and emphatic remarks about the heat. The secretary was at his desk cleaning up some of the month's routine work, while over at a table in the corner the tourist was busily engaged, as usual, with a pocket road map, a mileage guide, and a bottle of red ink.

Through the open windows of the club came the rattle of teams in the street below, the cries of the peanut and orange vendors, and the munificent offer of the song-sheet man to give Sweet Marie, Two Little Girls in Blue, Annie Rooney, White Wings, On The Bowery, Say Au Revoir but Not Good-by, and 200 other beautiful popular songs of the day for the infinitesimal sum of 5 cents, while from the block across the street came the sound of an untuned piano and a falsetto voice making a combined attack upon "Daisy Bell." The noise without but made the quiet of the club the more marked.

"It's mighty lonesome around here these days," remarked the secretary as he addressed the last of the "your-dues-for-the-current-quarter-are-now-payable" postals and leaned back in his chair with a grunt of satisfaction.

"Fearful!" This from the chairman of the house committee. "There hasn't been half-a-dozen fellows around here at any one time since warm weather came. Pool room receipts have fallen off two-thirds and as for the papers and magazines, why, we might as well stop them—no one comes around here to read them."

"Lots of the fellows are out of town just now, I suppose, and the rest are probably stretching hammocks or straining front gates these summer nights. Bob Jackson's up on the lakes with his girl, and Charley White and his ditto are off somewhere or other with a camping party, I don't know just where."

"By the way," inquired the secretary, "where's Billy Wenham these days? He used to spend a good share of his time here, but I haven't seen him for a deuce of a while; in fact not since the smoker six weeks ago. Then he only stuck his face in the parlor and went out again as though the devil were on his trail. I remember it was just as Sanders was reciting Will Carleton's poem, 'A Modern Lochinvar.'"

At this the tourist looked up and laughed.

"I guess it's on that account he hasn't been here since."

"What in the name of reason had that to do with it?"

The tourist wiped the red-ink pen with which he had been tracing a route for his vacation trip, folded the map and threw it on the secretary's desk. "It's awfully mean to give him away, and I suppose I shall make Billy my lifelong enemy, but I've kept quiet about as long as I can. It all came of that trip of ours in the Berkshires last year," he said.

"You fellows have always been so closemouthed about that tour that I've thought a good many times that there was something back. Never you mind Billy, but let 'er go."

And this is the story the tourist told that summer night in the secretary's room of the Æolus Club:

I haven't said anything about it before because Billy's such a sensitive fellow that any mention of it always puts him in the dumps for six weeks at a time, but this is the way it all happened. I had made all my arrangements for a vacation wheel trip through the Berkshires, and somehow Billy heard of it and wanted to go too. Of course I was glad to have him go, for while he isn't very practical, still he's a good fellow and very pleasant company, and midsummer found us up in the hills for a month's riding. Well, you know Billy. He's the sort of a fellow who dreams dollars and finds dimes. The country through the hills there is—well, grand is the only word for it, and even as matter of fact as I am I began to etherialize a little over the glorious scenery about us; but Billy went raving crazy. I got sentiment in allopathic doses for three mortal weeks, and it was all I could do to get him to eat. He seemed to want to live on scenery and communion with Nature with a capital N. The climax came one night when we put up at a little hostlery, half hotel, half boarding-house, in a town over near the New York line, and in his skirmishing around Billy found a volume of Will Carleton's poems in the parlor. In the sentimental frame of mind that he was in, the "Modern Lochinvar" struck him as about the finest literary work of the nineteenth century, and I'm a professional if he didn't borrow the book and sit up half the night learning those verses. I "joshed" him about it some at the time, but I didn't kick half as much as I did the next day when he kept up a steady stream of the stuff. Mile after mile, and hour after hour that morning he reeled off verse after verse, and the Berkshire air was full of a "Modern Lochinvar."

Noontime found us three miles from the next town and the mountain air had given me such an appetite that I didn't feel as though I could wait until we struck the village though I don't suppose Billy had given the commissariat a man's sized thought all the morning.

Just as we made a turn of the road a farmhouse appeared and I suggested that we see if we could get dinner there. That suited Billy well enough so we stacked our wheels out by the fence and went up to the house. I rapped and in a moment or two the door opened and there, in calico dress and sweeping cap, was one of the prettiest girls that I've ever seen. Billy was rattled speechless and it's lucky I was there for he'd never been able to let her know what he wanted. After some talk I made arrangements for dinner and turned to Billy. Say, fellows, I wish you could have seen him there. I knew the moment I looked at him that our our was ended and that we should never get very far away from that particular farm so long as his vacation lasted. I don't think he ate a mouthful of dinner and after it was over he began asking questions about the roads and distances and making every possible excuse for staying longer, but I was beginning to get pretty hot about the way he was acting and insisted on our getting away and finally he consented to go.

I mounted first and started down the driveway that led from the house to the pike and was just indulging in a little thanksgiving that I had gotten him away before he made himself too conspicuous and was also congratulating myself that our vacation was nearly over, when I heard a crash behind me and it came upon me all at once that Billy was up to some more of his sentimental tricks and that he was trying to get out a second edition of "A Modern Lochinvar."

Now you'd better believe, fellows, that as I went back to where he lay I did some tall swearing about Billy, the girl, Will Carleton, and everybody and everything; but when I reached him I forgot all about my "mad" for I found that instead of the bluff that he had intended to put up, he had miscalculated and had really sprained his ankle and had fainted from the pain.

Well they took him into the house and made him as comfortable as possible, sent for a doctor who lived a mile or so down the road and when I left him that night to ride on into town the girl was sitting there fanning him and Billy was looking as though he never wanted to get up again.



"I made arrangements for dinner."

Now that was all right as far as he was concerned but it wasn't very exciting work for me, so after I had ridden out to the farm two or three days to see how he was getting along, and each time found him so busy making love to the girl that he hadn't any time for me, I got tired of my job and came back to the city here.

"How long was he there?" asked the chairman of the house committee.

"Three weeks, and he wouldn't have come back then if I hadn't written him that his boss was getting pretty hot about his being gone so long, and

Did you Say

you were going to handle the

Solid Sterling

next year?

You will never regret it.

The people want the best. They begin with a cheap wheel because they can't see where the difference comes in.

A $75 and a $100 wheel. They both look alike. Two wheels. One front, one rear. Spokes. Tires. Handle-bars. Nickel and enamel.

But after a few months' use, they tell a different tale.

They have learned a thing or two. So has the dealer for that matter.

To go a little farther.

A $100 wheel and a Sterling. They both look alike. They are both "high grade." They cost about the same.

But a few months' riding shows a difference just the same.

It may be funny, but it's so.

If you don't believe it, ask any Sterling rider. Don't ask the cranks—if you call them cranks when they won't look at any other wheel—but ask the plain, sensible, experienced riders who have tried other wheels before they rode a Sterling.

See what they say.

We had to refuse piles of requests for agencies early this year because they came too late.

Suppose you take time by the forelock and write us today.

Sterling Cycle Works,

274-278 Wabash Ave., CHICAGO.

"Built like a watch."

Bowled.

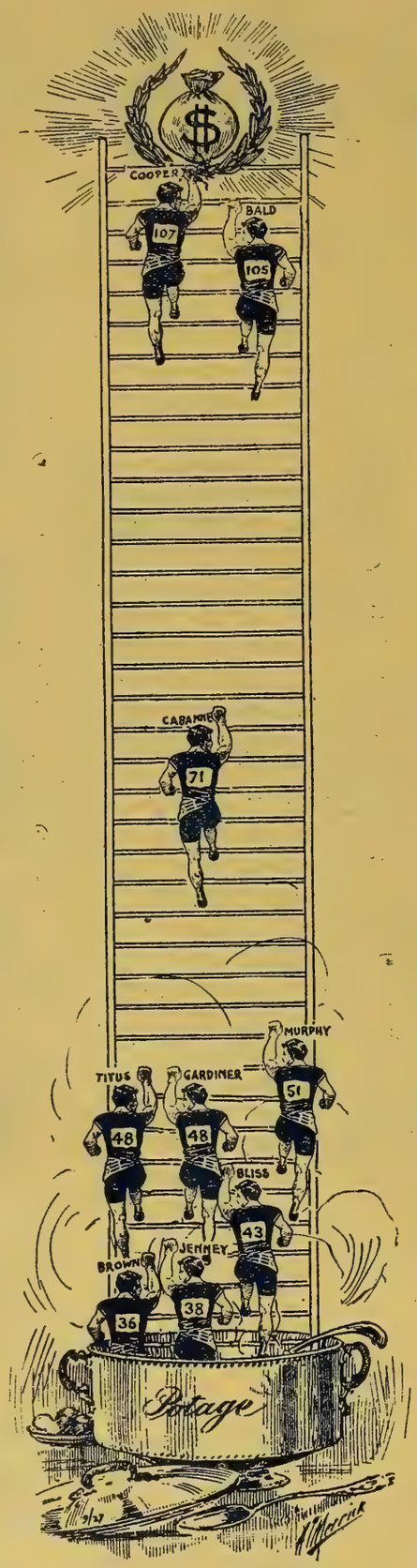
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THE "ALSO RANS."

The following are those who have scored five or more points:

C. Johnson, 35; Coulter, 25; Maddox, 24; 23; Kiser, 23; Rigby, 22; Sims, 19; Mc- McDonald, 18; Scott, 17; Kennedy, 16; ...; Helfert, 11; Butler, 11; L. A. Cal- 10; E. C. Johnson, 10; C. H. hart, 10; Bird, 9; Miller, 9; ill, 6.

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at Fountain Ferry, Louisville, Ky., October 2? Of course you did. The man "who has been taking here, and had been in training for days previous, but he had to play second fiddle to Mr. T. rter-mile and the mile open events.

s B, and the Monarch is King of Bicycles, and there you are.

CH CYCLE MFG. CO., Lake, Halsted, and Fulton Sts., Chicago, Ill.

York, San Francisco, Portland, Denver, Salt Lake City, Memphis, Detroit, Toronto.

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Since being crowned king of the year Mr. T. Monarch Cooper has not taken a vacation, but has kept steadily on the circuit, and as a result some of the other fellows have had a chance to catch him "off form" and scoop in a few first-class diamonds. Cooper has not won **all** the greatest races of the year, but he has won **more** of them than any other Class B man, and stands today at the head of the list in points, though he has been on the circuit several months less than his nearest and much-vaunted competitor.

Yes, "there are other good men in the B Class," and we would not care to make the assertion that "they lack in head work," but, as results show, they are certainly a little shy in speed, not excepting the man who "has been taking a vacation and giving the other fellows a chance to win a few first-class diamonds." The fact of the matter is that, judging from what is plainly to be seen, Cooper stands at the head of the class. We would not care to say that "he is in a class by himself," nor that "he can do as he pleases with the others." To make such a statement of him or any other rider would be silly twaddle and not at all in keeping with the facts. But we do say, and can prove our statement, that



Cooper has won more National Circuit Races than any other Class B Rider,

and naturally is "the hero of 1895."

There are those who claim, too, that much of Cooper's success is due to the fact that he rides a Monarch, and the point is well taken, for the Monarch is the fastest and best bicycle made. Since he started on the National Circuit late in July, Cooper has steadily taken part in the circuit races, and has clearly demonstrated his superiority time and again, the silly statement of a jealous rival to the contrary notwithstanding. Cooper has always had plenty of worthy antagonists, and in no single instance has he won a race "where there was no one to race against." Soreness over defeat is apt to cause one to make rash statements, hence the silly rot in last week's cycling papers about the man who "has been taking a vacation and giving the other fellows a chance to win a few first-class diamonds."

Did you notice Cooper at Fountain Ferry, Louisville, Ky., October 2? Of course you did. The man "who has been taking a vacation, etc.." was also there, and had been in training for days previous, but he had to play second fiddle to Mr. T. Monarch Cooper in the quarter-mile and the mile open events.

Cooper is King of Class B, and the Monarch is King of Bicycles, and there you are.

MONARCH CYCLE MFG. CO.,
Lake, Halsted, and Fulton Sts., Chicago, Ill.
BRANCHES: New York, San Francisco, Portland, Denver, Salt Lake City, Memphis, Detroit, Toronto.

Shooting Meteors.

The flight of the Sycamores is likened unto the skimming swallows as they skip across the calm bosom of a pond. When a rider of a Crimson Rim gets the kinks out of his joints he sails in to demolish, and that is just what Billy Hamilton, the Denver Sycamore, did a few days ago. That

Slab of Gold.....

which Morgan & Wright offer for the fastest unpaced mile has made Billy long for the gold. He yearned for it, and then is it to be wondered at that he buzzed along in that beating path when making the mile in 2:05 1-5, the fastest unpaced mile ever ridden in the world, and accomplished on the fastest wheel—the Crimson Rim?

THERE'S SECONDS IN THE GLIMMER OF THE CRIMSON RIMS.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

that he'd lose his place if he didn't get around pretty soon."

"I remember old Baxter used to come here to the club twice a day to ask if any of us had seen Billy. Why, one day—but never mind that now Fire ahead, Mac!"

And the tourist resumed.

Well Billy sent me daily bulletins of the progress of his love affair, and everything seemed to be running very smoothly when one day I got what I had been half expecting for some time—a letter saying he had persuaded the girl to elope with him on his wheel. Now Billy has always been a good friend of mine, and I hated to see him make such an ass of himself, so I put myself and wheel on the next train, and went up there to try if I couldn't induce him to use a little judgment and discretion, but they evidently weren't in his vocabulary. You might as well try to influence a Class B man with laurel wreaths as a man in love with arguments. I labored with him all one forenoon, but of course it didn't do any good; he said they had it all fixed up, and were going right after dinner.

"It's going to be the simplest thing in the world," said he, when I suggested some of the difficulties. "It isn't as though I had to carry some one that didn't know anything about a wheel. She rides herself, and that will make it very much easier. She learned when she was in the hospital in New York studying to be a trained nurse."

"For heaven's sake," I cried, "if she can ride why don't you let her use her own wheel?"

The look he gave me would have queered the Statue of Liberty.

"What would there be romantic about that?" he asked.

"But don't any of the other folks here ride? They might use her wheel to follow you."

"To tell the truth," said Billy, "I've been so busy looking after Josie that I haven't taken much notice of the rest of the family, but I'll risk it anyway. Love will lend me wings."

I suggested to him that as Josie weighed in the neighborhood of 160 pounds that it might be just as well if he could make arrangements for Love to furnish more than one pair. That made him mad, and he went off to find



"The whole family mounted wheels."

the girl, while I started for a stroll through the orchard to kill time until dinner was ready. After dinner he drew me aside to tell me that everything was ready, and that they were going to light out as soon as a good opportunity came. He added something about having "left two silver dollars in an easy noticed spot."

In a few minutes as I went out to the well for a drink I saw that the sky was dark in the west with thunder clouds, and what was still more to be wondered at, the hired men seemed to be loafing around the barn although I could see two or three acres of hay down. I spoke to Billy about it, but he said he "guessed they always hung around awhile after dinner." I wasn't at all so sure of it as Billy seemed to be, but I knew it would be no use to argue the matter with him so I let it drop. About 1 o'clock Billy went into the house and as he passed me I could hear him repeating some of the verses of that confounded poem of Will Carleton's. Ten minutes later he came out with the girl; she climbed up somehow on the wheel behind him and they started.

Ye gods! and the nearest town three miles away!

I don't suppose though that Billy had given the distance a moment's thought.

As I stood there watching them as they rolled down the driveway to the pike and turned the wheel toward the village I heard a warwhoop from the barn followed by a terrific rattling. I hurried around there and was just in time to see the whole family mounting wheels of one kind and another and starting in pursuit. They had evidently caught sight of Billy and the girl soon after they struck the main road and had immediately made a rush for the barn and the wheels. How Billy had happened to overlook those same wheels I don't know unless he was so engrossed with the girl that he hadn't paid any attention to the back part of the premises and the family had been so busy haying that they hadn't used them while he was there. But however it happened, when I got around to the barn the farmer and his wife were mounting an old cushioned tandem, one hired man had a solid Broncho and the other a coffee-mill Star, while the girl's young brother had her new light-weight pneumatic. As they came out of the barn they looked for all the world like Coxey's army on wheels and I got to laughing so that I forgot all about Billy. When I thought of him again I knew that, handicapped as he was, he didn't stand as much show as a one-legged bullfrog in the middle of a pickerel pond, so I hunted up my wheel and started on after the crowd.

The agony was soon over. They overtook Billy about half a mile down the road, and took turns thumping him and kicking spokes out of his wheel, until they were tired, which was about the time I got there.

Well, they took the girl back to the house, and I noticed that she seemed a good deal affected, and kept her handkerchief to her face all the way—at least until they turned the bend of the road and were out of sight. Billy and I started on into town, getting a team at the next house for him and his wheel. On the way in, the storm that had been hovering for an hour or so broke, and Billy caught a cold that laid him up for another week, and to make matters worse his employer sent him word that his "services would be no longer required." Billy didn't seem to mind that as much as he did the loss of the girl, and of course I tried to comfort him all I could, though it did look to me almightily like a put up job on her part, and one day I told Billy so, but he wouldn't hear a word of it, and went to raving about the poor creature broken-heartedly crying her eyes out on that Berkshire farm. I had my doubts about it at first, but Billy said so much that I, remembering how she looked as they were leading her back to the farm, finally got to his way of thinking, and we had a good many very earnest discussions about the abominable treatment that he had received at the hands of the rest of the family, and I believe that he even made some further plans for a subsequent campaign. A few days later he got this letter from the girl's father.

The tourist took out his pocket-book, and after hunting through it a moment selected a paper and handed it to the secretary.

"Why, it's a bill," said that official as he opened it.

"Read it aloud," suggested the chairman of the house committee, and the secretary did so.

And this was it.

WILLIAM WENHAM TO SILAS ROCKBOTTOM, DR.

To three weeks' board at $8	$24
To services trained nurse, three weeks at $15	45

"That was Josie," broke in the tourist.

To loss on hay by rain occasioned by delay of men in getting to work August 25	15
To doctor's bill paid	10
	$94
Credit by cash "left in an easy noticed spot"	2
Balance due	$92

An early remittance will obviate the necessity of collection by process of law.

Yours, without a particle of respect,

SILAS ROCKBOTTOM,
per J. M. R.

"Rather an expensive trip, I should think," laughed the secretary as he folded the paper and handed it back. "But what's this J. M. R. on the bottom?"

"Oh! nothing, except that somebody evidently made the bill out for the old man. I believe though," and the tourist smiled as he put on his coat preparatory to going home, "I believe that those were the initials of the girl."

ST. PAUL MEN WIN.

SIOUX CITY, S. D., Oct. 3.—The races here today, which were attended by a big crowd of spectators, were very close and interesting. The two-mile open Class B race was won by Griebler in 5:27⅘, Becker finishing second and Bird third. Griebler also won the one-mile handicap, finishing from sixty yards in 2:26⅕, with Condon, seventy yards, second and Becker, sixty yards, third. The one-mile open, Class A event was won in 2:33⅗ by Mertens, Mierstein taking second place and Enright third. McCleary won the two-thirds-mile race in :46⅘, with Mertens in second position and Mierstein in third. The first prize in the Class A five-mile handicap was won by H. U. Rogness, with a handicap of 350 yards, in 13:14⅖. Morrison crossed the tape second and Enright third.

Sanger Breaks Two Records at Waltham.

Sanger broke the third-mile and half-mile records on the Waltham track October 5, riding in private trials. He was paced by a quad of Class B riders, and set the figures for the former distance at :32 and for the latter at :50⅘.

WANTED.

A responsible position, by competent and experienced man, well acquainted with the bicycle trade. Address: SPOKE, care "The Bearings."

WANTED.

City salesman to handle factory trade; one acquainted with all parts and fittings. A good chance for the right man. Address: A X, care "The Bearings."

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, OCTOBER 10, 1895. No. 6.

Published every Thursday by

The Fowler Cycle Mfg. Co.

Makers of "Fowler" Bicycles.

Office and Factory,

142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

C. H. Larsen Goes to Boston.

Our immense Boston branch house will be under the direct management of Mr. C. H. Larsen, so well and favorably known throughout the United States as a typical "Fowler hustler," energetic, and possessed of that one great qualification over all, which commands the respect of the entire business world—"Keeping-everlastingly-at-it."

The Boston branch will be opened next week, and all New England Fowler agents will be taken excellent care of from that point.

Strengthening Our Force.

During the past few weeks the working force of the Fowler Cycle Mfg. Co. has been strengthened and enlarged considerably, the rush on '96 business necessitating this move.

Among those recently secured who will be identified with the Fowler success in '96 are:

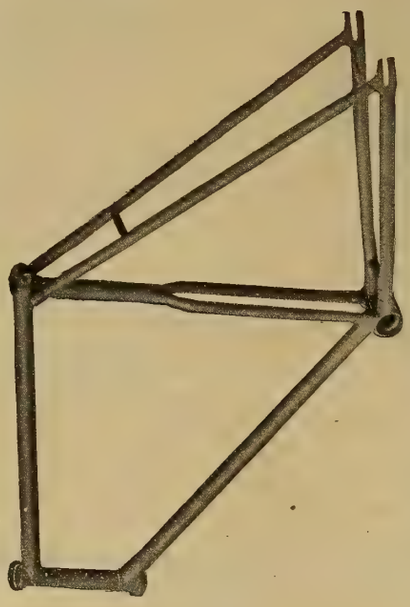
Robt. W. Slusser, who will attend to all the buying of the establishment; C. C. Caldwell, of Caldwell, Ohio, to travel through Ohio, Indiana, and that part of the country, representing us, and H. H. Wylie, to travel through Michigan, Wisconsin, and Illinois. A. J. Rossou, C. A. M. Kowalski, and W. D. Plows are likewise recent additions to the force which is increasing in size almost daily.

ECHOES FROM THE WEST.

Away out in the wild and woolly state of Colorado, a prairie dog boldly emerged from his underground home, perched himself upon his haunches and chuckled aloud. It was a Fowler prairie dog, and he was justified in his exultation, for at the bicycle races held at Monte Vista, Colo., October 2, 3, and 5, the Fowler wheel had proven itself a thoroughbred, sure enough.

During the three days races there were ten events, exclusive of several record trials and exhibition rides. Of those ten events the Fowlers won seven firsts, four seconds, and four thirds. The Fowler had as its competitors about all the bicycles made in the United States yet easily demonstrated its superiority over all.

THIS IS THE ORIGINAL TRUSS FRAME



AND IT MEANS Fowler

TO ACCOMMODATE FOWLER AGENTS.

We desire to announce that by November 1 we will be able to supply Fowler bicycles to all of our agents. By November 15 we will be turning out Fowlers from our factory *in numbers equal to fill any order.* Our facilities have been more than quadrupled for next year's output, and we have perfected such a thorough system of inspection and testing that the Fowler will not only hold its own but even add to its present reputation of the "most highly finished bicycle in the world."

The following is but a sample of the manner in which our original advertising idea, the FOWLER TRUTH, has caught on in all parts of the country. It is a letter received recently from San Francisco and runs as follows:

FOWLER CYCLE MFG. CO.
Dear Sirs: I have read with interest *a book* published by you entitled FOWLER TRUTH, and wo ld be pleased to have you mail me a copy each week.
Truly yours,
CHAS. H. CORCORAN,
22 Mills Building, San Francisco.

It is evident from the above that Mr. Corcoran, like many others, appreciates a good thing when he sees it.

Commodore Foote's Fowler.

Commodore Foote, who tips the beam at fifty-one pounds, stands 3 feet 11¼ inches, is forty-five years of age, and is about to start on a tour around the world, during which he will appear before her most gracious majesty, the queen of England, their royal highnesses prince and princess of Wales, duke and duchess of Edinburg, duke and duchess of Connaught, shah of Persia, czar of Russia, emperor of Germany, sultan of Turkey, and all the other "main guys" of foreign climes. He has taken with him a Fowler wheel, which is truly as unique as himself. Its weight is 10 pounds flat. It has a 12-inch frame, 14-inch wheel, and is an exact miniature model, in every way, of the most highly finished bicycle in the world—The Fowler. Commodore Foote and his wheel, as they left our factory one day last week, looked more like a materialization of one of Anderson's fairy characters, than a real man and a genuine bicycle.

A TREAT IN STORE.

In the near future we will publish in the FOWLER TRUTH the observations of our advertising manager regarding the solicitors of the various trade and cycling papers that call at this office. It will all make interesting stuff, the modus operandi which some of them resort to in broaching the subject uppermost in their minds. Each one is different. One invariably meanders softly into the advertising den, and without uttering a syllable calmly lays upon the manager's desk a cigar of huge dimensions and fragrant odor. This one knows his business. Another gives us a hard luck story about his wife and several children who are depending on him for bread, and unless he closes a contract with us, so he says, he will lose his position. This one sometimes sheds real tears in his lamentations. Another makes it a point to drop in at about five minutes of noon with an urgent invitation to dine. This one also keeps tab on his "presence of mind." Others have other styles, each one original in its way, and the opportunity for studying human nature is truly a good one.

THAT TRUSS FRAME MEANS



Fowler

FEATURES OF OUR 1896 MODEL.

One-and-one-eighth and three-quarter inch tubing throughout, five-inch tread, finest adjustable handle-bar in the market, tapered nickel-plated reinforcements on outside front fork, new seat post bracket, new improved truss crown, detachable front and rear sprockets. Adjustments of bearings all made with the fingers. A finer finish than ever. . . . . .

WE WANT AN AGENT

IN EVERY CITY, TOWN, VILLAGE, HAMLET, MINING CAMP, AND INDIAN RESERVATION IN AMERICA. . . . . .

WRITE US.

Fowler Cycle Mfg. Co., 142-144-146-148 W. Washington St., Chicago, Ill.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

NEXT YEAR'S OUTPUT.

Now that the phenomenal season of '95 is at an end, and plans are being perfected for '96, there is a feeling in certain quarters that the coming year will see an over-production of wheels, and bring upon the trade once more the distressing conditions that prevailed during the summer of '93, when almost every city in the country was visited by the auctioneer and job-lot dealer.

The promised output for '96, compiled in as nearly an accurate manner as it is possible at present, is about 1,250,000 wheels, but this may be accepted as the number the manufacturers would like to market, and may safely be scaled down 20 or 25 per cent. Mankind in general, and the bicycle trade in particular, are adepts in the elongation of facts. We know scores of traveling men whose statements regarding their sales have an elastic limit exceeding 200 per cent. But it is altogether likely that if certain circumstances were not operating against such a condition, there would be a considerable over-production, but there is fortunately a limit to the supply of available material. While there will hardly be a repetition of the tubing famine of '95, this commodity is by no means a drug on the market, and is not to be had for the asking.

The principal check on over-production is the decided shortage on high-class automatic machines, which are as absolutely necessary in the equipment of a factory for the manufacture of bicycles, at prices ruling today, as are boilers and engines. It is almost safe to say that a company going into the market today to purchase the necessary machinery to start a factory, could not possibly get its orders filled in four months' time.

But the fact still remains that the number of bicycles to be sold in '96 will be very largely in excess of the '95 output, and, in order to keep a large percentage of the total out of the hands of the auctioneer, it behooves every manufacturer to move early. The makers who have 80 per cent of their product sold and delivered on May 1 need not worry. Those who come into the market with heavy stocks later than that date will probably suffer.

And there is another evil to be avoided. The tremendous growth of the business in the past year has made it a tempting field for dealers with very little capital or character, and they are springing up in swarms all over the country. In the crisis of '93 the short-money dealers went down at the rate of a dozen or two a day, and unless great care is exercised in the extension of credits there will be a repetition of the performance next summer. In dealing with new customers, the traveler must be not only a salesman, but a good credit man as well, and for the coming season it behooves him to be especially careful.

TWO NEW COMPANIES IN SYRACUSE.

SYRACUSE, N. Y., Oct. 7.—Two new bicycle factories have been organized in Syracuse for the manufacture of medium-grade wheels. J. C. Bowe, president of the Syracuse Cycle Co., is responsible for the organization of the Empire Cycle Co., and E. C. Stearns & Co. will have control of the Tourist Cycle Co. Bicycles will be manufactured to sell as companion wheels to the Stearns and Syracuse. While being directly controlled by these houses they will be separate and distinct in every way.

H. E. Maslin, of E. C. Stearns & Co., was asked recently his opinion of the possibility of the demand for wheels being satisfied in '96, and said that although there would be a great many low-grade wheels put on the market, the demand for high-grade wheels would remain entirely unsatisfied. "The greatest differences among high-grade wheels are the smallest differences," said H. E. Maslin. "The little parts of a bicycle and those which appear insignificant are those that go to make a successful wheel. For that reason we have paid the greatest attention to the minutest details of the 'Yellow Fellow' of '96, which we expect will beat anything in the wheeling world. In my mind there is a tendency for a slightly heavier wheel for the future, but it will not go over twenty pounds. There will be a call for brakes, of an improved pattern to be sure, and also heavier tires."

Mr. Maslin then spoke of the prospects for the season for high-grade wheels. The "Yellow Fellow" will sell for $125, as heretofore, and there is every indication that the sales of this machine will greatly exceed the past season. There will be a $100 wheel, and it is said on authority that 20,000 of them have already been spoken for.

A VISIT TO BOSTON.

BOSTON, MASS., Oct. 7.—One may enter a western town with a spirit of carping criticism and pass an unbiased judgment on that which meets his gaze, but when the half-educated denizen of the wild and woolly west is fortunate enough to travel in the east, where they make the streets narrow and then claim that they have time only to broaden the mind, he feels different. The spirit of awe and reverence that had possessed THE BEARINGS' man ever since crossing the Hudson was noticeably on the increase as the train left Providence, and as it sped on it increased almost to a degree of suffocation. The scribe was at a loss to account for this feeling of shrinkage. His image in the glass that graced the end of the car still appeared five-feet-eleven, but he felt as small as a pigmy. He was just about to be swallowed up in the mystery when the brakeman announced "Boston," "Boston," and then it was that he realized that he was at the fountain-head of the learning of the universe.

Boston is a Quaint Old Town,

with a beautiful harbor, which is still renowned as having at one time been turned into a monstrous teapot, causing what was probably the greatest "tempest in a teapot" on record. In addition to the harbor one should visit Faneuil Hall, Old South Church, and the Harvard football eleven, after which Boston is pretty much like other cities. In a cycling way Boston may lack a little in quantity of bicycle concerns, but in quality it is second to none.

In Boston proper A. J. Faxon & Co., of 5 Appleton Street, are the principal manufacturers of bicycles. G. H. Faxon received THE BEARINGS' representative. It is a real pleasure to meet and shake hands with G. H. Faxon. It impresses one that there is a whole-souled hearty individual on the other end of the arm. At the mere mention of bicycles there spreads over his face a look of contentment that reminds one of a Thanksgiving dinner and its attending feeling of satisfaction. The Puritan and Hector lines, which this firm manufactures, are both in readiness so far as samples are concerned. The latter consists of three models, one a ladies', the other two being respectfully dedicated to the lords of creation, or at least such a part of them as may choose to accept a $100 wheel for $75, for that is the price that

This Really Superb Line

is to be offered at. Twenty-three to twenty-five pounds are the weights. The tubing will be 1⅛ inch with ¾-inch rear braces, and first class in every particular. After seeing this line it is hard to imagine what Faxon & Co. can offer for $100. The Puritan line of five wheels is certainly well worthy to bear the name that has been chosen for it. Built of 1⅛-inch tubing and weighing from 19 to 24 pounds, the wheels are indeed models of beauty. The name-plate is of special design, and, all in all, it is safe to say that even though the capacity of the works is over twice what it has been for the past season, it will not be equal to the demands placed upon it.

Taking a street car for South Boston, one passes by Boston's many theaters, and viewing their broad fronts calls to mind the day when the principal amusement of Boston and the neighboring towns consisted in frying out old maids to determine the exact amount of their witchcraft. Dismounting from the car, the walk to the bridge is a brief one and leads you very close to the scene of the previously mentioned tea episode. After a brief glance at the water, which probably isn't the same water at all, although it still retains a greenish tinge, you proceed across the bridge, and turning down a street are soon at

The Factory of A. & J. M. Anderson.

Mr. Pear, the secretary of the company, managed to steal enough time to disclose a few of the firm's plans for '96. Both members of the firm are expert machinists and are responsible for a number of new machines used in their factory that would prove ready sellers if offered to the manufacturing trade.

The Transit is the name of their wheel, and it has already proved its quality by figuring in a road record ride, getting all of the records from five to twenty-five miles. Next year's patterns are not completed as yet, but will be built a good deal after this year's models, which have proven very satisfactory. One of the features of this wheel is the crank axle bearings, the cone being turned on the axle, and the adjustment being made by the ball race, which screws into the barrel, making the bearing practically dustproof and easy running, owing to the use of large balls, which have but three points of friction.

FOWLER'S INTENTIONS.

The Fowler Cycle Mfg. Co. is receiving $200,000 worth of new and special machinery. The company is branching out in a wonderful manner and next year between 17,500 and 20,000 Fowlers will be ridden in this country. Last summer President Fowler ordered material for 15,000 wheels but orders have come in so rapidly of late that he has ordered material for an additional 2,500. It is probable that by the time the cycle shows are over this number will have to be increased by an additional 2,500. Last week an order was placed with the Record Pedal Co. for 15,000 pairs of pedals. At the present time the offices of the company are being overhauled and are being fitted up in a most luxurious manner. Two additional floors of the huge building at 142-146 W. Washington Street have been secured.

Windsor Bicycles

WE WANT

Every Dealer interested in increasing his business to send for our Advance Circular.

Read about the American beauties for 1896. Their many good points. Convince yourself that you need them and when the time comes to do business we will be ready to take proper care of your orders.

THE MAN WHO IS ON THE ALERT IS THE CHAP THAT IS CALLED A SUCCESSFUL MAN.

"WINDSORS" will add to your wealth and give you the good will of your customers.

THE AMERICAN BEAUTIES FOR 1896.

Windsor Bicycles

We are rapidly allotting territory, and if there should be a vacancy in the territory occupied by any particularly wide-awake dealer who has his eyes on this paragraph, he will show one of his bright qualities by promptly sending for one of our advance circulars. We will then put his name on our new list and talk to him occasionally during the cold weather, and firmly believe we can warm his heart and body with the fire of enthusiasm—for "WINDSOR" bicycles are trade builders—the kind that are scarce—the kind that are hard to buck against—the kind that recognize no competition—the kind that should be in your store instead of your competitor's.

Sieg and Walpole Mfg Co
KENOSHA WIS

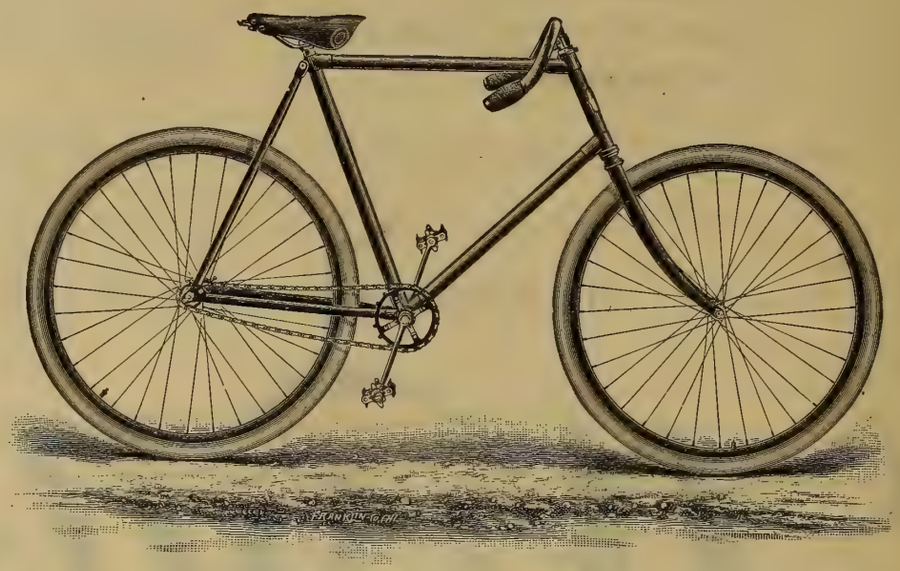
CHICAGO RETAIL - 285 WABASH AVE.

Address all mail to the factory.

Windsor Bicycles

The Cleveland

It is better to sell an established certainty than to invest in an untried quantity.



THE CLEVELAND is the result of years of study and experience. The product of the best equipped factory in the world. The handiwork of genius and skill. A combination of advanced mechanical ideas.

The Leader of the Honest High Grade.

If you desire to be up to date in 1896

HANDLE THE CLEVELAND.

ADDRESS FOR PARTICULARS:

H. A LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
1724 No. Broad St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

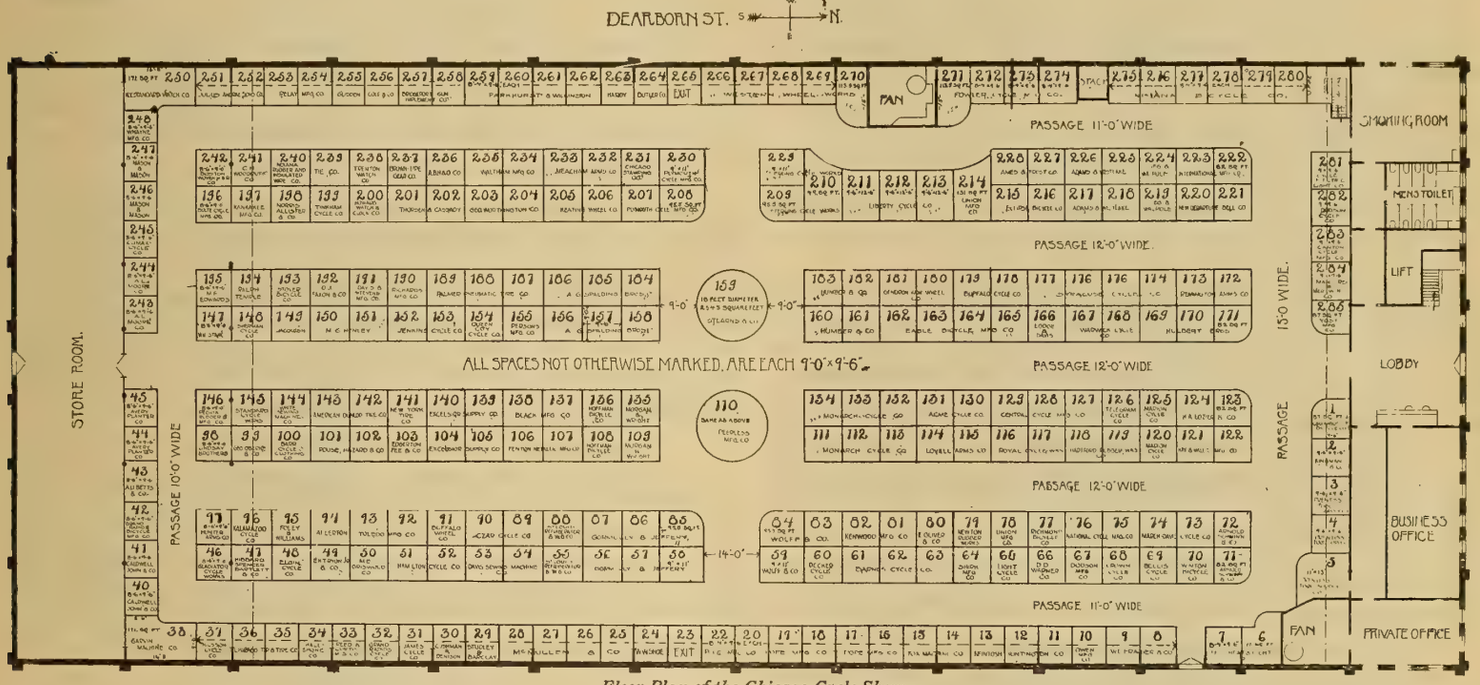
SECURED MORE ROOM.

The National Cycle Exhibition Co. Rents an Additional Building to Accommodate Exhibitors—Allotment of Spaces at Chicago.

The National Cycle Exhibition Co. had a hard job on its hands last week when it undertook to allot spaces for the Chicago show. It was found that there were about thirty applications in excess of the number of spaces at its disposal. By careful pruning, nearly all the applicants were provided for, but since that time applications have been received from a large number of concerns. The Chicago management, therefore, has leased the Jonathan Clark Building, which adjoins Tattersall's, giving an additional floor space of 6,000 square feet. There are two entrances from this building to Tattersall's and it will also give the cycle show a main entrance on State Street.

The Spaces Were Alloted as Follows:

1 Columbus Bicycle Co.
2 Kingman & Co.
3 Prentiss Tool Supply Co.
4 Prentiss Tool Supply Co.
5 Prentiss Tool Supply Co.
6 U. S. Heat & Light Co.
7 U. S Heat & Light Co.
8 W. E. Frazier & Co.
9 W. E. Frazier & Co.
10 Owen Mfg. Co.
11 McIntosh Huntington Co.
12 McIntosh Huntington Co.
13 McIntosh Huntington Co.
14 Fox Machine Co.
15 Fox Machine Co.
16 Pope Mfg. Co.
17 Pope Mfg. Co.
18 Pope Mfg. Co.
19 Pope Mfg. Co.
63 Barnes Cycle Co.
64 Shirk Mfg. Co.
65 Light Cycle Co.
66 Warner, D. D., Co.
67 Dodson Mfg. Co.
68 Crown Cycle Co.
69 Bellis Cycle Co.
70 Winton Bicycle Co.
71 Arnold, Schwinn & Co,
72 Arnold, Schwinn & Co.
73 March-Davis Cycle Co.
74 March-Davis Cycle Co.
75 National Cycle Mfg. Co.
76 National Cycle Mfg. Co.
77 Richmond Bicycle Co.
78 Union Mfg. Co.
79 Newton Rubber Works.
80 Oliver, E., & Co.
81 Kenwood Mfg. Co.
124 H. A. Lozier & Co.
125 Marion Cycle Co. (also 120).
126 Telegram Cycle Co.
127 Central Cycle Mfg. Co.
128 Central Cycle Mfg. Co.
129 Central Cycle Mfg. Co.
130 Acme Cycle Co.
131 Acme Cycle Co.
132 Monarch Cycle Co. (also 111-112-113).
133 Monarch Cycle Co.
134 Monarch Cycle Co.
135 Morgan & Wright (also 109).
136 Hoffman Bicycle Co. (also 108).
137 Black Mfg. Co.
138 Black Mfg. Co.
139 Excelsior Supply Co. (also 104-105).
140 Excelsior Supply Co.
141 New York Tire Co.
142 American Dunlop Tire Co.
143 American Dunlop Tire Co.
144 White Sewing Machine Co.
145 Standard Cycle Works.
146 Peoria Rubber & Mfg. Co.
147 Stahl, William.
148 Sherman Cycle Co.
149 Jacquish.
150 Henley Bicycle Co.
151 Henley Bicycle Co.
152 Jenkins Cycle Co.
153 Jenkins Cycle Co.
154 Queen City Cycle Co.
155 Persons Mfg. Co.
156 A. G. Spalding Bros. (also 184-185-186).
157 A. G. Spalding Bros.
158 A. G. Spalding Bros.
159 Stearns & Co
160 Humber & Co. (also 182-183).
161 Humber & Co.
162 Eagle Bicycle Mfg. Co.
163 Eagle Bicycle Mfg. Co.
164 Eagle Bicycle Mfg. Co.
206 Keating Wheel Co.
207 Plymouth Cycle Mfg. Co. (also 230).
208 Plymouth Cycle Mfg. Co.
209 Sterling Cycle Works (also 229).
210 Sterling Cycle Works.
211 Liberty Cycle Co.
2 2 Liberty Cycle Co.
213 Liberty Cycle Co.
214 Union Cycle Mfg. Co.
215 Eclipse Bicycle Co.
216 Eclipse Bicycle Co.
217 Adams & Westlake (also 225-226).
218 Adams & Westlake.
219 Sieg & Walpole (also 224).
220 New Departure Bell Co.
221 New Departure Bell Co.
222 International Mfg. Co.
223 International Mfg. Co.
224 Sieg & Walpole (also 219).
225 Adams & Westlake (also 217-218).
226 Adams & Westlake.
227 Ames & Frost Co.
228 Ames & Frost Co.
229 Sterling Cycle Works (also 209-210).
230 Plymouth Cycle Co. (also 207-208).
231 Chicago Stamping Co.
232 Meacham Arms Co.
233 Meacham Arms Co.
234 Waltham Mfg. Co.
235 Waltham Mfg. Co.
236 A. B. H. & O. Co.
237 Brown-Lipe Gear Co.
238 Trenton Watch Co.
239 Tie Co.
240 Indiana Rubber and Insulated Wire Co.
241 C. H. Woodruff Co.
242 Boston Woven H. & R. Co.
243 A. L. Moore Co.



Floor Plan of the Chicago Cycle Show.

20 Pope Mfg. Co.
22 Pope Mfg. Co.
23 Exit.
24 Shoe, William W,
25 McMullen & Co.
26 McMullen & Co.
27 McMullen & Co.
28 McMullen & Co.
29 Studley & Barclay.
30 Cushman & Denison.
31 James Cycle Co.
32 Grand Rapids Cycle Co.
33 Reed & Curtis Machine Screw Co.
34 Hall-Shone Co.
35 Chicago Tip & Tire Co.
36 Chicago Tip & Tire Co.
37 Nilsson Cycle Co.
38 Garvin Machine Co.
40 Caldwell, John, & Co.
41 Caldwell, John, & Co.
42 Grand Rapids Bicycle Mfg. Co.
43 A. U. Betts & Co.
44 Avery Planter Co.
45 Avery Planter Co.
46 Gladiator Cycle Works.
47 Hibbard, Spencer, Bartlett & Co.
48 Elgin Cycle Co.
49 Tryon, E. K., Jr., & Co.
50 Griswold, M. E., Co.
51 Hamilton Cycle Co.
52 Hamilton Cycle Co.
53 Davis Sewing Machine Co.
54 Davis Sewing Machine Co.
55 St. L. Refrigerator & W. G. Co. (also 88).
56 Gormully & Jeffery (also 85 to 87).
57 Gormully & Jeffery.
58 Gormully & Jeffery.
59 Wolff & Co. (also 83, 84).
60 Decker Cycle Co.
61 Barnes Cycle Co.
62 Barnes Cycle Co.
82 Kenwood Mfg. Co.
83 Wolff & Co. (also 59).
84 Wolff & Co.
85 Gormully & Jeffery (also 56, 57, 58).
86 Gormully & Jeffery.
87 Gormully & Jeffery.
88 St. L. Refr. & W. G. Co. (also 55).
89 Czar Cycle Co.
90 Czar Cycle Co.
91 Buffalo Wheel Co.
92 Toledo Mfg. Co.
93 Toledo Mfg. Co,
94 Allerton.
95 Foley & Williams.
96 Kalamazoo Cycle Co.
97 Hunter Arms Co.
98 Lindsay Brothers, LaFayette.
99 Oberne, George & Co.
100 Barr Cycle Clothing Co.
101 Rouse, Hazard & Co.
102 Rouse, Hazard & Co.
103 Fee, Edgerton & Co.
104 Excelsior Supply Co, (also 139-140).
105 Excelsior Supply Co.
106 Fenton Metallic Mfg. Co.
107 Fenton Metallic Mfg. Co.
108 Hoffman Bicycle Co. (also 136).
109 Morgan & Wright (also 135).
110 Peerless Mfg. Co.
111 Monarch Cycle Co. (also 132-133-134).
112 Monarch Cycle Co.
113 Monarch Cycle Co.
114 Lovell Arms Co.
115 Lovell Arms Co.
116 Royal Cycle Works.
117 Royal Cycle Works.
118 Hartford Rubber Works Co.
119 Hartford Rubber Works Co.
120 Marion Cycle Co. (also 125).
121 Hay & Willits Mfg. Co.
122 Hay & Willits Mfg. Co.
123 H. A. Lozier & Co.
165 Eagle Bicycle Mfg. Co.
166 Lodge & Davis.
167 Warwick Cycle Co.
168 Warwick Cycle Co.
169 Hulbert Bros.
170 Hulbert Bros.
171 Hulbert Bros.
172 Remington Arms Co.
173 Remington Arms Co.
174 Syracuse Cycle Co.
175 Syracuse Cycle Co.
176 Syracuse Cycle Co.
177 Syracuse Cycle Co.
178 Buffalo Cycle Co.
179 Buffalo Cycle Co.
180 Gendron Iron Wheel Co.
181 Gendron Iron Wheel Co.
182 Humber & Co. (also 160-161).
183 Humber & Co.
184 A. G. Spalding & Bros. (also 156-157-158).
185 A. G Spalding & Bros.
186 A. G. Spalding & Bros.
187 Palmer Pneumatic Tire Co.
188 Palmer Pneumatic Tire Co.
189 Palmer Pneumatic Tire Co.
190 Richards Mfg. Co.
191 Davis & Stevens Mfg. Co.
192 Faxon, O. J., & Co.
193 Stover Bicycle Co.
194 Ralph Temple.
195 Edwards, M. F.
196 Bolte Cycle Mfg. Co.
197 Kankakee Mfg. Co.
198 Norris, Allister & Co.
199 Tinkham Cycle Co.
200 Howard Watch and Clock Co.
201 Thorsen & Cassady.
202 Thorsen & Cassady.
203 Worthington, George, Co.
204 Worthington, George, Co.
205 Keating Wheel Co.
244 A. L. Moore Co.
245 Climax Cycle Co.
246 Mason & Mason.
247 Mason & Mason.
248 Whayne Mfg. Co.
250 N. Y. Standard Watch Co.
251 Julius Andrae Sons Co.
252 Julius Andrae Sons Co.
253 Relay Mfg. Co.
254 Relay Mfg. Co.
255 Glidden.
256 Cole & Co.
257 Bridgeport Gun Implement Co.
258 Bridgeport Gun Implement Co.
259 Parkhurst & Wilkinson.
260 Parkhurst & Wilkinson.
261 Parkhurst & Wilkinson.
262 Parkhurst & Wilkinson.
263 Hardy.
264 Butler Co.
265 Exit.
266 Western Wheel Works.
267 Western Wheel Works.
268 Western Wheel Works.
269 Western Wheel Works.
270 Western Wheel Works.
271 Fowler Cycle Mfg. Co.
272 Fowler Cycle Mfg, Co.
273 Fowler Cycle Mfg. Co.
274 Fowler Cycle Mfg. Co.
275 Indiana Bicycle Co.
276 Indiana Bicycle Co.
277 Indiana Bicycle Co.
278 Indiana Bicycle Co.
279 Indiana Bicycle Co.
280 Indiana Bicycle Co.
281 Cycle Electric Light Co.
282 Dodson Cycle Co.
283 Canton Cycle Mfg. Co.
284 Manufacturers & Merchants W. H. Co.
285 Yost Mfg. Co.

ENGLISH TRADE NOTES.

LONDON, Sept. 21.—I hear that a movement is on foot to purchase back the right to use the name "Humber" from Marriott & Cooper. Of course the Humber company is the intending purchaser, but no public intimation on the matter has yet been made. My information is, however, derived from a trustworthy source, and I have no doubt that it is perfectly correct, and that a public announcement will be made shortly. Personally I can not quite trace the object of the movement.

The demand for ladies' safeties is still far in front of the supply, at least that is so far as machines of the cheaper class are concerned. There is still the impression abroad that anything will do for a lady, and consequently a great deal of rubbish is being put upon the market, chiefly by small local makers. A great many of these so-called cheap machines are going wrong, but as yet the public has not learned the lesson that you can not have high-class work unless you are willing to pay for it. There seems little difficulty in disposing of second-hand ladies' safeties at $50 or $60, so that the agents must be having a very good time indeed.

A New Tire Company.

Notwithstanding the amount of money which has been lost in tire speculations during the past three or four years, the public seems ever eager to invest more. The latest thing in this line is the Pneumatic (Self-Closing) Tube Co., Ltd. The company starts with a contract with Max Jachinchen, acting vice-consul of the German Empire, Birmingham, wherein that gentleman has agreed and undertaken to sell 50,000 self-closing tubes on the European continent. The capital of the company is $250,000 in 200,000 shares of $1.25 each. The directors are: H. B. Boardman, G. H. Cartland (chairman of the Eadie Mfg. Co., Ltd.), Albert Eadie, J. W. Morley, and J. C. Robinson. I am unable to ascertain any very satisfactory particulars respecting the exact nature of the new air tube, but I am told that the process by which it is made is equally applicable to single-tube tires. If this be so, it may give a new lease of life to wood rims, which, when of a section suitable for detachable tires of the Dunlop pattern, have given the trade a great deal of trouble this season.

The cycle trade is again to be revolutionized, this time by a new chain, which is, I believe, the patent of a Mr. Simpson. M. D. Rucker, of Humber & Co., Ltd., is, I am told, financially interested in this invention, which is, I think, to be known as

The Lever Chain.

It consists of substantially an ordinary Humber pattern chain, but upon every link is carried upward a triangular piece which has at its upper apex a projecting stud or pin pointing toward the hub. The rear gear-wheel, over which the lower portions of the links pass, has upon the side nearest to the hub a flange projecting about one inch above the lower or usual periphery. This outer flange is notched at its edge to receive the projecting studs from the apexes of the chain triangles. The idea appears to be that the pull of the chain will by this means be placed farther from the center of the wheel, but I fancy that it will be found that this is not really the case, as the direct pull is taken by a cog farther back than the top one, owing to the apices of the triangles being farther from each other when the chain is encircling the wheel. The point at which the last available application of chain power in a straight line from the periphery of the crank-axle gear-wheel, appears to me, from the rough sketches I possess, to be at the same height above a horizontal line drawn through the hub as the top tooth of

The Chain Wheel Proper.

Hence it appears that the exerted leverage is only the same as that of an ordinary pattern chain and gear-wheel. I have not, however, yet had an opportunity of examining the chain and testing it in action.

I may, however, remark that some time ago, either at the end of last year or the beginning of this, I saw a drawing of a chain of identical pattern. How this may affect the prospects of the new invention I do not know, but in any case I can not quite see where the supposed gain in actual power comes in, even assuming that the pull is, by some means which the sketches I have seen do not show, taken by the highest point of the periphery of the rear chain-wheel flange. It appears to me that the result would then only be to place the pull of the chain farther from the center of the driving wheel, a desirable thing certainly for the reason that it greatly reduces the friction upon the teeth of the gear-wheel by relieving the chain of a great deal of strain, but no extra power would be given, and consequently no higher gearing could be employed. Therefore I contess that up to the present I can see no benefit from the new chain, although it is doubtless good enough to float a company with, which is, I opine, the great consideration.

The Returns of the Cycle Export Trade

for the month of August show an increase of close upon 50 per cent over the figures recorded for the corresponding period of last year. The total is of course, considerably below the record for July, but nevertheless can not be looked upon as anything but phenomenal for the time of the year. The figures are: August, 1894, $368,625; August, 1895, $518,895.

The Birmingham Small Arms Co. is extending its already very large factory in order to cope with the big business now done by their cycle trade department. Many improvements in machines and parts will be made for next season, and the works will be fully occupied during the winter.

The *Cyclist* this week has a leader regarding rubber pedals, and points out to the trade that more attention should be devoted to the smaller details of machines now that patterns have apparently finally settled down. I certainly agree that it is in details that real improvements must now be sought.

The "Corner" in Tubing.

In order to meet what is now called the "American corner" in the tube trade, it is proposed to start a new tube company, and a circular letter has been sent round to the cycling press by F. W. Rushbrooke & Co., of Birmingham, stating that arrangements are about to be completed for the erection of an entirely new mill with up-to-date machinery to produce tubing of the best quality only. The affair will, I understand, be in the hands of English manufacturers only, so that the company will not be worked for the benefit of outsiders, nor yet play into the hands of opposition trade. It is further stated that if the scheme be taken up promptly by the manufacturers, the mill will be in working order by the beginning of December, which is, to say the least of it, very smart work indeed.

There is going to be more work for the lawyers in connection with the recently formed self-closing and puncture-proof air-tube companies. Wm. Golding, of Manchester, has written to say that he holds the master patents of these tubes, and that he intends to take steps to uphold the same. I should hardly think he will be so silly as

To Throw Good Money after Bad,

for there is little chance of any puncture-closing tube becoming popular. Still, his threat may make some of the shareholders in these concerns more uncomfortable than they are at the present time, though even without interference from Mr. Golding I do not envy them their lot.

Singer & Co. are still so busy that they have been unable to close their works for stock taking, and, having in view the nearness of the shows, it is very doubtful if they will be able to do so at all. It is evident that the old firm has had a good year, like most of the first-class manufacturers.

I hear that Mr. Hall's petition to the judicial committee of the Privy Council for the prolongation of his patent for "improvements in velocipedes," taken out in 1881, has been refused. This patent was the Hall spring frame, which, as I remarked lately, was to be taken up by Humber & Co. As the arrangement was no use, the cycling public should tender a vote of thanks to the privy council.

The Raleigh Cycle Co., Ltd., has been advertising for an extra factory, as the present accommodation is totally inadequate. Floorage space of not less than 60,000 feet is specified. There has been a large trade done in Raleighs this season, and the shares of the company now stand at $8.

The growing feeling against pacing in path races can not but be beneficial to the trade, as the tax of seeing that this or that "amateur" is properly placed and looked after is very great, and the expenses involved extremely high. I do not believe that the advertisement gained is worth the cost, but until all the principal firms agree to have nothing more to do with the business, it seems useless for one or two to stand out. A general compact would greatly benefit the trade.

A Cheap Pacemaker.

A foreign wheelman claims to have discovered a cheap pacemaker which gives excellent results and costs only 10 cents. He has tested it and finds that it makes him ride faster than he cares to, sometimes. It is nothing more or less than a pair of smoked-glass spectacles. When riding on level ground with these glasses on his nose he was surprised to see that they gave the road the appearance of ascending a hill, and that he pedaled as if he were going up a 6 or 7 per cent grade. It is only an optical illusion, but it can be made of some service to wheelmen, who are at liberty to employ the discovery, and a trial will not cost much.

WILL O' THE WISP.

MR. HADLEY IS AN EXPERT.

Charles E. Hadley, late mechanical expert and master mechanic for the Overman Wheel Co., has accepted the position of mechanical expert for the Indiana Bicycle Co., and Fred Patee is congratulating himself upon securing such a valuable man. Mr. Patee says that although the Indiana Bicycle Co. has the best of mechanics throughout the factory, yet there is always need for a man who is not only a very thorough mechanic, but a bright scholar and business man as well, whose duties, although apparently light, will be to furnish the brains for the mechanical department.



CHAS. E. HADLEY.

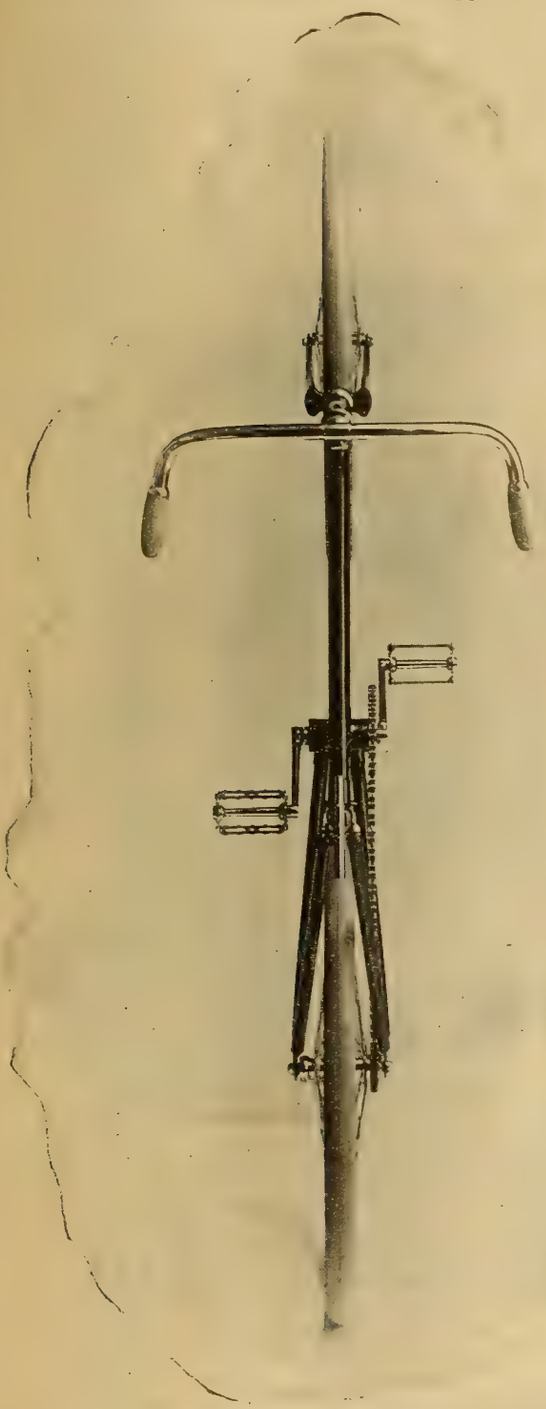
Mr. Hadley was graduated in '78 and served four years' apprenticeship with the Ames Mfg. Co., of Chicopee, as machinist and draughtsman, and afterward taught draughting in the Chicopee schools for a short period. In '82 he entered the employ of the Garvin Machine Co., of New York City, as draughtsman, inventor, and experimentalist, leaving them to do expert work on sewing machines, cash registers, graphophones, etc. He accepted a position with the Overman Wheel Co. in '90 as master mechanic and mechanical expert of the concern, and as every one in the bicycle trade is well aware has been eminently successful in this capacity. It was Mr. Hadley who invented and built the resiliometer and the dynamometer, as well as all of the other good things that have emanated from the Overman Wheel Co.'s place.

A Double-Eagle is worth only 100 Cents on a Dollar; but

Double Value is given in every Eagle Bicycle

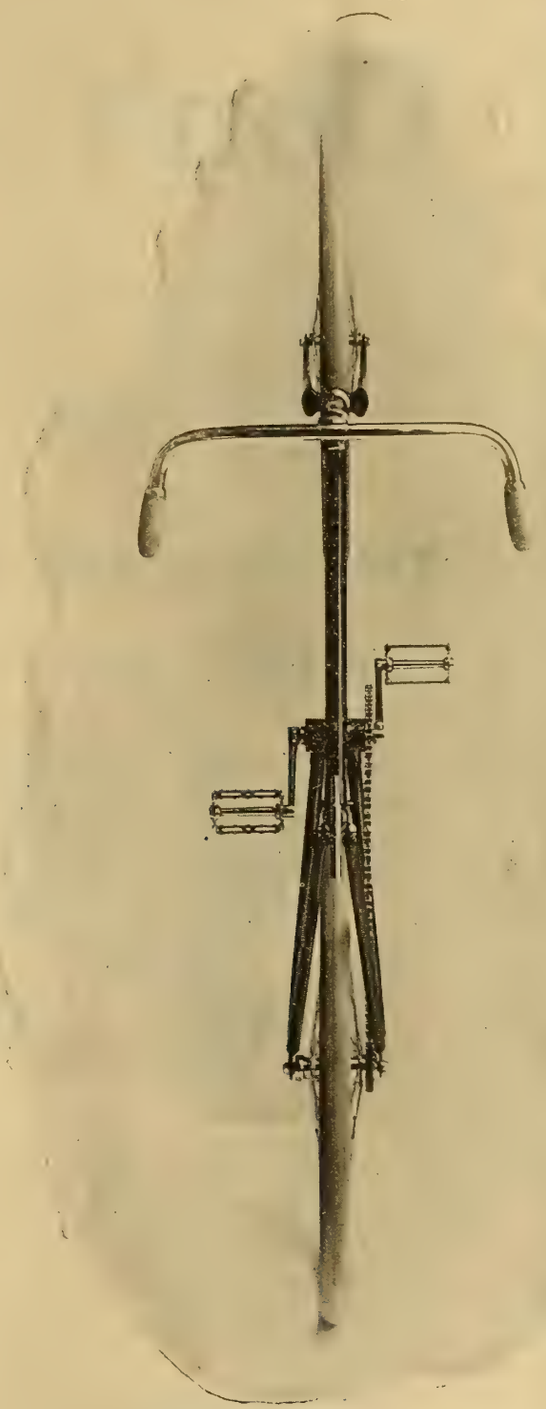
REPUTATION AND RELIABILITY ARE GOING TO COUNT IN 1896.

Model F, Price $75.



Better than the "best" of other makes.

Model F, Price $75.



Built to stand up.

EAGLES at $75 and $100 in 1896.

Immediate deliveries on Model F.
Complete specifications on application.
Order now; Model F is creating a sensation.

The Eagle Bicycle Mfg. Co.

Factory, Torrington, Conn. **Chicago Store, 7 Adams St.**

Mention The Bearings

Don't

You make any mistake about it, for we OWN AND CONTROL THE ORIGINAL TRUSS FRAME and manufacture it under the direct supervision of the INVENTOR, Mr. E. M. GRAHAM, who is our superintendent of construction. You need something distinctive (without being freakish) to talk for next year's competition, and (for one thing) what is better than



The Original Truss Frame? (Patent No. 541,811.)

B. B. EMERY & CO., of Boston, seemed to think that way, and hence we refer all New England to this well known firm. They've handled the truss frame since its incipiency, but they wanted the ORIGINAL as constructed by the INVENTOR, which explains why their '96 leader will be

The "America"

New England Gone.	Pacific Coast Gone.	The Rest Going.

P. S.—Did you know that Herman Kohl, of Chicago, took a flyer at the much-discussed ELGIN-AURORA RECORD last week on our first '96 model turned out, and put the mark at 5:57?

G. & J.'S BIG FIRE.

NEW YORK, Oct. 7.—Last Wednesday in the early morning fire broke out in the Brooklyn branch of the Gormully & Jeffery Mfg. Co., which is situated on Flatbush Avenue opposite the entrance to Prospect Park. The building was comparatively new, having been erected about three years ago. The portion affected was the south side where the stock is kept, the origin still being a mystery as no fires were lighted on that side of the building, the boiler room being on the opposite side. Although the watchman and a number of the instructors and repair men were on the premises, no one had as yet visited the stock room, and the first intimation of danger was a mass of flame and smoke bursting through the connecting door. The front part was filled with customers' wheels in storage, and after lively hustling nearly all were run out of the building and saved. What strengthens the theory of incendiarism is the fact that the nozzle of a line of fire hose kept on the premises was missing when an attempt to use it was made. The building and stock was a total loss. An insurance of $50,000 was carried, but up to the present time, until adjusted, the loss to the company can only be estimated. Work on a new building will be immediately begun as the ground lease has two years to run. It is fortunate that the fire occurred so late in the season or the loss would have been greater.

Messrs. Post and Tyrell, of the Peerless company, were in Gotham this week and left for Philadelphia after a few days, which were not spent in sightseeing.

At the Eagle salesroom, 88 Chambers Street, Manager Harry Overbaugh points with pride to his line of this popular wheel. The Club Special at $75 is a beautiful piece of workmanship and attractive to a limited pocketbook. The frame of the ladies' wheel is braced in a novel and taking manner.

R. L. Coleman, president of the Western Wheel Works, is back from a three weeks' visit to the factory. His birthday feed is assuming almost national importance, judging from the entries. All will start from scratch, although some may be handicapped at the finish.

J. C. Pierrez, of the Palmer Tire Co., has been visiting the eastern manufacturers making contracts for next year.

Col. A. A. Pope passed through New York on his way to New Orleans with a party of Boston capitalists. He found time to visit his old friend, General Miles, at Governor's Island, and congratulated him on his promotion to command the United States army.

James S. Holmes, of the Waltham company, has opened at 240 Broadway and shows a full line of L. A. W. and Orient bicycles.

A NEW COMER.

For the past thirty years the New Haven Chair Co.. of New Haven, Conn., has been making chairs and the product of its immense plant has become famous the world over. While very successful in the chair business, the New Haven Chair Co. is progressive and sees the brilliant future of the bicycle business. Like many other firms, it has decided to manufacture bicycles and in 1896 will put on the market a high-grade wheel of the finest workmanship and made of the best material obtainable. A sample machine was recently turned out, and to test it a local rider was allowed to ride it in some races at New Haven. He broke the track record ten seconds at the first attempt. This demonstrates that the wheel is speedy. Sample machines for the traveling men will be out in thirty days, and then the men will go on the road to place '96 agencies.



I. N. DANN.



GEORGE WOOD.

The company has secured a good man as superintendent in the person of George Wood, who was formerly with the Union Cycle Mfg. Co. in the same capacity. What Mr. Wood does not know about building bicycles would not make more than three lines in THE BEARINGS. I. N. Dann, president of the company, believes in a liberal policy and will use every effort to bring his wheel to the front. At the present time he is having built an addition to the factory 35x40 feet and four stories high. New and handsome offices are also in course of construction.

THE TRADE IN PROVIDENCE.

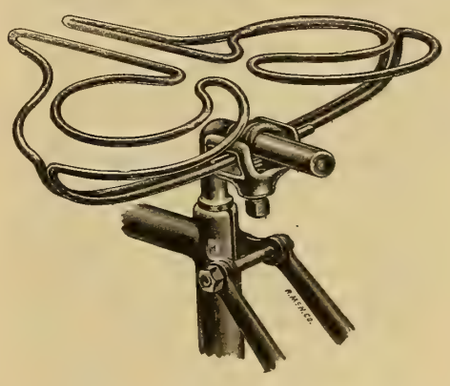
W. W. Whitten, of Providence, R. I., is the head of the cycle manufacturing company bearing his name, and is the head of the business not only in name but in fact, as was very soon demonstrated to a BEARINGS' man who called at the place of business recently. Mr. Whitten is a very pleasant gentleman, with a very kindly feeling for THE BEARINGS, owing, he claims, to the fact that he gets twice as many replies from his "ad" in the "authority" as he does from any of the other many journals that he has tried. Speaking of business past, present, and future, Mr. Whitten followed up his comprehensive smile of pleasure with the assurance that business was fine, had been fine, and gave every indication of a healthy increase for '96. The Whitten line of wheels has given such satisfaction that another season will find this really desirable wheel made in quantities sufficient to be available for Rhode Island, Massachusetts, and Connecticut trade.

Separate from this department is a large department for the jobbing of sundries, and it has proven so successful that arrangements are now under way for carrying a complete line of sundries in large quantities. The progress that marks careful business methods and excellence in product has also spread to the manufacturing of bicycle parts, a branch of the business that has grown rapidly during the past year, so rapidly that the capacity for '96 will be fourfold that of this season. Patterns of '96 hubs that have just been completed certainly appear models of neatness and strength. In one of the spacious show windows is a wheel all twisted and bent, having been run over by a team of horses and an ambulance weighing 2,000 pounds. Not even a spoke is broken, the wooden rim alone having failed to withstand the shock. It is doubtful if even this would have given away if it had been one of the rims made by T. A. Lord, whose entire product the Whitten concern has just contracted for. The rim in question is made of two pieces of wood, the lower portion of the rim being eastern ash and the face of the rim being maple, both being combined and joined in a manner known only to Mr. Lord, who has discovered a process that allows the wood to be bent and retain toughness and elasticity to a superlative degree, at the same time avoiding any tendency to become brittle that develops in some woods when kiln dried. A number of rims were tested and all of them subjected to the entire weight of a 180-pound man; then laid on the floor and held down on one side with the feet and the opposite edge pulled up as hard as a man might. The rim stood both tests without losing shape or suffering injury in any way. Mr. Lord has also applied for patents on a wooden handle-bar that will be lighter than the ones of tubing and, in addition to being made in any shape, will be stronger than steel and impossible to get out of shape by falls or collisions, a point that the new riders will not fail to appreciate.

Providence is also the home of the Diamond Machine Co., who are at present pushed to death in an effort to fill orders. Mr. Rankin, whose toe-clips are well known, having enjoyed years of success, is working on new designs that will soon be ready and in the future as in the past will be equal to anything in the toe-clip line, combining strength, lightness, and appearance.

A SADDLE IN DEMAND.

The Duplex Saddle Co., of Chicago, reports that the demand for the Duplex saddle, invented by a prominent lawyer, who has been a wheelman for years, has become very brisk since the article was put on the market.



The Duplex saddle is made from a continuous steel wire spring, in general shape twisted into two concentric circles for each half of the seat, the pommel being formed by forward projections of the wire. The base thus formed is of course covered with leather, and when the rider takes his seat the interior circles first receive the pressure and are forced downward, the outer circles then receiving the weight and bearing their proportion of the burden, so that the pressure is equally distributed. The pommel is likewise flexible, and it is claimed that there is no pressure on the inner side of the thighs. This saddle was designed especially for those who ride for pleasure and appreciate comfort but do not care to be scorchers. Riders of this class have become so enamored of this saddle that they are ordering in immense quantities.

DAVIDSON & SONS WILL MAKE BICYCLES.

J. D. Lasley, who has represented the March-Davis Cycle Co. on the road the past year, has cast his fortunes with Davidson & Sons, who are going into the bicycle business on an extensive scale. With such a man as Mr. Lasley to advise them they should become an important factor in Chicago trade circles. Davidson & Sons are large wholesale dealers, manufacturers, and importers of marble, granite, mosaic, and tiles at the foot of Market Street, Chicago. Their bicycle department will be in charge of Mr. Lasley, and the machine they will put on the market will be a "top notcher." They will be ready to show samples in the next ten days.

The Acme Engine.

The Rochester Machine Tool Works, of Rochester, N. Y., are now catering to the bicycle trade with their Acme automatic safety engine, which will be found very handy around a bicycle factory for furnishing motive power for lathes, drills, etc. The Acme is arranged for either natural gas or kerosene oil fire. No extra insurance is required on account of the oil fire, the works having letters from insurance companies which state that the Acme is perfectly safe.

NEW YORK'S LATEST.

New York has lately had an addition to its small group of bicycle factories. John McClure & Sons are the new comers, and their advent will only serve to increase the already good reputation of New York for producing good wheels. Although Mr. McClure, Sr., has two sons associated with him in business who are amply able and willing to relieve their father from the detail work incident to the management of a large business, that gentleman is still very much in evidence, and it is no doubt very much due to the addition of his sound views to those of the younger heads that has enabled the firm to produce a really first-class wheel possessing distinctive features of pronounced merit. The first feature that attracts one's eye is



the name-plate, which is neat and distinctive. Inch-and-one-eighth tubing is used, which, with the forks, is reinforced for six inches from each joint. The latter are lap brazings and fit outside of the tubing like a jacket, giving added strength to the joint. These joints are nickeled, as are a part of the rear forks, which gives an individual and pretty finish to the wheel. The ladies' wheel is called the Colonial Dame, and with its 26-inch wheel looks a mount fit for a queen.

The bearings are of original construction and are as nearly dustproof as it is possible to make them. Fifteen thousand is the capacity of the factory, and it is doubtful if double that number would supply the demand that so good a wheel will merit from a class of trade ever willing to appreciate true merit.

MEADE MAKES A CHANGE.

C. C. Meade has accepted the position of manager of the retail department of the Sterling Cycle Works, and will also represent the Sterling on the road in Michigan, Indiana, Illinois. Meade started in the bicycle business with George R. Bidwell in Chicago in 1889. From here he went with the Humber-Rover Cycle Co., staying there until the concern went out of business. He was with the Monarch Cycle Co. for a year, leaving that company to go with the Thorsen & Cassady Co., where he has been for the last two years. Meade is a good man, and is well acquainted in the west.


C. C. MEADE.

Falcon Plant Increased.

The value of the plant of the Yost Mfg. Co. at Toledo Station, Toledo, has been increased fully 100 per cent by the improvements of the past year. The old factory has been given a sign which reads "Factory No. 1, 1892," and the new factory now completed is labeled in large letters "Factory No. 2, 1895." The club-room, which is a part of the factory, has been given a sign. Another addition is now being made to the factory at the rear. This is a large building for polishing and such work. The offices are just being moved. The '96 models are now about ready. Orders are being greatly increased for another season, and the Yost Mfg. Co. seems in a fair way to more than double its output, in fact to triple it. The Cadets of Toledo, who used the Falcon exclusively in their late southern trip, have sent to the company a statement of their trip, and a set of resolutions setting forth the worth of the wheel, and the fact that in the rough march over the hills and along rough roads not a thing went wrong with the wheels.

F. G. Odell, manager of the bicycle department of the Co-operative Wagon & Machine Co., of Salt Lake, Utah, passed through Chicago last week on his way to Philadelphia, where he will locate permanently.

Thorpe & Palmer, 522 Chamber of Commerce, are Chicago representative of the Congress Cycle Co., of Hartford, Ind., and will handle the Senator.

TRADE HAPPENINGS.

WASHINGTON, D. C.—J. A. Thorn and George E. Shaw are preparing to commence the manufacture of bicycles, turning out a medium-grade wheel and catering specially to the southern trade. They will purchase new and modern machinery.

TOPEKA, KAN.—Coughlan, McHenry & Chesney, bicycles, reported sold out to the Capital City Cycle Co.

MIDDLETOWN, CONN.—The Worcester Cycle Co., of Worcester, Mass., is reported negotiating with a view of moving its plant to Middletown, the only question being the relief from taxation for a term of years, which condition will probably be met. The company will employ 250 hands, and reports orders sufficient to keep it busy for one season. The works of the Schuyler company are to be sold at auction October 13, and the Worcester company will probably purchase this plant.

BOSTON, MASS.—The Boston Compound Cycle Co. has purchased a factory building on Union Street, Ashland, and will employ 200 operatives for the manufacture of bicycles.

BOSTON, MASS.—Albert H. Overman, of the Overman Wheel Co., has been elected president of the Springfield Mutual Life Insurance Co., newly incorporated.

SAN FRANCISCO, CAL.—The Pacific Coast Bicycle Co. has been incorporated.

COUNCIL BLUFFS, IOWA.—The Deere-Wells Co. is reported to be preparing to take up the manufacture of bicycles.

HOLYOKE, MASS.—Fred La Belle and others are organizing a company to manufacture a bicycle, of which he is the inventor. Those at the head of the enterprise announce that they will have 1,000 wheels on the market by the middle of April.

PORTLAND, ME.—Puritan Cycle Mfg. Co. reported attached.

TOLEDO, OHIO.—J. H. Young, of Chicago, is preparing to establish a bicycle factory.

TOLEDO, OHIO.—The Toledo Bicycle Co., manufacturer of the Dauntless, has just removed into quarters three times the size of the plant formerly occupied, and will increase its working force from 65 to 200 men.

DEFIANCE, OHIO.—The Defiance Bicycle Co. has been incorporated by Elmer T. Clark, O. D. Loveridge, H. P. Miller, and others, with a capital stock of $50,000.

ANDERSON, IND.—A syndicate of capitalists is reported organizing at Cleveland, to erect and operate a $75,000 bicycle plant.

GENEVA, NEB.—James Fiefenberg, bicycles, etc., has moved his business to Fremont, Neb.

JAMESTOWN, N. Y.—Walter J. Wayte, bicycle manufacturer, reported to have made an assignment.

NEW ORLEANS, LA.—Rice, Born & Co., hardware, have added a bicycle department.

MILWAUKEE, WIS.—The Julius Andrae & Sons Co. reported to have leased a factory building corner Clinton and Florida Streets, formerly occupied by the Filer & Stowell Co., and will equip it for the manufacture of bicycles. It will move from its present location into the larger quarters shortly.

CHICAGO, ILL.—The Continental Cycle Co. has been incorporated by W. Irving Osborn, Albert S. Lauer, and A. N. Farnsworth, to manufacture cycles. Capital stock $50,000.

HARTFORD, CONN.—The Pope Mfg. Co. has added a drop hammer, the total weight of which is 50,000 pounds, and which has the distinction of being the largest drop hammer ever made.

MILWAUKEE, WIS.—The Chief Mfg. Co. is preparing to manufacture bicycles, and is perfecting its factory arrangements.

CORTLAND, N. Y.—The Business Men's Association has appointed a committee consisting of Wayland D. Thisdall, and others, to collect one-half of the subscription to secure the location in Cortland of the Wesson-Mirson Bicycle Mfg. Co.'s plant.

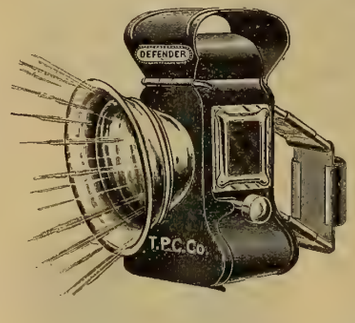
SOUTH PORTLAND, ME.—The Lovell Bicycle Works have commenced operations, with a force of fifteen men, engaged in making the necessary tools for bicycle manufacturing. Work will shortly commence, with about 200 men, on an order of 3,000 bicycles.

ROCHESTER, N. Y.—The Rochester Cycle Co. has removed to larger quarters in the Hayden Furniture Co.'s Building, which building has been adapted to the manufacture of bicycles. The company occupies an area of 25,000 square feet, and within the building will be conducted all of the various departments of the business for the manufacture and sale of bicycles.

NEW YORK, N. Y.—Chas. J. Stebbins, at 103 Reade Street, appointed general agent for the distribution of the Syracuse bicycles. The territory under his supervision is southern New York, including Long Island, and New York City, and the northern part of New Jersey.

THE DEFENDER.

The Pond-Cottle Co., of Chicago, was looking for a good name for its new lantern when Lord Dunraven brought Valkyrie III to this country to wrest the America cup from us. Then a happy idea struck Mr. Cottle and he decided that the proper name for the new lamp was the Defender. And it was happily named, for the lamp is indeed one of the leaders in its class. It is a light, high-grade lamp, with nickeled slide side light, nickeled collar and rim, nickeled back clamp and locomotive reflector. The Defender, in black enamel, sells for $2.50; in nickel plate, $3.



BOWE'S NEW VENTURE.

The Empire Cycle Co. is a new corporation just organized in Syracuse for the purpose of manufacturing a very handsome line of medium-grade wheels as a companion line to the crimson rim Syracuse. John C. Bowe is president and general manager of the new company, which will purchase the present plant of the Syracuse Cycle Co. The latter concern will move into its new factory, which has a capacity of five or six times the old one, within the next few months.

The Empire Cycle Co. is separate and distinct from the Syracuse Cycle Co., will occupy a separate plant, and will make a wheel to retail at the popular prices of $75 and $85.

Chief Sport at State Fair.

SIOUX FALLS, S. D., Oct. 2.—The bicycle races were the principal feature in the sports at the state fair today. A time limit of 2:30 was placed on the Class B one-mile open race, and, as the winner failed to come in under it, the event will be run over. The two-third-mile race was won by Martins in 1:39, Mierstein finishing second and Gregory third. Hurlbert won the one-mile novice event in 2:29⅘.

...The Versatile Record Maker...

529 1-2 miles in	24:00:00.	World's record	Huret
5-8 mile in	1:06.	World's record	Loste
29 1-3 miles in	1:00:00.	World's record	Huret
1 mile in	2:04.	World's record (unpaced)	Gougoltz
2 miles in	4:14.	World's record (competition)	Murphy
5 miles in	10:11 1-5.	World's record	Starbuck
1 mile in	1:51 3-5.	World's record (tandem)	McDuffie-Butler
1-2 mile in	:53 4-5.	World's record (tandem)	McDuffie-Butler

The Humber.

Humber quality means speed.

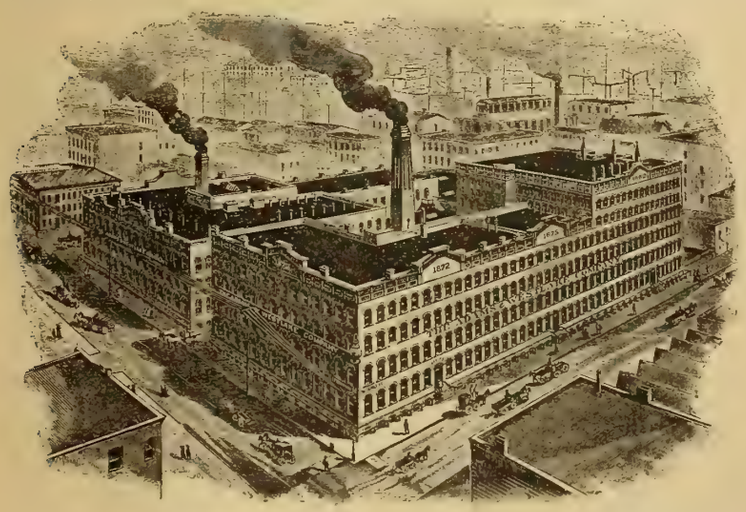
Humber & Co., America, Ltd.,
Westboro, Mass.

New York salesrooms,
318 Broadway.

Mention The Bearings

HAVE AN IMMENSE PLANT.

The factory of the Adams & Westlake Co., of Chicago, covers a whole block, being bounded by Ontario, Ohio, Franklin, and Market streets. Of course all of this huge plant is not devoted to the building of bicycles, but a large part of it is. The Adams & Westlake Co. has been before the public for years, and the public can rest assured that the wheel turned out by the company will be fully up to the standard of the other goods made by it. The Adlake, as the new wheel is called, will be built in seven models—four men's, one ladies', and two tandems. Inch-and-one-quarter



tubing will be used, and Adlakes at the rate of seventy-five a day will be turned out. One thousand tandems will be built. All the machinery used in the construction of the Adlake is new and made specially for the Adams & Westlake Co. Photographs and specifications of the wheel will appear in THE BEARINGS shortly.

Officers of the Adams & Westlake Co. are: President, J. McGregor Adams; vice-president, W. W. Willitts; secretary-treasurer, F. T. Vaux; the above and F. B. Jones, W. N. Campbell, Lyman I. Todd, and Rockwell King comprise the board of directors. D. W. Caswell, formerly with A. Featherstone & Co, and later with the Sphinx Cycle Co., is manager of the bicycle department.

THE WESTERN CYCLE SHOW.

Active preparations are being made for the first western cycle show, which will be held in Denver February 4, 5, 6, 7, and 8. The management is meeting with great success in the disposition of space, more than half of it being already sold.

The spacious Coliseum Hall, the largest building of the kind in Denver, has been engaged for the show, and the promoters give full assurance that everything looking to the interest and benefit of exhibitors will be done. A cycle show west of Chicago savoring even of western importance has never yet been held, and it is predicted that hundreds of dealers living in the western states, who have never yet attended an exhibition of wheels, will bob up at the Denver show. Rates have been assured on all the railroads which will greatly decrease the cost of travel.

The show will be a full-dress affair the first evening, and after reviewing the exhibition of wheels to their hearts' content, the visitors will be invited to the Brown Palace Hotel, where a grand complimentary ball will be given by the management. This is only one of the many good things which will be in store for those attending. A first class orchestra will discourse music at all times, while an entertainment of a novel character will be out on the stage each day and evening. The entertainment part of the show will be under a special committee headed by G. L. McCarthy. Diagrams of space are now out and may be had by addressing C. A. Wahlgreen, Barclay Block, Denver.

'FRISCO DEALERS OFFER SUGGESTIONS.

SAN FRANCISCO, CAL., Oct. 1.—At a meeting of the cycle dealers of San Francisco it was decided to submit as a suggestion to the manufacturers and dealers in other cities the following additions to their guarantee:

"We will not fix punctures free of charge.

"We will not replace cut or worn out tires, but will patch a cut tire, if it is not spoiled, and will charge a reasonable amount for the work.

"We will not replace broken or bent frames, forks, handle-bars, cranks, rims, pedals, or pedal pins, and all repairs on those articles will be charged for. These parts are almost invariably bent or broken by use, misuse, neglect, or accident, and we shall charge for the repairs or bent parts unless it is absolutely proven that defect was the cause of the damage.

"Trueing of wheels and broken spokes will be charged for.

"After the wheel has been accepted and used we will not change gears, handle-bars, or pedals free of charge.

"Stripped threads and worn out nuts will not be fixed free of charge.

"The guarantee ceases with the original ownership."

While the above does not change the sense of the guarantee, it will obviate any possible misunderstanding on the part of the purchaser.

QUAKER TRADE NEWS.

PHILADELPHIA, PA., Oct. 6.—Now that '95 wheels are no more in great demand the local wheelmen, as well as the many dealers, are anxiously awaiting the arrival of models of the '96 wheels. Several of the dealers have been fortunate enough in seeing next year's wheel, and according to their opinions there are many great improvements. The Waverley model will probably be the first to arrive here. Manager Simmonds told THE BEARINGS' man yesterday that he expected a sample machine here by November 1. Others will arrive soon after, and by the first of February everything will be in readiness for another big season.

Robert D. Garden, of the firm of Garden & Brewster, Victor and Crescent agents, who has been confined to his bed for several days, reappeared at his desk yesterday afternoon. Mr. Garden, while on a trip to the Delaware Water Gap, had a bad fall which injured him internally. He is much improved, and with a little rest will be as sound and as well as ever.

William Holbrook, who sells Falcon wheels in Germantown and Nicetown, has organized a company with a capital of $25,000, for the purpose of manufacturing bicycles. Plans are now being made for the manufacture and introduction of the company's wheel, which it is expected will be on the market in time for the cycle shows.

Charles S. Smith & Co. are selling a wheel for $50 which they claim is better than any $100 cycle made. It is called the Pennant, and is sold strictly on its merits, no money being spent in advertising. Everybody who has seen the machine says it is the best ever offered for the money. Ramblers and Stormers are also selling briskly for this time of year.

George Bolton, of the Overman Wheel Co., who resides in this city, left today for Atlanta, where he will take charge of the Overman company's exhibit at the exposition.

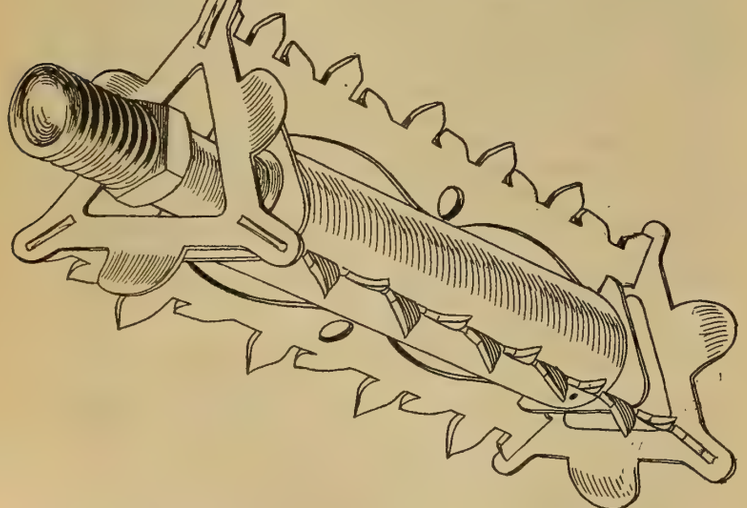
David J. Post, of the Peerless Co., of Cleveland, and W. C. Marion, of the Indiana Bicycle Co., of Indianapolis, were visitors to this city Friday and yesterday. Although nothing is definite, the Peerless and Triangle wheels will be pushed here next year, either by a local agent or a branch house.

ALUMINUM SADDLE A FAVORITE.

The Reading Nickel-Plating & Electrical Co., of Reading, Pa., made a decided hit when it introduced the aluminum saddle. At the present time it is impossible to fill all orders for the saddle, so great is the demand. The factory is now making 1,000 saddles per day, and even with this large number there are many orders as yet unfilled. The company has eight models of saddles, the lightest being the aluminum, which only weighs eleven ounces. A large addition was recently made to the factory, and new machinery put in. With the increased capacity it is expected that at between 200,000 and 250,000 saddles will be made in '96. A distinctive feature next year will be a specially designed trade-mark.

THE WEISS IDEAL PEDAL.

One great difficulty that beginners have is catching the pedal. Somehow or other they always miss it, or, if by chance they happen to touch it, they strike the wrong side. The difficulty has been overcome by Weiss & Upman, of 133-135 S. Clinton Street, Chicago, who have put on the market



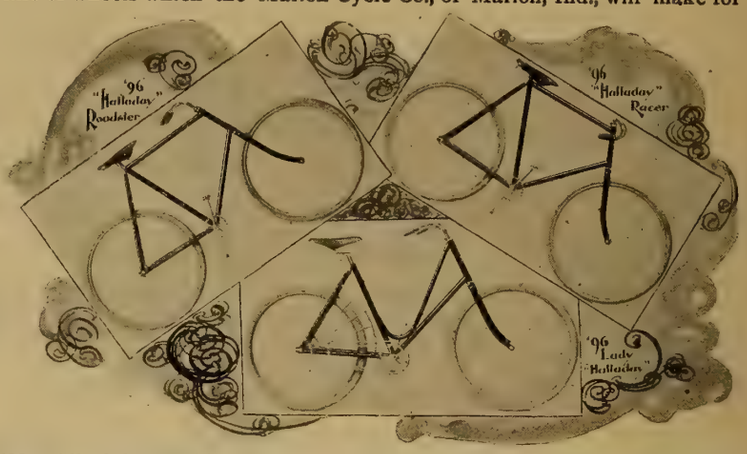
the Weiss Ideal pedal. As can be seen by the accompanying illustration, the pedal is three-sided, so that the rider is always sure to strike a surface. Then the danger of caving in the plates is done away with. The pedal weighs twelve ounces to the pair.

Toledo Manufacturers Organize.

The manufacturers of Toledo met the other night and organized the Associated Manufacturers of Toledo. The objects of the new organization are to protect the best interests of the manufacturers of Toledo in reference particularly to labor, material, shipping, distribution, and other matters which properly come within its scope. In the association are a good many bicycle makers, prominent among which are the Lozier Mfg. Co., Gendron Iron Wheel Co., Snell Cycle Fittings Co., Dauntless Bicycle Co., Toledo Metal Wheel Co., Colton Cycle Co., Yost Mfg. Co., and Toledo Mfg. Co. The officers of the association are: J. L. Yost, president; C. J. Moore, vice-president; S. Snell, treasurer; Col. Titus B. Terry, secretary.

THE HALLADAY LINE.

The accompanying cut shows the three models that will comprise the line of wheels which the Marion Cycle Co., of Marion, Ind., will make for



'96. All of the machines have very graceful lines, the ladies' wheel being particularly handsome. It is the company's intention to build a tanden.

Dai Lewis Goes Into Business.

Last week the D. H. Lewis Cycle Co. was formed in Buffalo, N. Y. D. H. Lewis, who will be the manager, will be remembered by the trade as the originator of the *American Wheelman*, and his past connection with the trade should be of considerable value to him in his new enterprise. The company will open up a store on Main Street as near Cycle Row as possible, about January 1. A large order has been placed with the Peerless Mfg. Co., Cleveland, Ohio, for Peerless and Triumph bicycles, and in addition to Buffalo the Lewis company will control Erie, Niagara, Genesee, Orleans, and Wyoming counties on these wheels.

Facts About the Ouida.

The Toledo Mfg. Co. announces that it has decided to call its new ladies' wheel the Ouida, and will list it at $100. This company intends making a specialty of ladies' bicycles, and its model for 1896 will present several new features in general construction, which will undoubtedly add to the selling qualities of their product. The Ouida will be strictly high grade, and is intended to meet the demand for an exclusive and specially designed ladies' wheel. Models and descriptions will be ready about October 20. The Ouida will be made with large tubing, barrel hubs and bottom bracket, adjustable handle-bars, improved oval cranks, narrow tread, two heights of frame, weight twenty pounds, with wood, mud, and chain guards.

Wishes to Correct a Wrong Impression.

Several months ago a rumor was circulated that the C. J. Smith & Sons Co., of Milwaukee, intended to manufacture bicycles. This rumor was lately revived, and now the C. J. Smith Sons Co. wishes to deny the report. The new factory just completed is intended for the manufacture of bicycle parts only. A new company called the Smith Mfg. Co. has been incorporated in Milwaukee recently for the manufacture of wood rims and guards for bicycles. To prevent any wrong impressions gaining ground in the cycling trade we wish to state that neither the C. J. Smith Sons Co. nor the Smith Mfg. Co. are making, or intend to make, bicycles. Both companies will confine themselves exclusively to bicycle parts.

Buckley & Co. Will Make Saddles.

F. M. Buckley & Co., of Boston, are makers of the Brockton foot-brake and toe-clip. They have been very successful with these two articles and feel encouraged to branch out next year. They have commenced the manufacture of saddles and will shortly show a line of six models, weighing from 13 to 16 ounces, including direct seat-posts. They are also prepared to furnish the trade with saddle tops, having contracted with one of the largest manufacturers in the world for 80,000 backs of leather, which is guaranteed to be impervious to water, a waterproof dressing being placed on all tops.

McKee & Harrington Are Progressive.

The moving of the Lyndhurst factory from Lyndhurst, N. J., to New York speaks well for the progress of the firm. Everything complete, offices, salesroom, and factory, may now be found under one roof—173 to 179 Grand Street, New York. Among the new features for the '96 models may be mentioned—1⅛-inch tubing, adjustable handle-bars, barrel hubs, patented adjustable crank shaft and hanger, and a new style detachable sprocket. Salesmen are out with the 1896 samples, which, as in former years, are attracting considerable notice.

Do you Carry a Watch?



Does it keep accurate time? Is it good-looking---don't require an apology when you show it?

What did it cost?

Wearers of New York Standard Watches greet such questions with a grin of delight.

Wide-awake jewelers sell them; various styles, all sizes.

The New York Standard Watch Co.

Mention The Bearings

THORSEN FOOT BALLS





HIGHEST QUALITY.
IMPORTED GRAIN LEATHER.
WITH PUMP, $5.00.

BICYCLE CLUBS WRITE FOR SPECIAL TERMS ON

VICTOR AND THORSEN FOOT BALL GOODS.

THORSEN & CASSADY CO., 141-143 Wabash Ave., Chicago, Ill.

Mention The Bearings

The Denver Cycle Show

COLISEUM BUILDING,

February 4, 5, 6, 7, and 8, 1896.

94 Exhibition Spaces

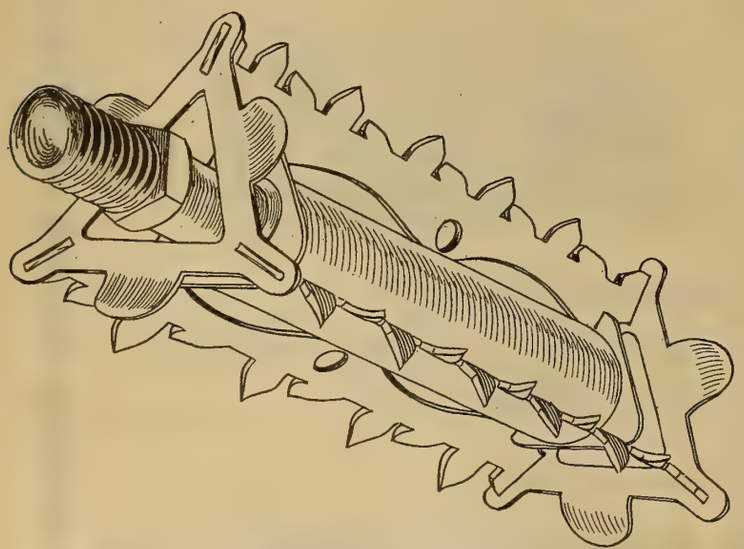
For information send to

THE DENVER CYCLE SHOW COMPANY,

Barclay Block, Denver, Colo.

...A DECIDED NOVELTY...

WEISS' IDEAL PEDAL



A bicycle pedal with three plates, always insuring a perfect surface for the feet of the rider.

No caving in of side plates; no breaking or bending of end plates. Most durable pedal made.

Weight, 12 ounces to the pair.

WEISS & UPMAN, Manufacturers.

133-135 So. Clinton St., Chicago, Ill.

Mention The Bearings.

HAS A MONOPOLY IN HANDLE-BARS.

Quite a stir has been caused in trade circles by a circular letter sent out by Walter H. Chamberlain, attorney for the Gormully & Jeffery Mfg. Co., calling attention to three patents issued to T. B. Jeffery, and numbered and dated as follows: 366,218, July 12, 1887; 379,276, March 13, 1888; design patent 22,760, August 29, 1893. There is not much meaning in these figures, but when one reads between the lines they assume greater significance. They mean that Thomas B. Jeffery, of the Gormully & Jeffery Mfg. Co., holds patents on all upturned and ramshorn handle-bars, and can dictate as to who shall use this style of bar. The principal claims made by Mr. Jeffery are:

366,218, Claim 1. In combination with the head the handle-bar secured thereto, and having the arms extended thence first forward and then rearward, whereby they are made concave toward the seat and provided with handles at the ends, substantially as set forth.

Claim 2. In combination with the head the handle-bar secured thereto, and having the arms bowed forward on each side and in an approximately horizontal plane, thence extending back approximately parallel, and terminating rearward of the transverse vertical plane, of the head, substantially as set forth.

379,276, Claim 22. A velocipede handle-bar in the form of a spiral of varying pitch, commencing at the head in a course almost directly outward and ending at the handle in a course pointing rearward, substantially as set forth.

Claim 23. A velocipede handle-bar in the form of a spiral of varying pitch, whose axis is horizontal and transverse to the line of travel.

Claim 24. A velocipede handle-bar in the form of a spiral of varying pitch from the head to the handle, and opposite pitch on opposite sides of the head, substantially as set forth.

Claim 25.—A velocipede handle-bar which extends from the head in an ever-changing curve, first upward and forward slightly, and mainly outward, changing to a direction downward, forward, and outward, then changing to a direction downward and rearward mainly and slightly outward, substantially as set forth.

Design patent No. 22,760 is shown by a sketch of the ordinary upturned bar, and only one claim is made for a bar, substantially as set forth in the sketch.

In an interview with Mr. Chamberlain, he stated that several manufacturers had already applied for licenses under these patents, and that he was confident that in the event of any contest their validity would be sustained. If Mr. Jeffery's claims are upheld nearly every maker, if not every one, has infringed upon his patents, especially with regard to ladies' wheels, which are nearly all equipped with upturned bars.

A SHIRK MAN.

J. P. Maher is the active manager of the Philadelphia branch of the G. M. Shirk Mfg. Co., of Chicago. He is located at 905 Market Street, and travels through Pennsylvania for the Shirk. Mr. Maher has made this wheel well known throughout this section of the country, but expects to add still further to his reputation the coming year.



J. P. MAHER.

Magowan in Control Again.

Frank A. Magowan has recovered full possession of all properties connected with his large mills, the Eastern Rubber Mfg. Co. and the Trenton Rubber Co., from the hands of the receivers at the court of chancery.

Saddles from a Medical Standpoint.

Hulbert Bros. & Co. had no idea that cycling had received so much attention from physicians until it started advertising the Mesinger saddle and its advantages from an anatomical standpoint, when the numerous calls and applications from the medical fraternity proved to it conclusively that they are giving this subject a great deal of study. And they are one and all convinced when shown the Mesinger saddle, manufactured by the above firm, that the last objection to bicycle riding has now been overcome.

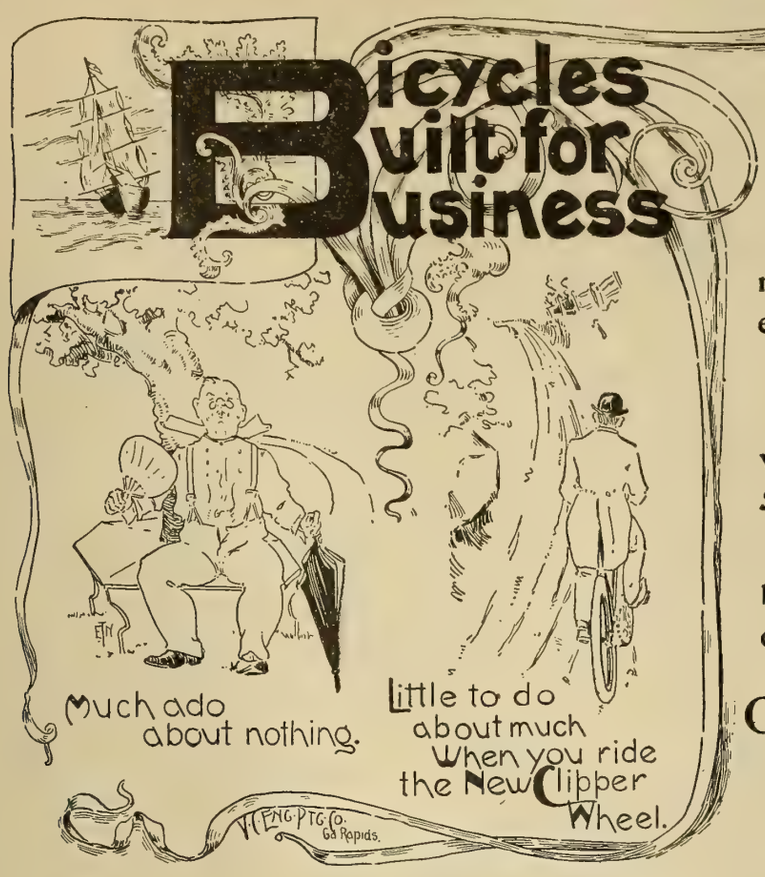
A NEW TUBE MILL.

Among the additions to the cycle industry for '96 will be a new tube mill. The new mill will be located at Worcester, Mass., and will be backed financially by the people interested in the Worcester Cycle Co., headed by L. D. Munger. A plant has already been secured. It is a merchant's steel mill, equipped with a 600 horse power engine, directly connected with a train of rolls and all the necessary furnaces. As the plant stands it is two-thirds of a tube mill, and the balance of the machinery necessary will be put in at the earliest possible moment. It is estimated that the plant will have a capacity of from 3,000,000 to 4,000,000 feet a year.

GIDEON'S LABORS LIGHTER.

The week's Racing Board bulletin of October 5 says that the one-third mile and the one-mile Class B competition, standing start records of :41⅗ and 1:58⅕, respectively, made by E. C. Bald, and the two-mile competition Class B record of 4:14, made by C. M. Murphy, have been accepted by the Racing Board.

The following riders have been transferred to Class B: F. H. Wilson and Frank Osmun, of Chicago; George L. Seager, Newton, Iowa; James Clark, Dorchester, Mass.; H. E. Frederickson, Omaha; Ed Vaughn, Hot Springs, Ark.; O. E. Boles and C. G. Cabanne.



Bicycles Built for Business

Mr. Dealer:

If you are selling Bicycles, it mignt pay you to buy from the maker direct, and get a line of

Business Wheels

which will give YOUR customers SATISFACTION.

Your peace of mind will not be disturbed by dissatisfied customers if you handle our goods.

Grand Rapids Cycle Co.,
Grand Rapids, Mich.

Mention The Bearings

Bellis CYCLES

Bellis CYCLES

Bellis CYCLES

Bellis CYCLES

Startling Beauties

ARE THE

Bellis CYCLES

ALL HIGH GRADES EXCELLED.

If you want good territory quick, address

BELLIS CYCLE CO.

OFFICE, 27 Ingalls Block,
FACTORY, 124-130 S. Pennsylvania St.,
INDIANAPOLIS, IND.

Bellis CYCLES

Bellis CYCLES

Bellis CYCLES

Bellis CYCLES

Mention The Bearings

All 1896 Dodson Wheels

Have our new enameled
center forks.
It is one of our distinguishing
features for 1896.
If others copy it, they
are imitators.

WE LEAD.

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The '96 SHIRK model has been pronounced by all experts who have examined it to be the prettiest and most up-to-date wheel they have seen. Our wheel is built for those who want the best, and we are in the business to stay. All agents purchasing five or more wheels will receive a

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Howe Scale Co., San Francisco, Cal.,
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General Office and Salesroom, 273 Wabash Avenue.
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Mention The Bearings

TRADE JOTTINGS.

The Monarch Cycle Co. is looking for a responsible man to take charge of the Pacific coast branch at San Francisco.

Steimal, of Buffalo, recently lowered the 100-mile road record to 5:28:00 over the Erie course. He rode a Stearns.

E. C. Stearns & Co. are represented at the Atlanta Exposition through their agents, the W. D. Gash Co., who have a splendid exhibit.

The Chicago office of the American Dunlop Tire Co. has been removed to 232-234 Wabash Avenue. Hereafter the western trade will be cared for from Chicago. S. E. Gillard will continue in charge.

In case Toledo does not get the national meet next year Alvin Peter, manufacturer of the Viking, proposes to give the "Viking gold meet." Every prize will be a gold nugget and the prize list will be worth $5,000.

Sometimes the ends of spokes projecting beyond the felloe will work their way through the tire and cause a puncture, or the air-chamber will wear through at the nipple and cause a leak which will be difficult to locate.

New things come out every year in the way of improvements on bicycles. We understand ball bearings are to be used by the 1896 Fenton in a manner and to accomplish a result heretofore unheard of in the bicycling line.

The Sager Mfg. Co., of Rochester, N. Y., is now located in its new factory and claims to have fifty-one contracts for 1896. This number covers, with two or three exceptions, the entire list of high-grade manufacturers in the country.

An excess of oil at the hub of a wheel will be driven by centrifugal force along the spokes to the rim, where it tends to loosen the spokes by lubricating the threads, and where it will attack the rubber tire, which is rapidly decomposed by any fatty matter.

Duxbury's great record ride from San Francisco to New York, breaking the record by 10 days and 17 hours, was accomplished on a Lovell Diamond. This speaks well for the John P. Lovell Arms Co.'s wheel, as the whole trip was made without a mishap to the machine.

The Lockwood-Taylor Hardware Co., of Cleveland, Ohio, has gone into the bicycle business and will job wheels. W. A. Neff, formerly with the Peerless Mfg. Co., has been secured as manager. The company has the Royal for Ohio and Indiana, and will also carry a full line of medium-grade wheels.

Thomas M. Goodwin, manufacturer of buttons, badges, society goods, and pure aluminum novelties at 425 Plum Street, Cincinnati, writes that he is kept busy making buttons for bicycle makers. The demand for these clever advertisers is so great that Mr. Goodwin has doubled his capacity, and is working every night until 11 o'clock.

The International Mfg. Co. has again made a fortunate selection by placing the agency for the America line of bicycles with the Mathews Implement Co., Los Angeles, Cal. It will control the sale of this wheel in southern California, and the quantity of wheels contracted for insures the America company a lively and progressive representative.

The immense plant at Kenosha, Wis., purchased by the Sieg & Walpole Mfg. Co. from the Lane Mfg. Co., maker of brass lamps and novelties, contains a vast amount of machinery, among which are many duplicates. The Sieg & Walpole Mfg. Co. therefore desires to sell some of the machinery and will furnish a list.

A witty reply of a member of the Humber staff when asked for the correct pronunciation of the name of the great French long-distance cyclist, is worth repeating. Said he, "Constante Huret must have been named by a clairvoyant—the name is pronounced Constant Hurry, and, as his competitors well know, is exceedingly appropriate to the strongest rider in the world."

Humber & Co. have established a most commendable custom at their factory in Westboro, Mass. Saturday afternoon is for all Humber employes a half holiday, the works being shut down at 1 o'clock. This is an English idea, which our other great factories might well adopt. This custom, together with the excellent reading and club rooms maintained by the company, makes Humber workers a very contented congregation.

L. N. Walleston's marvelous road record of twenty-five miles in 1:00:59 at Newburyport, Mass., October 4, stands to the credit of the Newton Rubber Works' latest production, the Straus Speed Tire, which is fairly bounding to the front. It is emphasized by the performances of Reynolds and Fuller at Brockton on the same date. The former made his debut in Class B, and defeated Titus, Butler and Maddox among others, while in Class A Fuller twice disposed of Newton, the new star, and all of the other New England cracks. Both men rode Eclipses with the new Straus tire.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill.

The Tribune

A Gentleman's Wheel.....

Tribune bicycles are sold on account of their merit and fine workmanship and not because they are ridden by hired racing men.

Examine the workmanship and fine bearings of a Tribune before you purchase.

A wheel of tasteful design and high quality stamps the rider as a person of refinement.

Ladies and gentlemen of the best society in every city ride Tribunes.

You can buy most wheels at cut prices but a Tribune will cost you

ONE HUNDRED DOLLARS.

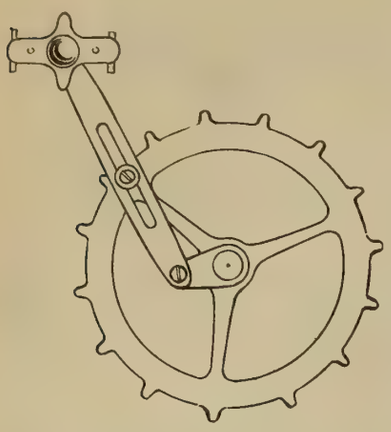
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The Black Mfg. Co., = Erie, Pa.

Mention The Bearings

A New Crank Mechanism.

The latest invention in crank mechanism is the device invented by W. W. Green, of Chicago, and illustrated herewith. The crank axle is stationary, and on each end of it, on either side of the bicycle, revolves a sprocket wheel carrying a chain which runs over small rear sprockets, as in the ordinary driving gear. Short horizontal arms, directed forward, are immovably fixed to the ends of the crank axle outside of the sprocket wheels, as shown. To the ends of these are pivoted the long crank arms carrying the pedals. These cranks are slotted, and within the slots travel roller studs attached to the outer edge of the sprocket wheels. It will be seen, therefore, that while the pedal always travels in a perfect circle, the foot is considerably farther from the center of the sprocket wheel on the downward stroke than on the up stroke, and that the leverage is much greater when the foot is going down than when it is coming up. So it is obvious, as the inventor claims, that the same degree of force applied to the pedal when it is farthest from the center of the sprocket wheel exerts more force on the driving wheel than when applied to the pedal at its nearest position to the center of the crank axle. Moreover, the pedal moves faster in its downward stroke than when rising on the opposite side, which makes the motion resemble walking, in which the foot is raised more slowly than it is put down.



Recent Patents.

547,019.—Railroad velocipede; George W. Miller, Kalamazoo, Mich.; filed December 31, 1894; serial No. 533,459. (No model.)

547,102.—Child's seat for bicycles; Charles D. Williams, Detroit, Mich.; filed November 16, 1894; serial No. 529,016. (No model.)

547,168.—Training appliance for bicycles; John Hutson, Brighton, Eng.; filed July 11, 1895; serial No. 555,603. (No model.)

547,200.—Bicycle lamp; John W. Bragger, Watertown, N. Y.; assignor to the Hitchcock Lamp Co., same place; filed April 22, 1895; serial No. 546,706. (No model.)

547,201.—Bicycle lantern; John W. Bragger, Watertown, N. Y.; assignor to the Hitchcock Lamp Co., same place; filed June 20, 1895; serial No. 553,444. (No model.)

547,339.—Bicycle coat; Ansel B. Falk, New York, N. Y.; filed July 10, 1895; serial No. 555,482. (No model.)

547,345.—Folding bicycle support; Walter T. French, Jacksonville, Fla.; filed June 6, 1895; serial No. 551,897. (No model.)

547,348.—Expansible sprocket wheel; Francis Gleason, Philadelphia, Pa.; filed March 24, 1894; serial No. 504,985. (No model.)

547 400.—Method of manufacturing bicycle; Samuel Palmiter, Jamestown, N. Y.; filed January 17, 1895; serial No. 535,578. (No model.)

27,124.—Bicycles; Plymouth Cycle Mfg. Co , Plymouth, Ind.; filed December 18, 1894. Essential feature, the letter "S," a scroll upon it, and the words "the Smalley," on the scroll; used since 1893.

27,125.—Pedals and fittings for cycles; Samuel Snell, Toledo, Ohio; filed August 28, 1895. Essential feature, the word "Canoe"; used since May, 1895.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

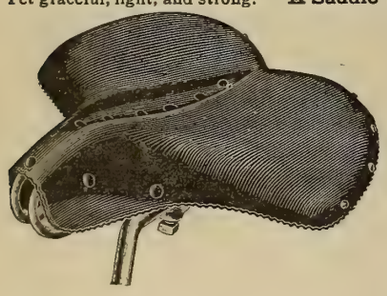
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WHEELER REFORM SADDLE.

It's as broad as it is long,
Yet graceful, light, and strong.

The Modern Wheel Demands a Modern Saddle
A Saddle built to sit on—not to straddle.

SADDLE SORE NO MORE.



Here is a modern saddle,
Unlike the long slim trap
That the rider has to straddle,
For it holds you in its lap.

You see it is shorter, but wider,
And moulded to fit to the form,
It's built on the plan of the rider,
And known as the "Wheeler Reform."

The back, instead of being flat,
Is curved to raise the sides,
And supports the rider where there's fat
To sit on when he rides.

There is no saddle that has given such general satisfaction as the Wheeler Reform. It is a perfect ladies' as well as man's saddle, and live dealers are ordering their '96 wheels equipped with this saddle. Send for sample saddle. Special rates to dealers and manufacturers.

Model A. Weight, 16 oz. Price, $4.

Mention The Bearings **W. S. Demorest & Co., 1626-27 Marquette Bldg., Chicago, Ill.**

The W. & C. Invisible Celluloid Mud-Guard



Colors to Match Enamel.

LIGHT,
PRACTICAL,
ORNAMENTAL.

Weight, 1 oz. Price, $1.

Discounts to Trade.

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Mention The Bearings **1626-27 Marquette Bldg., Chicago, Ill.**

Indorsed and used by the leading cyclists of England and America.

TRADE **Kolako** MARK

Prevents Exhaustion. Sustains Strength. Accelerates Speed. Perfectly Harmless.
No Subsequent Reaction.

A Kola Compound

From Mr. C. M. Fairchild, 334 Dearborn Street, Chicago, Secretary Century Road Club.

Mr. Fairchild has made more "centuries" than any other cyclist in the United States.

"I have made several tests of your Kola Compound, ***Kolako,*** and I find it very beneficial. It is certainly very strengthening and sustaining. I have given it to several weak riders making their first 'century,' with the most remarkable results, they finishing strong and in good condition. I shall certainly use it and advise others to."

From Miss Adaline Cole, 1839 Indiana Avenue, Chicago.

On Sunday, August 25, a friend and myself rode sixty-seven miles. I hadn't been on my wheel for two weeks. I used Kolako—one tablet every hour—and finished comparatively fresh. My friend, a young lady, did not use it and was laid up for two days from overexhaustion. For the first time since riding I had no lameness the next day. It did not interfere with my digestion or was there any subsequent reaction. I am not a strong rider, having never ridden over forty miles before, and that only once and with considerable fatigue.

SAMPLE BOX POSTPAID 50 CENTS.

FORBES & CO., Ltd., 168 Adams St., Chicago

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MENTION THE BEARINGS

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is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

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High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO.

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PEPPERMINT FLAVORED

CHEWING GUM

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DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

The Everett House

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Everett House, Union Square and 17th St., NEW YORK.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 12
CHICAGO, OCTOBER 17, 1895.

ON THE NATIONAL CIRCUIT.

Objectionable Time Limits—Bald Still at the Top of the Thermometer—The Men Fighting Hard for Place.

The race is in the last quarter and on a mile track the people only look for the finish. Of course it might be nice to see the men jump out and pace each other, killing off man after man, but they won't; it might be nice to see one man go out and do all the donkey work, killing all his chances for the finish, but he won't; it might be nice if several men would do this very same thing, but they won't; it might be nice if time limits could be placed, which would force the men to break records every time they start in a race, but they can not. Referees figure somehow that some man will go out and kill all his chances in a race just to make that race fast, but they figure wrong. Some referees do not please the crowd that they are striving to please when

They Place Abnormally Low Time Limits.

The crowd knows a thing or two about the matter. The referee sees fast men up on the tape, and figures that they are able to make miles in such and such time, and then places a time limit just to see those men drawn out to their limit. But there is no man to do the drawing, and, as the time limit has been announced, the referee must uphold his side and call the race off.

The matter of time limits is being abused day after day and the men are being blamed for their unsportsmanlike conduct in refusing to again go out and ride a race through under such time limits. The men know that the time can not be made without some man killing all his chances, and they know that there is not a man up who will do that. When the referee is

Convinced that the Men Have Made a Race

out of it, and when he is convinced that no faster time has been made for the reason that no man would kill his own chances, the race should be allowed to stand, providing, of course, that there have been no pacemakers furnished. Racing men are censured by their employers if they go out and pace a race and do not win. This is the case with all of them. Is it then small wonder that the men do not go out and do donkey work? All of these things are respectfully submitted to men who have, or who will referee contests in the future.

Because some boys of thirteen and thereabouts went out at Council Bluffs and rode their race in 2:31 or thereabouts, and because some Class A men did not ride in better than three minutes without pacemakers,

The Referee Ordered a Race Run Over,

the second time under a time limit of 2:40 when he had had a time limit of 2:25 for the first trial. The day was terribly windy, and no one could afford to tire himself when going with the wind, and ruin his chances when that wind had to be faced for the finish. When the run-over occurred, Meirstein, a little Class A rider and a mere boy, was employed to pace, and under those conditions cut a half in 1:06 and three-quarters in 1:34, a great performance, as the third quarter was made in :28. Then the race was finished in about 2:25, the limit on the first race. How easily the referee might have figured all this out the first time and placed a man in to do just the self same work as was done the second time by Meirstein.

It is so in B races as it was in this A race. Because the men are drawing good salaries, they are supposed to be willing to go out and act as a lot of brothers with the good of the cause at heart, to cut the pace and all that, and to

Make a Fine Exhibition Ride.

The men who have little show in a race between Bald, Cooper, and Murphy do not care to ruin any chances in such pacing, and the good men are so evenly matched that they certainly can not afford to risk their chances in such a battle. So it happens that races are loafs and the men are blamed, when the onus of it all lays at the doors of the race meet promoters, who do not stop to think. With the percentage table in operation as it is today, with the fight going merrily on for position in the thermometer, with points being counted on the men, with the teams depleted as they are, and with the entire standing of a team depending on the standing of one man, none of the men now following the western circuit cares to take chances of defeat, and the races are being run with greater care than ever. In fact the racing of the west, could it have occurred in the east during the summer, would have aroused the greatest enthusiasm. Bald is holding his own at the top and this week has gone above the 900 mark,



FRED J. TITUS.

A Wonderful Feat,

when it is considered that the man has been beaten by only 41 men out of nearly 400 who have competed against him this year. Cooper is holding his own and his standing this week is on the same basis as last week. In the high positions to which these men have attained, a defeat by one man will offset a winning over four or five. Bliss and Kiser have come into a tie through misfortune. Both had handle-bars loosened in races during the week and have come in in the rear of their fields. Murphy goes slowly forward and this week steps another degree toward the top.

Bliss will go as far as Pueblo, and it may be the Monarch team will remain intact for the trip west. California is prepared to give the men the

Warmest Kind of a Welcome.

Bald has gained in points and now leads Cooper by nine. Cooper has had headaches for the past week, due probably to catarrh in the head, and is just coming around into form again. Kiser can not ride in cold weather, and as the weather is growing warmer there is excellent chance for him to appear to greater advantage among his fellows. Wells, the California giant, is coming strong and says that it is a long lane that has no turn. He ran third in the mile open at Council Bluffs and won the handicap. Wells and Kiser finished the hardest handicap of the year, so Kiser says, at the Council Bluffs meet, riding the distance with a gale blowing. Kiser and Bliss, from the back mark, made a plucky fight for the lead and gained it only by punishing work. The eleven B events at Denver and five B events at Lincoln, sixteen in all this week, will place some of the men in very different positions. The mile national championship occurs at Denver, and the men are all looking for the scalp of Bald in that race.

F. J. Jenny is not with the circuit chasing party, having retired for the season. Jenny did good work this year and worked his way up into the thermometer. One or two weeks before he dropped into the bulb his face was left out of the thermometer, thus doing a first-class rider an injustice.

It is said that Titus and Cabanne are at New Orleans, where they will ride at the opening of the new track at that place. Titus is preparing for an attack upon the hour record, which he intends to put where even the

speedy Frenchman can not touch it. He expects to do at least thirty miles in the hour. Cabanne may go after short distance records.

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started.

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Spalding	2	83	139	0	0	.717	.717	000
Humber	1	56	71	64	7	673	.670	+.003
Monarch	2	101	178	171	9	.657	.665	—.008
Columbia	3	119	189	174	15	651	.632	+.019
Cleveland	2	29	29	29	0	.555	.555	.000
M. & W	7	153	167	167	0	.533	.533	.000
Stearns	4	105	104	102	2	.509	.510	—.001
Orient	1	29	45	45	0	.527	.527	.000
Sterling	2	83	73	73	0	.432	.432	.000
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	316	.000
Lovell	2	4	11	11	0	315	.315	.000
America	2	23	16	16	0	.315	.315	.000
Syracuse	3	42	30	25	5	.309	.234	+.075

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	140	$5,215	MacDonald	25	$707
Cooper	131	3 908	Sims	24	750
Cabanne	84	3 255	McLeod	23	487
Murphy	71	2 233	Rigby	19	686
Titus	55	2,246	E. C. Johnson	19	475
Gardiner	47	1,764	Scott	18	504
Bliss	47	1,421	Kennedy	16	325
L. C. Johnson	46	1,640	De Cardy	15	415
Jenny	45	1,688	Helfert	15	483
Maddox	40	1,295	M. Wells	13	260
Ziegler	35	1,170	Allen	12	405
Kiser	33	1,330	C. S. Wells	11	310
Brown	33	1,010	L. A. Callahan	11	425
Coulter	30	860	Butler	11	300

—F. Ed Spooner.

WINDY MEET AT COUNCIL BLUFFS.

Council Bluffs, Iowa, Oct. 11.—Council Bluffs labored under difficulties in arranging for a national circuit meet in '95. In the first place, the date that was given was in the latter part of October. This would not do; and then one much earlier—the present date—was secured. The sanction for the great indoor meet in Chicago was given and the Ganymede Wheel Club saw all visions for a good national circuit date go by the boards. The Coliseum fell and things looked brighter, but there was another lull when it was learned that the men would not come west. Then came the news of the organization of the western boomers and the men of the Ganymede Wheel Club went vigorously to work. With eight days in which to work they did wonders. The town was papered, and so was Omaha, across the river. Little dodgers were sent broadcast, the fences were covered with signs of the meet and special street cars were sent out with the bands. The papers in both of the cities were full of bicycle races.

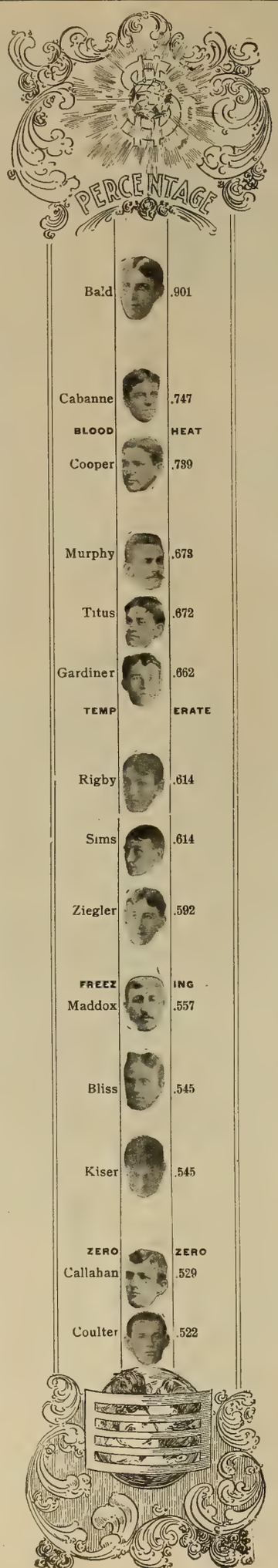
The Day of the Races

opened with a cold wind that was almost a gale. The crowd was small but the racing was good and one record was broken and another tied; at least, Eddie Bald made the half-mile in the scratch race in 1:00 flat, and this ties the competition record of the world made by Bald at Denver last August and is the fastest half-mile scratch race ever ridden. This event had to be contested twice. The first was a pretty race. Murphy pulled the crowd the first quarter and up to the tandem, which was getting away. Then Murphy hung and was passed by Bald in the straight. Cooper, who has been in bad form for a day or two, came like a flash in the straight and shot ahead of Murphy by inches just as the tape was passed. In the second attempt the positions were the same.

Bald Shot from Behind the Tandem

and made one of his great finishing sprints to the front. The second time was 1:01, the two being the fastest two half-mile races ever run in one day. The run-over was necessary because Kiser and others were left at the post in the first trial, the men not hearing the call-back.

The finish of the mile open was a good one with



Bald winning and Murphy defeating Cooper. In the two-mile handicap, with Murphy and Terrill at the fifty-yard mark and virtually scratch, the men in the rear refused to try to close the gap and the men in front gained a long lead. Condon was the winner, having too long a lead to do anything but win when the back-mark men had started for the front. Murphy beat Bliss six inches for second place in a good finish.

Summaries.

One-mile open, Class B —Bald, first; Murphy, second; Cooper, third. Time, 2:14⅘.

Half-mile open.—Bald, first; Cooper, second; Murphy, third. Time, 1:00. Ordered run over. Second run, same finish. Time, 1:01.

Quarter-mile open, Class A.—Hattenhauer, first; Gadke, second; Patterson, third. Time, :31.

Two-mile handicap, Class A.—Patterson, 100 yards, first; Meirstein, scratch, second; Gadke, 50 yards, third. Time, 5:20.

Two-mile handicap, Class B.—Condon, 175 yards, first; Murphy, 50 yards, second; Bliss, 90 yards, third. Time, 5:05.

SECOND DAY.

Council Bluffs, Iowa, Oct. 12.—The second day's racing was not conducive to record breaking. The day was warmer, the wind was stronger, but blew in the wrong direction, and the finishes were closer if anything. The attendance was larger. In the mile open race Bald, Bliss, Cooper, Murphy, Wells, and Pixley started. A false start was made and the men all came back. On the second attempt Cooper caught the tandem. On the backstretch he dropped back and Bald went out and pulled the field up to the position. In the stretch Murphy and others refused to leave the rear of the tandem and forced that machine to carry them to within fifty yards from the tape. Even then Murphy went away and did himself up for the final jump by

Pacing Into the Teeth of the Wind.

Bald came up on the inside and passed with a rush. Murphy made one last dying attempt but Cooper came up like a shot from the rear and secured a close second. Wells, the giant, in front of Bliss, pulled by Murphy. The time was 2:20, and the limit was the same. This race was paced by a tandem almost to the tape, all the time being lost in the last quarter, a straightaway in the teeth of the wind. In the third-mile the men hunted for the rear of the tandem, which paced into the face of the wind. Pixley caught the tandem and held it to the twenty-five-yard mark when he jumped just as Bald shot up on the inside. Bald was closely followed by Murphy and Cooper, but Pixley

Made a Good Fight

on the outside and gained the decision for second place. The tandem was in the center of the finishing bunch. The time was :47, and the men rode well to make that time.

Little George Meirstein went out and paced the second run of the Class A mile open and made the three-quarters in 1:44 and the half in 1:06. At that the men yelled to the boy to slow down. In the five-mile handicap Bliss and Kiser from the back mark changed off pace and caught the field. In the finish, after a loaf, Wells, the big 'Frisco man, fought gamely to the tape and beat Kiser a half length, Frederickson running third to Bliss' fourth.

The club lost some $400 on the meet but will renew the application for a circuit sanction another season.

Summaries.

One-mile open, Class B.—Bald, first; Cooper, second; Wells, third. Time, 2:20.

Third-mile open, Class B.—Bald, first; Pixley, second; Murphy, third Time, :47.

One-mile open, Class A.—McBride, first; Patterson, second. Time, 2:26.

Half mile open, Class A.—Gadke, first; Meirstein, second; McBride, third. Time, 1:21.

Five-mile handicap, Class B.—Wells, 250 yards, first; Kiser, 125 yards, second; Frederickson, 375 yards, third. Time, 13:04.

One-mile handicap, Class A.—Meirstein, scratch, first; W. J. Schraeder, 100 yards, second; Brown, 75 yards, third. Time, 2:32.

RAIN AT LINCOLN.

Lincoln, Neb., Oct. 14.—The national circuit races in this city today were brought to a close without the two-mile handicap being run, as the men had to catch the early train for Denver. Five thousand people attended the races and left the track well pleased. All the events were close, and the mile, in which Charley Murphy made one of his gamest fights against Bald, was particularly interesting. Cooper had to ride to win the quarter, as Kiser had gained a good lead. The A races had small fields, there being but seven riders. This is

the home of F. G. Barnett, and the people were greatly disappointed at his non-appearance.

The Races.

Six men started in the half-mile B, and Murphy caught the tandem just as it broke down. Murphy dropped back to the bunch, and Wells jumped in the face of the wind. Bald followed closely, and in the stretch drew ahead of the Friscoan. Murphy had a good job in passing Wells, but did so, taking a close second to Bald, with Wells lapping his rear wheel. Pixley, of Omaha, came in ahead of Cooper, and Mockett was last. It was a good race in the face of the wind, and was ridden in 1:13.

Cooper, Bliss, and Terrill did not start in the mile open. The limit was 2:15 and tandem paced. Murphy won a game battle for the tandem, and Kiser started round the outside, but tired himself out in the effort and stopped. Bald was fourth in the line.

When the Tandem Dropped at the Quarter,

Murphy started one of the gamest battles ever seen, but twenty yards from home was passed by Bald, who had to ride with all the speed he could command to make the winning. The two passed the tape a half length or less apart. Wells finished in front of Pixley. The time was 2:12.

Rain fell as the mile handicap was started. Kiser and Bliss, forty yards, were brought back to scratch. Terrill and Wells were then at ten yards. Long-mark men won the places. Kiser made a great fight for the quarter-mile open, but was passed by Cooper in the last twenty yards, Murphy fighting to Kiser's pedal, but not beyond. The time was :37.

Summaries.

One-mile open, Class B.—Bald, first; Murphy, second; Wells, third. Time, 2:12.
Half-mile open, Class B.—Bald, first; Murphy, second; Wells, third Time, 1:13.
One-mile handicap, Class B.—Mockett, 75 yards, first; Yule, 75 yards, second; Frederickson, 75 yards, third. Time, 2:19⅜.
Half-mile open, Class A.—McBride, first; Banks, second; McGreer, third. Time, 1:09⅜.
One-mile open, Class A.—Patterson, first; McBride, second; McDowell, third. Time, 2:15.
Quarter-mile open, Class B.—Cooper, first; Kiser, second; Murphy, third. Time, :37.

IN LOWER CALIFORNIA.

LOS ANGELES, CAL., Oct. 7.—The coming of the national circuit to the coast will be a great thing for cycling, especially in southern California, where the sport is just commencing to receive the attention it deserves. There are quite a number of very fast men in this part of the state, and the presence of the eastern cracks will no doubt infuse new blood into the racing ranks of this section.

There are several good tracks in this part of the state, notably at Santa Monica (just completed), Riverside, Santa Ana, and San Diego, while tracks are now being built at San Bernardino, Pasadena, and one is promised for Redlands in a short time.

This City has no Track at Present,

but it is very likely that before another six months is past we will have a fine three-lap track. There are several schemes on foot, but no one seems to want to take the deciding step. Will Knippenberg and several other hustlers have been working up a track scheme, and one can almost positively state there will be a good track here shortly. The national circuit races, scheduled for this city, will be run off on the one-mile horse track, which is a very good course, if properly cared for.

The national circuit dates so far obtained for southern California are as follows: Los Angeles, November 21-23; Santa Ana, November 25, and Riverside, November 28.

Several Other Dates Will Be Added

to the list in the near future, so that there will be no time wasted by the chasers in this part of the state.

League politics have created no little excitement among the wheelmen and the result is that there are two tickets in the field, one of which puts Charles F. Gates in the field for chief consul and the other is headed by C. C. Monaghan. Which faction will win is at present hard to tell, but from appearances the Monaghan ticket will have great support and may carry off the honors.

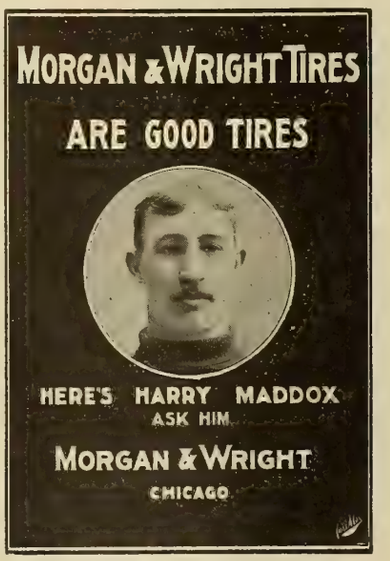
Los Angeles will have two men on the last part of the national circuit from whom great things are expected after they get used to

The Life of the Circuit Chasers.

These two men are Fritz Lacy and Herb McCrea, who have already been signed to ride crimson rims on the national circuit next year. Both men are members of the Bay City Wheelmen, of San Francisco, and that club takes great interest and pride in their doings. It is also very probable that Emil Ulbricht may join the circuit at Denver and follow it through.

The Bicycle Road Association is preparing to have the road between this city and Santa Monica put into good condition. It is over this road that the Los Angeles-Santa Monica road race is run on the Fourth of July of each year.

John W. Kiser, president of the Monarch Cycle Co., has been in New York the past week arranging for next year's business.



NEW YORK IS HOLDING MEETINGS.

NEW YORK, Oct. 13.—The much needed rain having put in appearance the numerous century runs planned for today have been postponed for a week, and in consequence clubhouses have been crowded with enthusiasts who, unable to scorch on the miles of good roads in this vicinity, are not content unless they can talk wheel.

On Tuesday a convention of the United States Military Wheelmen will be held at the Broadway Central Hotel. The object of the association is to unite wheelmen who have a knowledge of military drill into bodies of such size as to test the practicability of maneuvering large bodies of troops with the bicycle. Members are to submit to a certain amount of discipline, so their wheeling excursions shall largely be experiments in utilizing the bicycle for military purposes. It is not expected, of course, that the use of the bicycle is going to revolutionize the moving troops in the field of action, but that the riders can, by their familiarity with the roads, be of considerable use as scouts. A number of papers will be read on the subjects of weights of wheels, the proper arms for cyclists, the carrying of machine guns on tricycles, and the advisability of the United States government estalishing a military bicycle corps.

Street Commissioner Waring is alive to the practicability of mounting his inspectors on wheels. The streets of the city are now cleaned on the block system, and a large territory is necessarily covered by his force daily. It is argued that better results will be attained and the men kept hustling by frequent inspection. Here is a chance for a manufacturer with an overstock of wheels to unload. About 100 machines are needed.

Working the Politicians.

A call has been issued for a mass meeting of wheelmen for mutual protection and securing rights on the streets now denied. The meeting is supposed to be without political significance, but as election is only three weeks distant the proceedings will no doubt be closely watched by both parties who are out for votes. It is expected that the subject of street sprinkling will be considered, and some effort made to restrict the carts or limit them between the hours of 9 a. m. and 5 p. m., as in other cities where intelligent action has been taken.

'FRISCO NEWS.

SAN FRANCISCO, CAL., Oct. 7.—The California Associated Cycling Clubs held their fourth annual meeting last Saturday evening in the rooms of the California Cycling Club. Officers for the ensuing year were elected, and legislation detrimental to the sport discussed. A committee was appointed for the purpose of conferring with the board of supervisors and the park commissioners for the purpose of having certain objectionable laws and rules revised to better suit the rights and privileges of wheelmen, as well as the public at large.

A beautiful silver cup, donated by the *Olympic*, was accepted by the association on the condition that

The Cup must be Won Three Times

in the road races conducted by the association before it becomes the property of the club making most points.

The following officers were elected for the ensuing year: H. H. White president; Joseph Desimone, first vice-president; P. W. Gompertz, second vice-president; Jules F. Hancock, secretary-treasurer.

The bicycle dealers of this city have almost agreed not to cut prices next year. At any rate a meeting of the Bicycle Dealers Protective Association was held in this city last Thursday and such a plan discussed. It is the general opinion that an agreement

To Stop Price Cutting

will be signed by the dealers. A committee was also appointed to wait on the chief of police and urge him to be a little more careful in the search for stolen wheels. It is pretty well known that a regular band of cycle thieves exists in this city.

There is only one ticket in the field for the L. A. W. election this month It is as follows: Chief consul, Frank H. Kerigan; vice-consul, Howard E. Alexander; secretary-treasurer, Stanley G. Scovern; representatives, A. C. McKenney, George F. Neece, and F. K. Lipsett.

BURNHAM WON THREE FIRSTS.

DOWAGIAC, MICH., Oct. 11.—The Class A bicycle races at the Union Fair grounds today were attended by fully 5,000 people, notwithstanding the weather wore a very threatening aspect. W. P. Burnham won the half-mile championship and the two-mile championship races in 1:27½ and 6:58 respectively, and the one-mile open in 3:01½. L. L. Poak won the final heat of the half-mile open event in 1:09½, and J. C. Linkham finished first in the final heat of the two-mile open, his time being 4:44. The one-mile handicap was won by A. S. Wing in 2:22, and the three-mile and five-mile handicap races were won by C. S. Webber, the last in 12:20. F. W. Holmes took the two-mile lap race in 5:43. J. Clarke finished second in the half-mile open, the one-mile open, and the two-mile open.

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GEO. K. BARRETT, EDITOR.

POWER OF THE BALLOT.

A fine example of what may be accomplished by cyclists through the ballot has been set by the wheelmen of Lockland, Ohio. That town has a population of only about 3,000, but is nevertheless a great manufacturing center, and the heavy drayage consequent upon the presence of mills and factories of all kinds has been so destructive to the streets that the wheelmen have found them all but impassable, and their wheels have been quickly wrecked by plunging through the mud holes and over the stone heaps.

The cyclists applied in vain for relief to the candidates for municipal election, who straightway forgot their promises once they were in office. Not one of them rode a wheel, and therefore had not the interests of the wheelmen at heart. Just before the recent elections the cyclists took the matter into their own hands and put up one of their number as a candidate for election to the city council. He was ably supported and was elected by a handsome majority. Once in, he promptly secured an appointment on the street committee from the mayor, who appointed two other members to the same body, with a view to the improvement of the streets.

This committee met and decided to rebuild all the roads of the village, and as that would require the use of a great deal of coarse gravel and crushed stone, which would render the streets temporarily impassable to the cyclists, the committee member representing the interests of the wheelmen suggested that the cyclists be granted the use of the sidewalks until such time as the streets were in fit condition for use. At the next meeting of the council the matter was brought up and the passage of an ordinance secured, giving wheelmen the privilege of riding upon the sidewalks so long as their use of them was not contested by the pedestrians.

So the cyclists are jubilant now.

LATE WAR NEWS.

HAVANA, Oct. 15. [By special cable].—The appalling intelligence that the *American Wheelman* has taken a firm stand in favor of Cuban independence has created consternation among the supporters of the government here. This movement on the part of such a powerful organ has been apprehended for some time past, and all the influence the government could summon to its aid in New York has been brought to bear on Senator Morgan to move him to support Spain in the suppression of the rebellion, but to no purpose.

The die is cast; the fatal blow, so long impending, has been struck, and with the *American Wheelman's* declaration sounding in its ears like a knell of death, Spanish dominion in Cuba totters to its fall.

Already the insurgents are closing in upon Havana, and a provisional government has been formed, which it is rumored will include Senor Morgan as secretary of state and Senor Hines as minister of war.

LATER—HAVANA, Oct. 16.—It has just been ascertained that Governor-General Campos resigned his commission late yesterday afternoon and escaped last night to Key West, where he has accepted a position as drummer for a cigar factory.

One thing appears to be settled with regard to the manufacture of high-grade bicycles for 1896—there will be no radical change in the weights of road wheels. We have had a taste in the past two years of 17, 18, and 19 pound roadsters; they have been weighed in the balance and found wanting, and it is equally fortunate for both maker and rider that there will be but a slight demand during the coming season for machines scaling under 21 pounds. In some favored sections (notably in Chicago), where level roads with smooth surfaces are to be found, the riding of these extremely light machines is not attended by so great a personal risk, but taking the country at large as a basis for argument, it must be confessed that riders of feather-weights have accepted a minimum of comfort with a maximum of danger.

Here's a pretty how-de-do. Colonel Pope and Lindsay Coleman are not the best of friends. Dave Post, once an employe of the Pope Mfg. Co., was the owner of ten shares of the stock of that company. He left the company and offered his stock to the colonel. His price was too high and the colonel refused to buy. Then Davy turned around and sold the stock to Coleman for less than half, so the report goes, of what he asked the colonel. Coleman bought and now says that he will attend all the stockholders meetings of the Pope Mfg. Co. Dame Rumor says that the colonel is furious and that he is even thinking of running a race meet at Atlanta on the date of Coleman's big dinner as a counter attraction. What next?

The English and the meaning of the word "amateur" are strangers these days. The trade openly buys up the pacemakers, and in the paced races we hear praised so highly it is no uncommon sight to see a tandem refuse to pull the leader away from the field because he doesn't ride the tires or wheel which pays the pacemaker. The following, from an English paper, is only a sample: "Wridgway was badly sold in the amateurs' 100-kilometer race at Cologne. Just at the eleventh hour his hired pacemakers, a quadruplet, deserted him and came to terms with Cordang, a sprinter from Holland. The defection was due to the quadruplet being bought over by the maker of Cordang's machine. All this happened in an *amateurs'* race."

The *Irish Cyclist* says: "An American lawyer owns a 'fragrant' tandem! The tires are filled with air heavily perfumed with attar of roses and Parma violets. The weight of the riders forces the fragrance out through the pores of the rubber and perfumes the whole surrounding atmosphere. Babylon had its *hanging* gardens. Here we have a garden—*un*hanged." Of course an Englishman couldn't be guilty of such a heinous offense! It's always an American who does an outlandish thing like this.

How long will it take American manufacturers to realize that gear cases, cases that will protect the chain and sprocket wheels, are as important a part of the make up of a bicycle that is to be used on the road as are bearings protected from dust and mud? What would the average cyclist think if he were asked to buy a wheel in which the balls were open to plain sight?

Louisville has just passed an ordinance making it an offense, punishable by a $5 fine, to throw glass, wire, tacks, crockery, tin, nails, or iron on the streets. In case of injury resulting from such action it becomes a felony, and is punishable by imprisonment from one to five years. Other cities would do well to follow the example of Louisville.

Who says professionalism does not pay. Here is Johnny Johnson who has just bought a house and lot. It is not a dog house and a lot of pups either, but a $10,000 mansion, which is as far ahead of the expectations of the record-breaker speed merchant five years ago as was the White House.

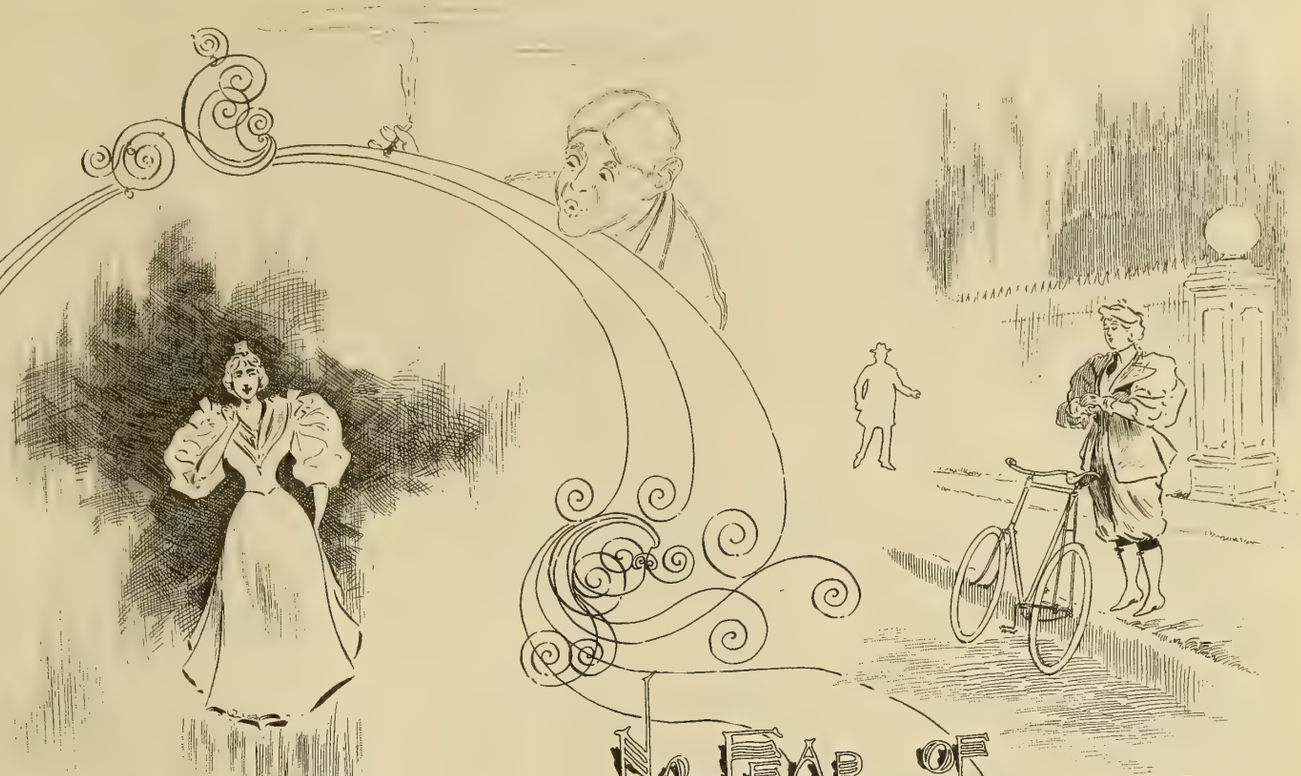
A. W. Harris, the English professional, has gone to Australia to meet Zimmerman. It takes a lot of beatings to convince Johnny Bull that Brother Jonathan is seconds faster to the mile than any man the "tight little isle" can produce.

A New Tandem Record.

The third-mile tandem record of :32⅘ was lowered to :32⅗ by Austin Crooks and T. Weinig, at Independence, Iowa, October 10.



The BEARINGS
The Cycling Authority of America



No Fear of Mistake

I was at a "small and early"
And I first met my little girlie
And she looked as sweet as honey in her
snugly fitting gown;
Her introductry greeting
Set my heart most wildly beating,
And despite my best endeavor it refused
to quiet down.

When I saw her next, in raiment
A la knicker she her way went,
And according to the funny men who
scribble for the press,
I should have cried in sorrow;
I'll blot out before tomorrow
The thought of one affecting such
uncouth, immodest dress.

Charles Hoy

But my passion never flickered,
When I saw her thusly knickered,
And didn't find it hard a bifurcated
lass to woo;
For there is no use in talking,
Whether clad for wheel or walking,
No mistake is ever made about a
girl who's sweet and true.

FAST TIMES IN ENGLAND.

Remarkable Performances on the Road—A Quarter in :20 3-5 and a Mile in 1:39—English News.

LONDON, Oct. 5.—The Simpson lever chain is attracting much attention and the most opposite opinions are entertained regarding it by experts. I have not yet seen the chain, but the following reported performances made with its aid will be of interest. Pellant and Leitch are both in the employ of the Humber company, under whose auspices the new chain is being boomed. On Thursday, on the North Road beyond Henlow crossing, Ernest Leitch and A. Pellant on a tandem safety, and T. Osborn on a single covered a flying quarter, straightaway, in :20⅗ (nearly forty-four miles an hour), the safety finishing a foot behind. Later on 660 yards were ridden by the tandem in :32⅘. A half-mile dash was indulged in, time by tandem :44⅘, Osborn a yard away. The tests were undertaken to ascertain the capabilities of the new chain. Last night the same tandem pair accomplished a straightaway mile in 1:39. Nothing is said as to wind.

The *Union Francaise Cycliste* held another Sunday race meeting at High Beech this week. The event was a 100-kilometer scratch race in which eighteen started. The seven prizes included one from the French ambassador. C. Clement won in 3:44:00, J. Giraud second, Roblin third. The Italian and German clubs in London intend to hold races at this track next year.

A. E. Walters and the other Polytechnic cracks suspended for competing against Fontaine, the professional, have been reinstated. The Catford Club has secured a permit from the London Center to hold an hour race, date unfixed, when it is expected something big will be done. Strangely enough during the recent spell of heat nothing was done in the record line. Now it is chilly and bleak in London. The Polytechnic has canceled its intended twelve-hour race.

Tandem Records Go.

The six-hour tandem race for the Herne Hill Hanapers (a hanaper is a peculiar drinking cup) fell short of expectation, although records galore were made. Although the race was arranged by Hillier as a reward for those who had done much pacing on the track during the season, only six pairs actually started, and three of these retired. There was no band, the heat was phenomenal, and the attendance very moderate. A fine struggle was witnessed during the latter half of the race between the Rudham-Chapple and Poole-Spencer pairs, resulting in the victory of the former, though both teams broke the previous records by Goodwin and Clark at Wood Green. At the finish the score stood: Rudham-Chapple, 146 miles 160 yards; Poole-Spencer, 143 miles 503 yards; Thompson-Lancefield, 116 miles. The winners broke world's records from 102 miles (4:09:20⅖) to the end, their subsequent times being: 110 miles, 4:28:19⅛; 120 miles, 4:54:23⅖; 130 miles, 5:19:50; 140 miles, 5:45:06⅖.

Barden Beats Relph.

Owing to the tactics pursued by the men the match between Relph and Barden at Putney last Saturday resulted in a tame victory for the latter. In the mile Barden waited on Relph's crawl, nipping him on the post by over two lengths after a 300-yard sprint, the time being 3:12. Relph won the toss for choice of the next event and chose five miles. Barden reversed his tactics, leading all the way and outsprinting Relph by less than a foot at the finish. Time, 14:22⅗.

The Agitation for the Taxation of Cycles

is becoming general in England. At a meeting of the Macclesfield town council a resolution was passed memorializing the Cheshire County council and the chancellor of the exchequer to urge the desirability of registering and placing a tax of $1.20 yearly upon cycles, and for the purpose of better identification to compel each cyclist to bear a numbered badge, the tax to be paid to the urban and rural district councils for the maintenance of roads.

Harry Payne, a member of the Polytechnic C. C. and England's only clown, died last week. For many years poor Payne, the last of a family of famous pantomimists, has been the central figure of the Drury Lane harlequinade.

C. W. HARTUNG.



THE DUNLOP TROPHY CONTEST POSTPONED.

TORONTO, Oct. 14.—The contest for the Dunlop trophy, which was advertised to take place on the Kingston road on Saturday afternoon last, "rain or shine," was postponed. A drizzling rain for twenty-four hours had converted the course into mud, and although at 3:30 o'clock, the hour named for the start, the weather had cleared up, the course was found to be almost impassable, and the trustees decided to postpone the event until Saturday next. Eight clubs will start teams of ten men each. Only the first five finishers in each team to score. The teams are all composed of Class A riders, and no club outside of Toronto has entered into the competition. The contest promises to be a very exciting one, although the Athenæum, Toronto, and Royal Canadian Cycling clubs are considered to be the only ones with a fighting show for the trophy.

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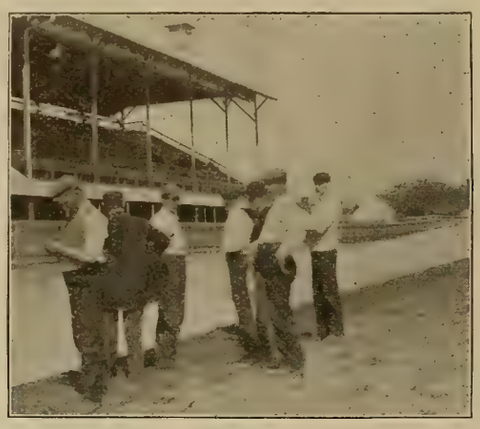
INDIANA BICYCLE CO.,

INDIANAPOLIS, IND., U. S. A.

RECORDS FALL AT LOUISVILLE.

Gardiner and De Cardy Begin to Gather in the Crop—Two, Three, Four, and Five Mile Records Go.

LOUISVILLE, KY., Oct. 14.—Today was an ideal fall day, and at noon it was determined to go for the records. De Cardy was sent out first, and after he and the quad team pacing him had warmed up, the signal to start was given. The quad team was composed of Lund, Rau, Vogt, and Bainbridge. It took him the first two miles and gave him the two-mile, flying start, paced world's record of 3:52⅗. Anderson and Van Herik accompanied the quad and De Cardy on a tandem for the entire five miles, and made the tandem, flying start, paced records from two to five miles. At the end of the second mile Bowler and Bezenek, on a tandem, picked them up and carried them for two laps, and were succeeded by Joseph and Pat Skelton, who took them around two more laps, after which the quad again took them up for the balance of the distance. De Cardy lost his hold on the second tandem, wavered, and seemed to lose his grip, but kept on manfully, and made Class B records from two to five miles. The third-mile was ridden in :36⅘, the two-thirds in 1:13⅖; one mile in 1:52⅕; two miles in 3:52⅖; three miles in 6:01; four miles in 8:09, and the five miles in 10:18⅖.



Timing the men at Louisville.

Gardiner Goes for Records.

After a short pause Gardiner came out with a quad team composed of Anderson, Bowler, Van Herik, and Bezenek, and after riding a lap or two they were given the signal to start. The quad took him around the first two miles, at the end of which the Skelton tandem picked him up and took him a mile, and were then succeeded by the quad again. In the third mile Gardiner began to gain on De Cardy's time, and after a beautiful pick-up by the quad team the gain was more apparent, and he finished the five miles in the world's record time of 9:58⅕. He rode the first third in :37⅖, the two-thirds in 1:14⅘, the first mile in 1:54⅘, and the two miles in 3:56. The three, four, and five miles were made in 5:55⅗, 7:58⅖, and 9:58⅕, all of which are Class B records.

After this attempt it was too late for further efforts, and the results of the first day were considered good enough as a starter. Tom Eck was the director of the events, but was compelled to issue his orders from the grand stand. This was the subject of a great deal of comment from those not knowing of his suspension from the track.

Coulter Makes an Attempt and Fails.

LOUISVILLE, KY., Oct. 15.—Coulter tried for the two-mile, standing start record, paced by the quad, but was unable to make it. He could not hold the pace, and finished in the slow time of 4:02. Gardiner has determined to try an 80 gear, and upon its receipt will try again to reduce his records of yesterday. No other attempts were made.

Johnson will attempt the flying start, paced mile tomorrow, everything being favorable.

GATHERING OF THE CLANS.

LOUISVILLE, KY., Oct. 14.—Fountain Ferry track presented a very animated appearance late Saturday afternoon upon the arrival of Tom Eck and his company of professionals. The previous day had witnessed the arrival of eight more of the Morgan & Wright team. As soon as Eck came he took charge of all the men at the track, and began to make arrangements to get every one in shape as soon as possible. It took him a very short time to learn how the men had been working, and then he issued orders for the men to rise at 6:30 each morning, breakfast at 7, take their walks, and report at the track at 9, ready for work. Some of the men did not hear of the order, and when the bell was rung the following morning they asked one another what the matter was, and rolled over to catch a few more winks of sleep. Then the form of Tom Eck appeared in all the rooms in succession, and each man was promptly ordered out of bed.

Reviewing the Men.

Although yesterday was Sunday, the morning was chosen as a good time to see what the men had accomplished, and a review was held, each man being called out in turn and sent out either to ride unpaced or to follow a pacemaker. The performance of each was either praised or criticized, and if the latter, the rider was told to devote more time to track work than before. After the B men had been inspected, the professionals were called out and rode several miles to get used to the track. Then the quad team came out, and, after warming up with several laps, carried Johnnie around for a mile in 2 minutes with apparently no exertion.

Johnnie remarked, as he struck the track for the first time, that "it is mighty pleasant to strike a good track once in a while, after riding on trotting tracks for a long time." So far there are

Two Aspirants for the Twenty-four-hour Record

at the track—R. P. Searle and B. W. Twyman. Louis Gimm has been invited to come also. The racing men now at the track are: Otto Ziegler, Jr., Arthur Gardiner, William DeCardy, C. R. Coulter, E. E. Anderson, J. B. Lund, H. Van Herik, W. B. Twyman, Fred Rau, J. B. Bowler, G. H. Seaman, Herman Vogt, Joseph Skelton, Pat Skelton, J. Bezenek, and Ed McNeill.

Cox, the well-known Chicago rider lately transferred to Class B, is doing some fine work, and was complimented by Eck for the showing he made. Searle arrived last Saturday and has not had much chance to do a great deal of training. F. G. Barnett has entirely recovered from his injuries and is training for unpaced records. He is not dismayed at the low figure at which Hamilton put the unpaced mile last Saturday, as he expects to put it at less than two minutes.

The professionals now here are: John S. Johnson, Pat O'Connor, H. A. Seavey, H. R. Steenson, A. B. Weinig, A. Crooks, and two new men, Cramer and Gribler. There are now three quads here—the Barnes, belonging to the pros; and a Syracuse and a Jupiter, belonging to the M. & W. team. The sanction for the attempts at records begins today and extends until December 15. It allows for both Class B and professional attempts. The weather is very fine, and after giving the men a chance to work together well, it is likely that the first attempts will be made Wednesday.

To Protect the Streets.

At its last meeting the city council passed an ordinance exempting from license all vehicles with rubber tires. This action was taken to encourage their use and thus save the asphalt streets, which were so badly cut up by the iron-tired wheels during the extremely hot weather of the summer when the surface was softened by the heat. On the same day the board of public works held a meeting and requested the board of public safety to instruct the police to enforce the ordinance regarding the use of wide tires on all traffic vehicles, and thus endeavor to save the good streets we now have.

Another ordinance was passed by the council prohibiting the throwing of glass, wire, tacks, crockery, tin, nails, or iron on the streets or alleys of the city, and attaching a penalty of $5 for each offense. This ordinance is designed to punish those who throw such articles on the streets, either maliciously or thoughtlessly, but from which no damage results. In case of damage from such action, the state law will be applicable.

The State Law Makes it a Felony

to throw anything on or obstruct any road, or even private passageway, with the object of injuring any person or personal property. The punishment provided is confinement in the penitentiary for a term of one to five years, at the discretion of the jury. In case such an obstruction should cause the death of any person, the offender would be guilty of murder and liable to the punishment provided therefor.

The speed of any horse or other animal attached to a vehicle with springs is limited to six miles an hour, and while turning a corner must be reduced to a walk. The speed of electric cars north of Broadway is limited to eight miles per hour, but south of that thoroughfare twelve miles is allowed. No provision was made for bicycles, so they will adopt that of the street cars as being the faster.

The racing season in Louisville will be brought to a close November 12, when a benefit meet will be given.

UNPACED MILE RECORD LOWERED.

DENVER, COLO., Oct 12.—It has long been the ambition of W. W. Hamilton to hold the unpaced mile record and for months he has been getting himself in shape to lower Sanger's 2:07⅕. Recently at a private trial he did 2:05⅗, but this did not satisfy him. Today was an almost perfect day, and so Hamilton determined to have a crack at the record. He obtained a sanction and secured the proper officials. The first third was done in :37. He evidently started out a trifle too fast, for he lost three seconds on the next lap, while it took him :43⅗ to make the circuit the third time. However he was successful in his attempt and lowered the record to 2:00⅗. He will try to lower this record next week. Hamilton rode a Syracuse, fitted with Morgan & Wright tires, the wheel being geared up to 84 inches.

Hamilton Gets Another Record.

DENVER, COLO., Oct. 15.—The air was cool and the track damp today, but Hamilton had another try at the unpaced records. He did two-thirds in 1:18⅘. If he had continued his ride he would have easily gotten under two minutes.

GOOD CLASS A RACING.

KEOKUK, IOWA, Oct. 11.—The attendance at the bicycle races this afternoon was poor, because of the cold weather and threatening rain, but the track was in excellent condition. George Mitchell won the five-mile handicap in 14:21, the one-mile open in 2:54¼, and the first heat in the half-mile event in 1:22. Stevens won the quarter-mile open in :33¼ and the two-mile handicap in 5:25½. The two-mile tandem race was won by Deems and Ulrich in 5:42. M. J. Hurley finished first in the one-mile event for Keokuk riders, his time being 2:53½. The half-mile special for medical students was won by Maxwell in 1:24. Powell won the second heat and Stevens the third in the half-mile event.

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World's 1-Mile Tandem Record

E. A. McDUFFIE and NAT BUTLER, 1:51 3-5

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American 100-Mile Road Record

THOS. T. MACK, 5:26:00.

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LESNA IS CHAMPION.

The Noted Frenchman Adds More Laurels to His Wreath—Electric Safety Used for Pacemaking.

PARIS, Oct. 4.—The 100-kilometer (62 miles 243 yards) race for the championship of France, which was decided last Sunday at the Velodrome de la Seine, did not come up to expectations as regards interest. Out of thirteen men who entered for the race only eight faced the starter. Gougoltz and Maurice Farman backed out of it at the last moment, the former not caring to risk his chances for the Grand Prix de Paris races. Jules Dubois arrived at the track too late, being under the impression that the race was to start at a later hour. Dubois was looked upon as one of the favorites, and great was the disappointment when it was found that he was an absentee.

Lesna won the event easily. From sixty kilometers upward he had matters all his own way. His only serious opponent was young Lartigue, who rode a remarkable race.

Lesna's victory was a popular one. There is no denying the fact that the best man at the distance won, and the object of the race was thus attained. Lesna has reached the height of his ambition, as

He is Now Champion of France,

and his name will be handed down for years to come in cycling annals. For this splendid athlete last Sunday's race may be said to be a sort of consecration of a brilliant career, during which he has successively held the twenty-four-hour track record, won the classic Bordeaux-Paris race, and again held the 100-mile and the 100-kilometer, as well as the 1-kilometer records.

The eight men who started in the race were: Fournier, Bouhours, Lartigue, Renaux, Siolliac, Lesna, Guignard, and Cottereau. Exactly at 2:45 o'clock the men were started. The old rider Cottereau was the first to break the line, and rushing to the fore he led Lartigue, Lesna, and the rest of the field a merry dance for three kilometers when he fell back. Renaux found the pace too warm and dropped out at the fifth lap. At the eighth kilometer Cottereau was caught and passed and at the fourteenth Siolliac and Guignard were lapped. The twenty kilometers were covered in 28:09⅘, but the figures had scarcely been hoisted when

A Howl of Disappointment Went Up

from the spectators. Bouhours had broken his saddle and in changing machines lost fully a lap. Taking advantage of the mishap Fournier and Lesna rushed ahead, leaving little Lartigue behind.

At the twenty-fifth kilometer Lesna was obliged to change machines, which allowed Fournier and Lartigue to get the lead. It did not, however, take him long to close up the gap, and once again he led the field.

Owing to another accident to his machine, Bouhours was compelled to give up at the thirty-third kilometer, and shortly afterward Fournier began to show signs of distress and retired a few minutes later. Only five men were left in the race, Lesna, Lartigue, Siolliac, Cottereau, and Guignard.

The race was becoming monotonous, but a little life was thrown into the proceedings by

The Advent of Pingault's Electric Safety,

which, ridden by the inventor, came on to pace Lartigue. Though somewhat clumsy in appearance, it was surprising to see the way it whirled round and round the track, and how perfectly it was under its rider's command. It has certainly a future before it, and will be found of the utmost value for track-pacing purposes.

Between the sixtieth and sixty-fifth kilometers Lesna succeeded in gaining a lap on Lartigue, who was thoroughly tired, and who from that point continued to lose ground. Lesna then had matters all his own way. He covered the 100 kilometers in 2:25:44⅘, Lartigue taking second place, Siolliac third, and Guignard fourth.

The Champions.

The following is a list of the winners of the classic event for the past eleven years:

YEAR.	TRACK.	WINNER.	TIME.
1885	Grenoble	Dubois	4:14:19
1886	Longchamp	De Civry	4:03:03
1887	Longchamp	De Civry	4:03:03
1888	Longchamp	Ch Terront	3:28:15
1889	Longchamp	Ch Terront	3:40:20
1890	Longchamp	Beconnais	3:44:20
1891	Courbevoie	Charron	3:18:21⅘
1992	Buffalo	H. Farman	3:18:21
1893	La Seine	Louvet	3:12:00
*1894	La Seine	C. Huret	2:36:32⅘
1895	La Seine	Lesna	2:25:44⅘

*First year with pacemakers.

Naturally, Lesna was given a grand ovation, but Lartigue was the hero of the day, as he is but a bit of a boy—seventeen years of age—who, now on his holidays, goes back to his college in a day or so with 500 francs pocket money.

Banker the Hero of the Day.

Banker's presence at Roubaix, where a big international race meeting had been gotten up, drew an immense crowd, estimated at from 10,000 to 12,000 people. The Grand Prix de Roubaix, a scratch race, run in heats of 1,000 meters and a final of 3,000, was won by Banker, who defeated all the French cracks—Gougoltz, M. Farman, Louvet, Jacquelin, etc.—besides the Belgian flyers, Huet and Impens.

Banker's victory was well received. A huge bouquet, made up of flowers representing the American colors, was handed to him, and he rode a lap amid thunders of applause, the band, meanwhile, treating the spectators to the enlivening strains of "Yankee Doodle."

The second big international, which included most of the Grand Prix riders, fell to Huet, the Belgian, followed by Louvet and Courbe. The tandem race, which closed the day's proceedings, went to Anthony-Augier.

A Frenchman Wins a Big Road Race.

The big road race from Bale to Strasbourg and back was a triumph for the French road rider, Thé, who beat a good field, including the Austrian, Gerger, this year's winner of the Bordeaux-Paris, who was second. Thé covered the 250 kilometers in the fast time of 8:31:00.

Morin was beaten at Mulhouse last Sunday by Tony Reboul, of Marseilles, while Bourrillon was third. The track, which is rather bad, may account for this result.

As anticipated, the much talked of world's championship, which was to be run for the third time last Sunday at Cologne, ended in a pitiable fiasco, only one rider, Impens, having sent in his entry. At the last moment he received a wire from the I. C. A. informing him that the event had been canceled.



Windle and his quadruplet and quintuplet at Hartford.

ROAD RACING IN HALIFAX.

HALIFAX, N. S., Oct. 9.—The Ramblers' annual nine-mile road race took place last Saturday on the Bedford road, which is one of the worst ever used for racing purposes. The course is made nine miles, because that is the longest straightaway course in this part of the country. The road has seven or eight sharp hills from 100 to 500 yards long, thickly strewn with loose rocks. There were eighteen starters in the race, and all of them made good time and finished strong. F. D. Hillis made the best time and lowered the course record to 26:58. This makes the third successive year in which he has captured this event. G. H. Foster won second time prize, finishing only one second after Hillis. L. R. Kaye finished first, and won the race in 29:36. E. Lavers finished second.

Appreciated.

The delicate flattery of our imitators is sweet to us.

We even appreciate the pirating of our repair directions, word for word, and picture for picture. Also the copying of our repair implements, tool for tool, and patch for patch. We don't object at all. It indicates the popular appreciation of a good thing.

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These inexperienced makers of so-called single-tube tires have yet to learn by years of costly experiment the secrets of fabric and manufacture that are ours.

That is, they have yet to learn these things if they would make tires as good as Hartford single-tubes. But at present they are merely in the imitative stage.

There is a question of patents, too, which is a matter for the courts to decide. We propose to protect our methods of manufacture and our licensees.

Meantime the riding public must suffer, unless it does the wise thing and insists on having bicycles equipped only with

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NOTES FROM THE NATIONAL CAPITAL.

Diplomats Taking to the Wheel—A Swindler Impersonates Eddie McDuffie—How Yeatman was Killed.

WASHINGTON, D. C., Oct. 14.—All Washington's fashionable world is wheeling, and the enthusiastic rider does not allow these fine autumn afternoons to go by without a spin of several miles over the picturesque country roads which surround the city. The society swells who went away not knowing how to ride a bicycle, rented them during the season, took lessons in quiet country lanes, or corners of the least frequented village streets, and have returned experts of the first order.

One of the most noticeable things is the many foreigners who have taken up cycling with remarkable spirit and enthusiasm. Of the members of the diplomatic corps who spin over the long stretches of smooth asphalt, Mr. Sze, of the Chinese legation, was among

The First to Adopt the Wheel.

He enjoys the sport hugely, as his expression gives full evidence. Mr. Sze s an accomplished linguist and speaks English fluently. He rides a ladies' low-bar wheel owing to the dress of his countrymen, and mounts after the feminine fashion.

Commander Micayoka, of the Japanese legation, is also a fine rider. His costume is handsome and up-to-date, being of dark broadcloth, trimmed with braid trimmings; his cap is jaunty, and he wears leather leggings. The secretaries of the British legation, with one or two exceptions, are wheelmen, and ride out every fine afternoon after legation hours. Mr. Covarrabias, first secretary of the Mexican legation, is among the recent riders. Mr. Covarrabias wears the correct sort of a suit, with short trousers, fine leggings, and usually a white sweater. He enjoys the country roads about Washington, and has embraced every opportunity since the days have turned frosty for a good spin of several miles.

Passed Himself Off as Eddie McDuffie.

The Columbia Cycle Co. and Cline Bros. Cycle Co. are looking for a thief who "flim-flammed" both establishments in a very neat manner. A young man, who claimed to be Eddie McDuffie, the racing man, called upon the manager of the Columbia company one day recently and introduced himself as McDuffie. He claimed to be on his way to Atlanta to the races, but hearing that there were to be races here in a couple of weeks thought he would try and make a deal with one of the bicycle companies to ride for them. Mr. Britton engaged him at a fixed salary to ride a Columbia at the coming races. The bogus McDuffie appeared every morning at the Columbia store, would get a wheel and ride out, and return it in due course of the afternoon. One morning, however,

He Failed to put in an Appearance,

and Mr. Britton rushed up to the boarding-house at 616 H Street northwest, where the wheelman had been stopping, and discovered that he had left, leaving his board bill unpaid. It was soon found that Cline Bros., who handle the Victor wheels, and whose place of business is on Pennsylvania Avenue, above Ninth Street, had been taken in in the same manner.

Calvary Baptist Church, of this city, has two representatives as missionaries among the "Telugu" people of India, Rev. and Mrs. Wheeler Boggers. They left their native land something over three years ago. Among their belongings Mr. Boggers took his bicycle, which he found very useful in going about the villages in his vicinity, being much more rapid and comfortable than the native bullock cart. The old bicycle has now become so much worn that it is unfit for further use. A new wheel has been purchased and the shipping expenses, as well as the cost, paid by the personal gift of about 100 Calvary people. The new bicycle was shipped from New York a short time ago, and it is expected to reach Madras, India, in about five weeks.



Yeatman's Sad Death.

Edward C. Yeatman, the well-known racing man of this city, who accidentally shot and killed himself while on a hunting trip near Charleston, W. V., was twenty-two years old, and one of the most popular amateur riders in the city. He was a member of the Washington Road Club, and was employed by the Gormully & Jeffery Mfg. Co. He left here last April, going to Charleston, where he associated himself with J. H. Dowman Cycle Co. Yeatman's last race took place about six weeks ago when he was matched to ride against a Charleston amateur. The course was twenty-five miles, and Yeatman won, making the distance in 1:25:00. He lowered the twenty-four-hour road record making 330¾ miles in that time, beating L. C. Wahl and John J. Fister. Last spring he won a ten-mile race in Baltimore. Yeatman was a member of Calvary Baptist Church, and the funeral services were held there, a number of prominent local riders acting as pall bearers. Yeatman received the fatal wound while hunting about sixteen miles from Charleston. He had climbed on a rock, and when attempting to draw his gun up after him it was discharged. The load shattered his hand and lodged in his left breast. He died two hours later.

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At Peoria, Ill., having a capacity of 20,000 bicycles per year without night work. Every wheel we sell built under our own roof and sold only under our own name.

NEW MACHINERY

The very latest and finest to be obtained.

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The result of sixteen years' experience. There are only two houses in America older in the cycle business than ourselves.

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Absolutely the finest it is possible to produce. Also every wheel in the line will be strictly up to date in every particular, all having adjustable handle-bars, large tubing, tool-steel bearings, nickel sprockets, barrel hubs, Brandenberg pedals, etc., etc.

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We will be very glad to hear from you early regarding '96 business. **Exclusive Agency given.** Our line is not only superior but absolutely complete, making the most valuable, desirable, and permanently profitable agency extant.

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Of our principal models will appear on this page soon. Watch for them.

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QUAKERS ARE HEAVILY TAXED.

Toll Road Companies Becoming More Greedy—To Bring the Question of Tollage Before the Legislature.

PHILADELPHIA, PA., Oct. 14.—Instead of decreasing, there is a notable increase of the tollage nuisance in the state of Pennsylvania, and, as was suggested in THE BEARINGS two weeks ago, it is about time for the wheelmen to rise up in all their strength and see what the turnpike monopolies are going to do about it. It is an outrage to charge toll for any vehicle, let alone a bicycle; such a system might have been all right years ago when the country was undeveloped, but at the present time it is out of place. Some of the turnpike companies now operating in this state have been in existence since the eighteenth century, and as very little repairing is necessary and the expenses light, these monopolies have kept on robbing the people by exacting tollage and thereby enriching themselves. As has been often told before,

A Bicycle Does no Injury to Any Public Road,

does not take up near as much room as a wagon or carriage, and is not as dangerous to pedestrians; yet the poor wheelman who patronizes the road more than any other individual is made to pay the same amount of tollage or keep off. It is about time to call a halt.

When cycling first began to become popular with the masses, many of the companies had charged no tollage for the silent steed, but noting the increase in the number of riders and the revenue that would accrue from tollage, they changed their old-time ruling and made the wheelman pay as much as the farmer and other persons driving teams. This fact was fully demonstrated on Tuesday night at Reading, when, at the meeting of the Berks & Dauphin County Turnpike Co., it was decided to

Charge Cyclers Half a Cent a Mile Toll

on and after the first day of November. The turnpike extends from Reading to Hummelstown, a distance of forty-six miles. As Hummelstown is but a few miles from Harrisburg, the state capital, the road is a much frequented one, especially by wheelmen. Although this company is a little more modest in its demands—some companies charging as much as 2 cents a mile—the wheelmen are kicking, and with good cause too. Local cyclers probably suffer more by tollage than the wheelmen of any other city in the state. If a Quaker City rider wants to go to Willow Grove, Jenkintown, Ogontz, and other points reaching from here to New York City he has to take the Old York Road and pay toll at the rate of about a cent a mile. If he desires a trip to Chester and other points along the Chester and Darby turnpike he also

Has to put up the Same Price.

Taking the road leading west from Fairmount Park to Bryn Mawr, West Chester, and other parts of the state, the same condition of things is found. Now, outside of a few neglected by-paths and country roads that are hardly ever used, there are no other roads leading from Philadelphia, so it will be seen that no matter which way he turns the Philadelphia wheelman has to pay a good price for the pleasure of riding through his native state. Is it not an outrage, and is it any wonder that so many clubs take their runs to New Jersey, where no tollage is charged, and save all the way from $5 to $50 just on tollage alone? Putting Delaware and New Jersey together they would not come anywhere near the size of Pennsylvania, both as to area and population, and yet these progressive commonwealths afford better protection to wheelmen than does Pennsylvania. The wheelmen want

To Bring the Matter Before the Legislature

along with the good roads question, and enter into politics on their own hook if they want to get their rights. Until they do, the tollage outrage will probably increase instead of manifesting any disposition to decrease. In connection with tollage some good stories are told as to how some wheelmen manage to evade the toll collectors. On many occasions the riders sprint just before they reach the tollhouse, and by the time the collector comes out the wheelman is out of his reach. Another amusing incident occurred recently. A wheelman refused to pay toll, and on being told by the collector he couldn't ride over the turnpike he calmly lifted his wheel on his back and walked through the gate and down the pike on his business, much to the astonishment of the collector. Of course if a man chooses to walk and carry his wheel, why he don't have to pay anything except on those roads where

Even Pedestrians are Charged.

David R. Perkenpine, one of the most popular of local wheelmen, who represents the Oxford Wheelmen in the Associated Cycling Clubs, is receiving the congratulations of his friends as a result of "Dave's" success as a composer. Mr. Perkenpine recently wrote the song, "You'll Never Miss your Mother till She's Gone." He didn't think it would take at the time, but now all the cyclers are singing it, and a fortnight will certainly bring it into popular favor. Mr. Perkenpine is now at work on a march to be dedicated to the Century Wheelmen, which will be played by that organization's orchestra at the annual minstrel show next month.

At their annual meeting on Thursday night the Time Wheelmen elected the following officers for the ensuing year: President, Dr. C. T. Gilden; vice-president, George Brasselman; financial secretary, L. J. Livezy; treasurer, George C. Wood; captain, C. H. Pascall; representatives to Associated Cycling Clubs, Dr. C. T. Gilden, H. A. Cain; board of directors, W. B. Ilko, H. A. Cain, F. J. Yearns, Herman Eckstein, and William Trafford; recording secretary, J. Cavill.

No New Developments

in the case of Cabanne & Co. turned up at the office of the Racing Board this week. Chairman Gideon has nothing to say about the matter, and is trying to evade newspaper men as much as possible.

The Associated Cycling Clubs, of this city, will hold a monster lantern parade some time next month, which, in point of size and decorations, promises to be the biggest affair of the kind ever held in the United States. It is said that Philadelphia has more cyclers than any other city in the country, and possessing, as it does, between fifty and seventy-five clubs, several thousand men should be in line. It is proposed to hold the affair in daytime, but the sentiment of the wheelmen is for a night turnout, so it is highly probable that this part of the programme will be changed.

Philadelphia and Her Tracks.

There will be no dearth of bicycle tracks in this city next year. According to plans already made there will be five in this city, viz.: One at Tioga, one at 16th and Jackson streets, one at Washington Park, Point Breeze race track, and the Philadelphia baseball grounds. The latter will be a quarter of a mile in circumference, and on account of the immense seating capacity—which is more than 16,000—will probably be most in demand. In addition to those directly in the city, another will be built at Washington Park, on the Delaware, by W. J. Thompson. Washington Park is a great pleasure resort, and the daily attendance runs all the way from 10,000 to 50,000 persons, so it will be seen that a bicycle track should be a profitable investment. With this idea in view, Mr. Thompson is arranging plans for a track to be built by next spring. He proposes to spare no expense, his only object being to make it one of the fastest in existence. The track will be a third of a mile in circumference, and will be built of wood.

A RAILROAD BUILDS A BICYCLE TRACK.

SANTA MONICA, CAL., Oct. 7.—The Southern Pacific will branch out into the bicycle racing business on the 16th of this month, when it will open its new track to the public. An excellent programme has been prepared for the opening, and the prizes will satisfy the most exacting, so it is said. It is the intention of the railroad company to run excursions from all southern California points, and it is safe to say that the attendance will be larger than at any meet ever held in this part of the state.

The following description of the track is furnished by E. L. Swaine, the engineer for the company: "The track is one-third of a mile in circumference, and the straights are each 440 feet long, measuring from the dish of the curve at the pole. The curves are the arc of a circle measuring 280 feet in diameter, and the outer edge of the curve runs down 95 feet into the straight stretches. The banks are on the grade of eight feet in thirty at the highest point, in the center, and at the drop fall down to four feet in thirty-five, and the stretches have a grade of three inches in thirty-five feet. The two curves are each twenty-five feet wide at the narrowest point, the backstretch is thirty feet wide, and the homestretch measures thirty-five, and from the end of the curve to the tape is a straight stretch of 290 feet."

The surface of the track is of decomposed granite and when watered and rolled is as hard and smooth as cement and much faster. The entire track has been fenced in, and the annoyance of having spectators wander at will over the track is thus checked. The grand stands are well built, and will easily seat 2,000 people. The space under the grand stand will be utilized for dressing-rooms, and will be furnished with showers, lockers, etc.

JOHNSON BECOMES A PROPERTY OWNER.

MINNEAPOLIS, MINN., Oct. 14.—The first thing John S. Johnson did when he arrived in the city on his return from Cedar Rapids was to enlist the services of a real estate agent, and before twenty-four hours had elapsed he was the owner of one of the most desirable residence properties in the city. The price paid is said to have been $10,000, one half of which was paid down. In an interview Johnson said:

"It is true I have bought a house, and I expect to live in it when in the city, and to have it occupied by father and the members of my immediate family. This purchase should set at rest forever the absurb rumor that I intend to leave this country and make my home in Sweden in the near future. I have not a single motive to induce me to take such a step, and I have never thought of doing it. I was born in this city; my mother is buried here, and all my near relatives live here. I shall remain in the future, as in the past, a citizen of Minneapolis.

"The house I have purchased is a good one, and in a desirable place. In fact, it's much better than I ever expected to own, and sometimes when I ride out by it I am afraid the boys will think I'm putting on style. But I guess they know me too well to think that. I'll tell you though that when I was a poor repairer, not so many years ago, I never expected to own anything anywhere equal to the house I have bought.

"We are going through to the Pacific coast this fall, and by the time the skating season opens I hope to have most of the world's records pinned to my belt. As soon as the skating season begins I shall take to the ice, and I hope to secure such records there as I do not now hold."

Berlo's world's record was made on the new record-wrecker, the Straus speed tire.

THE AMERICA

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THE AMERICA

Have you been reading our "ads" along with others, **and,** have you noticed the excitement and flurry caused by our securing control of

The Original Truss Frame,

and, have you noticed how we "stayed on our own side of the fence, and chawed our own terbacker," **and,** do you know that B. B. EMERY & CO., of BOSTON, represent US; **and,** do you know why; **and,** do you know 2x2 make 4; **and,** do you know that the **original truss frame,** as manufactured by us, is **"the best thing that ever happened?"**



And

do you know that we are in biz. to stay, **and,** that we want you to stay too; **and,** that we can do biz to our mutual satisfaction; **and,** that we are "purty" good folks to do biz with; **and,** that we have more good talking points than any other wheel; **and,** that next year is leap year: **"and, in leap year one day more;" and,** that we have the only '97 bicycle for '96; **and,** that makes us **more** than "365 days ahead of all competitors?"

THE AMERICA

$

THE AMERICA

REVIEW OF CHICAGO AFFAIRS.

Result of the Chicago Cycling Club's Fine Race—Other Saturday and Sunday Races—Windy City News.

The annual ten-mile road race of the Chicago Cycling Club was run Saturday afternoon, starting at Halsted and Fifty-fifth Street Boulevard. It was one of the largest and most successful road events of the season, the weather being good, the roads in excellent condition, and the time correspondingly fast. A large crowd gathered to see the start and finish. Thirty-one of the forty-four riders who started finished inside of the limit. Pacing by tandems was allowed, and the course record was lowered nearly fifty



P. B. WILSON, TIME PRIZE WINNER.

seconds, the time prize being won in 23:06⅖, by P. B. Wilson, a fifteen-second man, on a Napoleon, paced by Osmun and Adams on a Napoleon tandem. This is the fastest ten miles ever ridden on the road, but will not stand as record because the race was run on the boulevards. Tracy Holmes, thirty seconds, won second time in 24:09, and C. V. Dasey, scratch, third time in 24:13. George L. Emerson, one of the scratch men, ran into a tandem, breaking his wheel and throwing him out of the race. The race was run by C. K. Anderson, a three-minute man, in 25:27. One of the tandems cut George L. Emerson off and destroyed his chance of winning, and he turned back. The finishes were close.

The Riders Finished in the Following Order:

NO.	NAME.	HDCP.	TIME.	NO	NAME.	HDCP.	TIME.
1	C. K. Anderson	3:00	25:27	16	R. R. Earle	1:30	25:43⅗
2	Henry Frosch	3:00	25:31	17	M. C. Schenck	3:00	27:14
3	P. B. Wilson	:15	23:06⅖	18	D. E. Cook	5:00	29:19
4	F. H. Wilson	1:00	24:22	19	J. H. Schroeder	1:30	25:50
5	H. P. Walden	3:00	26:35	20	W. Roden	2:30	26:55
6	S. P. Johnson	3:00	26:35⅕	21	W. W. Lee	2:30	26:55⅕
7	E. J. Yorkey	1:30	25:08	22	H. A. Thiede	1:30	25:55⅖
8	Tracy Holmes	:30	24:09	23	C. G. Sinsabaugh	2:00	26:25⅗
9	J. A. Walrath	4:00	27:43	24	E. E. Gustafson	2:00	26:25⅘
10	Al Peterson	4:00	27:46	25	E. A. Hudson	2:30	26:56
11	R. W. Starr	6:00	29:55	26	F. Spaulding	3:30	28:06
12	M. G. Matteson	5:00	28:57	27	A. C. Van Nest	Scr.	24:49
13	Vincent Loos	:15	24:23	28	F. F. Wilcox	3:30	28:31
14	James Levy	:30	24:42⅖	29	D. K. Macpherson	2:00	27:49
15	C. V. Dasey	Scr.	24:13				

Too Much Mud in Evanston.

The North End six-mile road race which was to have been ridden in Evanston, was run over the South End course because of the muddy condition of the roads. Frank Kappelman won the race with a two-minute handicap in 17:05, and C. Arndt took the time prize from scratch in 15:45. Second time prize was won by James McCullo, also a scratch man, in 15:52. W. Henderson finished in second place and W. Johnson in third.

The First National Bank C. C. held a ten-mile scratch race on the Garfield Park loop Saturday afternoon. Frank Pearson, Jr., won the race in 25:59, J. Nettenstrom taking second-place honors in 27:51. Phelps fell in the fourth mile and did not finish, being quite badly hurt. The inexperienced pacemakers did more to hinder than to help the contestants, of whom there were only the three.

Sunday's Races.

The final two heats of the Northwest Side C. C. Team Association contest for the Juul Cup resulted Sunday morning in a victory for the Irving Parks. The results, when figured out from the average times made by the five riders from each of the clubs, were rather surprising to the Columbia Wheelmen, who were ahead by quite a number of points after the three heats of a week ago, and felt reasonably sure of winning the prize. But when the average was struck after the final heats, it was found that the Irving Parks were ahead by a difference of just four seconds, their time being 13:32, and the Columbias' 13:36. Hurtubise, of the Columbias, fell in the first heat yesterday, and Merholz, of the Irving Parks, fell in the second heat. They both ran the race over, but Merholz made much the better time.

The Lake Shore Wheelmen's Race.

The second ten-mile road race of the Lake Shore Wheelmen was run over the Oak Park course in the morning. H. C. Kingsley, with a handicap of six minutes, won the race in 33:29. Ed Lorenzen, a scratch man, made the best time, finishing in 28:32, with G. P. Wiley, the only other scratch man, only three seconds behind him. H. Monson finished second place and Thomas Burke took third place.

The employes of the Fair ran a five-mile race on the Garfield Park loop Sunday morning. J. Stelli finished first and made best time in 16:07. K. Weber took second place in 16:37, and A. Stroem finished third in 16:49.

KAUFMANN'S YOUNGSTER.

Every wheelman has heard of the peerless Nick Kaufmann, king of trick riders. Kaufmann has been before the public for many years, and has given exhibitions of his art in all parts of the world. He has spent a great deal of his time abroad, being a great favorite in England and Germany. He has been abroad for two years, but a few months ago he returned to America and is now engaged in giving exhibitions in the west. Last week he was in Chicago performing at the Auditorium. Kaufmann is accompanied by his boy, who is a chip of the old block, and is rapidly learning all of his father's tricks. If he keeps up the pace he is now setting it will not be long before we hear of Nick Kaufmann, Jr., and his wonderful tricks on a bicycle. The accompanying cut shows him decked out in his father's medals and championship belt.



A chip of the old block.

The Coast as a Cycle Path.

Why do we hear so little about the use of the sea coast as a cycling path? There are thousands of miles of shore line along the Atlantic and Gulf coasts which would afford excellent riding. The fine sand which, when dry, makes the worst of roads or paths for any purpose, will, when wet and packed hard by the ceaseless washing of the waves, sustain animals and vehicles with scarcely any give beneath the feet or tires. Undoubtedly the pneumatic-tired safety could be ridden rapidly and with little effort on such a pathway. The rider would have to keep very close to the water's edge to avoid the dry, loose sand, and of course would run the risk and almost certainty of getting the tires and rims washed with the salt water of the inflowing waves. But on the other hand there would be no hills to climb, except in a rocky country where the bluffs come down to the very water's edge. Travelers in tropical countries which are very mountainous and have no good roads would find that the coasts afford the best means of getting around on their machines.

LOUGHEAD SERIOUSLY ILL.

PORT HURON, MICH., Oct. 11.—Fred Loughead, the Canadian Class A champion, is lying at the point of death at his home in Sarnia, Ont. He is only twenty years old, but is without doubt the fastest Class A rider in the world, holding the following records: One-mile competition, 2:07; half-mile competition, unpaced, 1:02⅕; one-mile exhibition, 1:59⅕, and the records and championships of Canada for the quarter-mile, half-mile, one-mile, and five miles.

THE WHITE RIMMED FLYER

A HIGH CLASS HUMMER

BARNES BICYCLES

SYRACUSE, N. Y.

TAKE OUR WORD FOR IT

THAT THE——

1896 BARNES

WILL AGAIN DISTANCE ALL COMPETITION FOR

Graceful Outlines,

Novel Features, and

Easy-Running Qualities.

"THERE MAY BE OTHERS" BUT THERE IS ONLY

ONE BARNES.

THE BARNES CYCLE CO.

SYRACUSE, N. Y.

PERFECTLY AND PERMANENTLY CORRECT

WE POINT TO OUR JOINT

MORGAN & WRIGHT TIRES ARE GOOD TIRES



It's stem is red

The young man leaning against the barrel, and the elderly listener sitting on the soap box, in the upper right corner of this space, are purely imaginary people, whom the reader will kindly think of as discussing pneumatic tires in some country grocery store—the sort of place where history is made and related; where old Abe Lincoln used to spin yarns having interesting morals; where much of the philosophy and humor of current art and literature originate. The young man is perhaps saying that the new Morgan & Wright quick-repair tire may be distinguished by the fact that its valve stem is red. Maybe he is saying that the M. & W. tire gives the least trouble and the most comfort to the most people, and that it is winning a most extraordinary lot of races—in which connection the reader's attention is respectfully directed to the opposite page.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Another meaty story.



Racing is "tapering off." The record of the year shows that the season is much longer than formerly. No such long lists of winnings were possible in October, 1894, as have characterized Morgan & Wright advertising within the past few weeks. Barring unforeseen influences the record-breakers may be heard from later. Meantime we have to place on record since last week the following:

World's record, one-mile, unpaced, 2:00 2-5.

Won by W. W. Hamilton, on a Syracuse and M. & W. tires, at Denver, Colo., Oct. 12.

World's record, half-mile, unpaced, straightaway, time :47.

Done by T. B. McCarthy, wheel unknown, but shod with M. & W. tires, at Toronto, Ont., Oct. 3.

World's record, one-third mile, tandem, unpaced, time :32 2-5.

Done by Crooks and Weinig, on a Barnes, with M. & W. tires, at Independence, Iowa, Oct. 11.

BIG PERCENTAGES.

Mead, Neb., 15 out of 18 places.....83 per cent
Atlanta, Ill., 13 out of 27 places.....48 per cent
St. Louis, Mo., 8 out of 15 places.....54 per cent
Mt. Morris, N. Y., 7 out of 15 places.....47 per cent
Canton, Ill., 15 out of 27 places.....55 per cent

(A total average percentage greater than that of all other tires combined.)

WINNERS OF A WEEK.

The following riders are some of those who, since our last advertisement, have won honors on M. & W. tires. Some of them have won several races within a few days. The names of wheels and tires have been so carefully checked that there should be no error:

Orlando Adams	Thistle	M. & W.
Clyde Bandy	Syracuse	M. & W.
Jas. Barr	Spalding	M. & W.
Wm. Birdsall	Syracuse	M. & W.
J. P. Bliss	Monarch	M. & W.
W. C. Bode	Smalley	M. & W.
Walter Burdick	National	M. & W.
T. G. Carey	Syracuse	M. & W.
A. G. Carlson	Stearns	M. & W.
Andrew Carlson	Thistle	M. & W.
C. Caufman	Rose Special	M. & W.
John Clarke	Jupiter	M. & W.
Tom Cooper	Monarch	M. & W.
Austin Crooks	Syracuse	M. & W.
E. A. Crosser	Imperial	M. & W.
R. W. Crouse	Syracuse	M. & W.
T. H. Cummings	Unknown	M. & W.
Fred De Cardy	Syracuse	M. & W.
Deems & Ulrich	Syracuse	M. & W.
W. M. Enright	Relay	M. & W.
Andrew Erickson	Syracuse	M. & W.
Fred Falberg	Syracuse	M. & W.
F. E. Foster	Cuba	M. & W.
H. E. Fredrickson	Sterling	M. & W.
H. G. Gardner	Syracuse	M. & W.
Chas. Gemlo	Syracuse	M. & W.
Bert Hackett	Syracuse	M. & W.
W. H. Hershberger	Fowler	M. & W.
A. S. Hughson	Imperial	M. & W.
R. Jones	Spalding	M. & W.
A. A. Kaliska	Envoy	M. & W.
W. S. Keating	Syracuse	M. & W.
W. E. Kenyon	Thistle	M. & W.
C. H. Koonz	Monarch	M. & W.
Chas. Lamont	Syracuse	M. & W.
Max Littman	Syracuse	M. & W.
O. W. McBride	Smalley	M. & W.
C. T. McCarty	Thistle	M. & W.
H. E. MacNiven	Fowler	M. & W.
Albert Mattson	Special	M. & W.
T. R. Metcalf	Spalding	M. & W.
Bessie Munger	Record	M. & W.
M. S. O'Brien	Andrae	M. & W.
Barney Oldfield	Falcon	M. & W.
H. Page	Sterling	M. & W.
J. E. Patterson	Unknown	M. & W.
Fred Phillco	Avery	M. & W.
Robt. Pratt	Syracuse	M. & W.
W. M. Randolph	Syracuse	M. & W.
Bert Repine	Syracuse	M. & W.
Harvey Ross	Czar	M. & W.
H. A. Sinclair	Syracuse	M. & W.
F. C. Stevens	Syracuse	M. & W.
A. H. Stewart	Thistle	M. & W.
Anton Stolz	Telegram	M. & W.
F. B. Stow	Syracuse	M. & W.
C. B. Tegelberg	Wilhelm Special	M. & W.
C. L. Tegelberg	Wilhelm Special	M. & W.
O. C. Tuttle	Syracuse	M. & W.
W. O. Wharton	Syracuse	M. & W.
E. A. Whiteman	Syracuse	M. & W.
E. S. Williams	Syracuse	M. & W.
John Willson	Syracuse	M. & W.

Morgan & Wright, Chicago.



We were spending our June vacation at the Grub Stake, a new gold mine high up among the Sierras and of which an uncle of my companion and fellow student was superintendent.

Dick had been extravagant in his praises of the scenery, the fine mountain roads, and the trouting in that vicinity, and as we climbed the smooth even grade, that began almost as soon as we left the station, I felt the truth of all he had said. Even this ten-mile grade, which Dick admitted was a "leg-breaker going up, but *such* a coast coming down," came fully up to his description. With coats and trout rods strapped to our handle-bars and creels slung to our backs, we wheeled leisurely up the mountain side, dismounting now and then more to admire some charming view than because the road was too steep for a steady pace.

We were glad to reach the top, however, and then flew over another ten miles through a level gap with snow-capped peaks on either side. Then. whirling off to the right, we sped along a narrow ridge to the Grub Stake, five miles off the main stage road.

Such trouting as the snow-fed lakes and creeks in that locality afford I have never enjoyed elsewhere. We tried new waters every day, purely for the pleasure of exploring the country, and after a spin of anywhere from five to twenty miles in the bracing morning air, would hide our wheels in a thicket and clamber over a ridge to some lake or stream, seldom failing to return with creels that made our shoulders ache to carry.

Fishing one day up a little creek at the bottom of a lonely canyon near where the road from the mine joined the stage road, we came upon a pair of mustangs hobbled and feeding in a secluded nook. A couple of saddles and bridles lay on a log near by, but no signs of a camp were anywhere visible. We thought nothing of the matter, supposing the owners to be hunting or fishing not far away.

Riding home late one evening a few days after, we overtook two horsemen in cowboy dress watering their horses at a spring near the same spot. We also stopped for a drink and were soon joking and bantering with the others on the respective merits of our steeds. The cowboys examined our wheels with much affected interest, asked where we were stopping and a great many questions about the roads and the cattle ranges roundabout, stating that they were strangers visiting the locality for the first time in search of a range. They inquired anxiously how far it was to the next stopping place, as we rode in company to the forks of the road, and when we swung off toward the mine wished us good-evening with the hope that they might meet us again.

"Dick," said I, when we were well out of hearing, "those are the same two horses we found in the canyon the other day."

"I believe they are," replied Dick. "What can the fellows be up to?"

"That's what I'd like to know," I rejoined. "Something crooked, I'll venture, or they wouldn't lie to us."



"He held up the lid."

Finding the superintendent alone in his little board office when we returned, we spoke to him of these strangers. He seemed strangely interested and questioned us closely concerning them.

"Boys," said he, "I wouldn't have missed learning this for half a year's salary. Look here!" he continued quietly, after closing and locking the door and pulling a small chest from under his bed in one corner of the room.

"Whew!" I whistled, when he held up the lid and disclosed what looked like four yellow bricks lying side by side.

"That's the 'range' those chaps are looking for," said the superintendent. "I've suspected something of the kind from the way our freight teams have been held up lately. You see, we struck a rich lead a month ago. I've been trying to keep it quiet, as we hadn't expected anything of the kind so soon and are not fixed for keeping the stuff here or for sending it out safely. The stage company has agreed to come this way and carry our bullion, but can't change the route before next month. I thought I could trust the men, but there's a spy in camp somewhere, and that gold isn't safe here another day. It must go out; but how, I don't know."

An idea flashed into my head. I was almost afraid to offer the suggestion, but glanced instinctively toward our wheels leaning against the wall. The superintendent's eyes followed mine.

"The very thing!" he cried, clapping a hand on my shoulder. "That is, if they'll carry the extra weight. Let's see; two bricks, forty pounds for each of you. Will those spider-web affairs stand up under it?"

We assured him that they would and that we were ready for the undertaking.

"Say, Dick," said I, at supper that night, so that all the men could hear, "if we have good luck tomorrow let's run down to the station after supper and send a mess of trout home to the folks."

"All right; I'm with you," said Dick. "We can get a box and some ice at the station to pack them in. The moon will be fine and what a coast we'll have down that grade by moonlight!"

"Yes, and break your wheels and your necks in the bargain," put in the superintendent. "But, go ahead! You'll come to that in the end anyway, flying over these grades on those spindling things. Bill, here, can gather up the remains when he goes down with the freight team the next day, The box and the ice won't come amiss, anyway."

The men roared at this, and the whole camp was out to see us off the following evening, when, just at dusk, with creels snugly packed and slung to our backs by straps over the shoulder and about the waist, we mounted at the office door. But how those creels did pull down! I nearly went over my handle-bars when I tried to mount, the weight made me so top-heavy. We got away all right, however, with the men laughing at our wobbly gait, and, once started, soon pulled ourselves together. The weight at our backs gave us little trouble when we became accustomed to it, and at an easy swinging pace we rolled along the smooth road on such a night as only the mountain regions of California afford. The cool dry air, heavy with the fragrance of pine and spruce, gently fanned our cheeks. The full moon came up above the eastern peaks and shot bright beams between the tall pines across our path. Cotton-tails dodged out of our way or scurried along ahead until we were about to catch them, and night birds twittered in the trees overhead.

We stopped for a drink at a spring soon after we gained the stage road, and as I put my lips down to the water a big owl hooted loudly from the ridge above us. I am no ornithologist, but there is not a bird in all the woods whose call I can not imitate, and something in the sound struck me as peculiar. I raised my head to listen. Again came that familiar "too-hoot, too-hoo-hoot, too-*hoo*-oo!" but with a tone and inflection so clearly human that it sent cold chills up and down my back underneath those gold bricks.

"Hold on; listen to that owl!" I said, as Dick was about to mount. A moment later the call came again. It meant nothing to my companion, as I could see by his face, but the echoes had not died away before I sprang awheel and went off at a clip that surprised Dick.

"Oh, come now!" he shouted from behind. "What do you mean by hitting it up in that fashion?"

"Oh, let's scorch along," I replied. "I'm anxious to get this stuff off my back and off my mind as well."

Dick scanned my face keenly in the moonlight as he came up. "What is it?" he asked. "Did that owl scarce you?"

"Yes, but don't lose your head, old fellow; we're in for it, I'm afraid."

"Do you think they've seen us?" he asked.

"I'm sure of it," I replied. "That owl was their signal, if my ears haven't fooled me, and we shall be in luck if we don't hear them behind us before we reach the grade."

Without a word Dick bent over his handles and took the pace away from me in a twinkling. We had relied on escaping suspicion, even if our departure was noticed by the rascals, whom we well knew were watching the roads day and night; but that call meant mischief, I felt sure, in spite of the fact that $10,000 upon one's back on a lonely mountain road at night, coupled with the knowledge that evil eyes are upon you, is apt to make one nervous and apprehensive.

With the start we would have before the robbers could get into the saddle and on the road, we should have had little fear of their catching us had all of the twenty miles between us and the station been level like the first half; but that ten-mile grade, with its sharp turns around precipitous ledges, where the narrow track hung over rocky depths that made one dizzy to look down into—there speed was out of the question. With those top-heavy loads on our backs crowding us on and ready to topple us over at every sharp turn, the slipping of a wheel or an instant's loss of control meant destruction.

My thoughts were in a whirl as we raced along in the quiet moonlight.

"Steady, Dick; not quite so hot, old boy, or you'll have us both pumped out," I called to him, knowing well the temper of my companion. "It may be only a false alarm, after all."

I was glad to see him ease up, for a more daring, reckless rider never pressed a pedal, and I feared if we started down that grade with the clatter of hoofs behind us his very boldness might prove our worst danger. Mile after mile we reeled off at a scorching pace, our ears strained to catch the

first sounds of pursuit; but the hum of our wheels alone broke the stillness, and reaching the brow of the hill we threw ourselves off to take breath and listen. Everything was still as death, and Dick laughed a good deal at our scare as we glided on our way; but he did not laugh long.

The road wound along the mountain side, now and then running far back into some dark nook to get around the head of a canyon, only to double and come back on the other side a little lower down but not a stone's throw away. Bowling out of the first of these bends, we scanned the road above and behind. Suddenly our ears caught a sound that set our hearts beating to its own time.

"Pitty-pat, pitty-pat," quick and sharp on the still night air it came There was no mistaking that sound, and as we whirled around the point we saw two horsemen dash over the brow of the hill.

At sight of them Dick fairly bounded ahead. I hung on to his flank and shouted in his ear to steady up. I might as well have called to the rocks, for the reckless scamp threw his weight into every stroke until we flashed along the mountain side at a rate that was madness itself, with the weight we carried. Our mounts were the lightest roadsters, and I expected every minute to see a wheel collapse.

"Come on! Come on!" Dick shouted without turning his head; and it took my breath away to see him hug the bank and whiz round those dizzy heights. More than once I thought he was gone, only to see him riding faster than ever when I swept round the turn myself. But, fast as we were going, our pursuers gained upon us and the clatter of hoofs came plainer to our ears each time we caught it. Nearer and nearer they came until, on rounding a bend, we saw them dash past the next one behind.

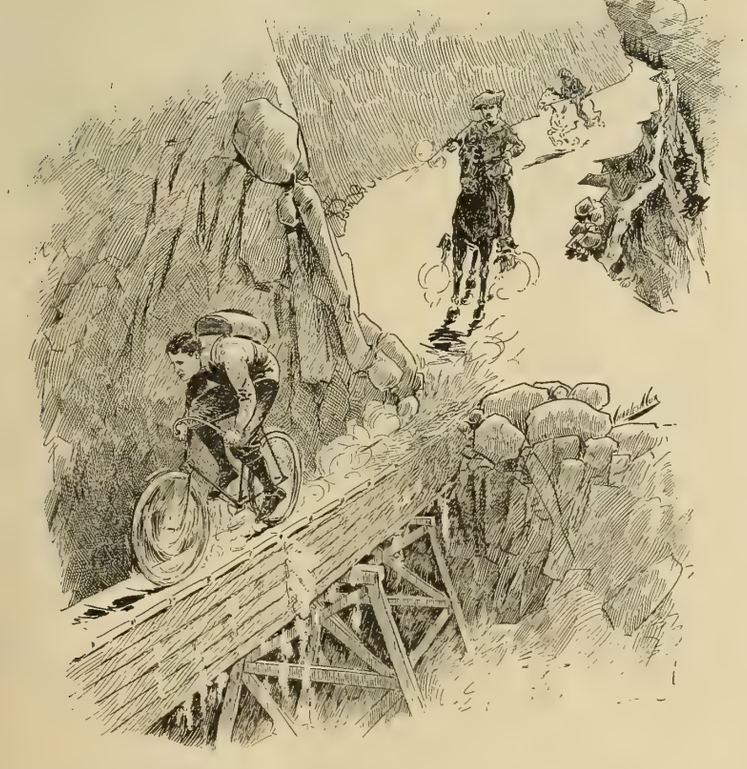
A yell and a couple of pistol shots rang along the hillside, and we heard the bullets whistle over our heads. We were well down the mountain now, but a mile ahead was the "Devil's Elbow," where the road almost paralleled itself for half a mile to get across a canyon fifty yards in width. I shuddered as we rushed headlong down toward it. They would be sure to head us off at the angle and it would be next to a miracle if we escaped their bullets at that range.

As we neared the point I shouted to Dick to jump off and take to the brush, but he was too far ahead to understand.

"Come on! We're all right!" he yelled back, sprinting ahead all the faster; and I felt the blood leave my face as I saw what the madcap meant. An old mining ditch ran along the side of the road at this point, and, instead of following it around the bend, was carried straight across the mouth of the canyon by a high tressled flume. The top of the flume was planked over, and the path at either end showed that it was much used as a foot bridge.

I shouted myself hoarse, but could not stop him. Like a flash he steered down the path and went flying over the abyss on a track scarcely wider than the length of his handle-bars. I should never have dared to follow had not a rush of hoofs and wild yells close behind warned me that it was but the least of two evils.

"Come on!" shouted Dick, as he went out of sight on the other side, and



then I felt myself sailing off into space with the narrow planks creaking and trembling under me.

Bang! Bang! Bang! Bullets whistled past me on all sides. I felt something like a club hit me in the small of the back, and a spoke twanged musically, but with a quaver, as if of pain, that went through both wheel and rider. How I got across I hardly knew, but felt faint and limp enough when I struck the bank on the other side at last. Dick had slacked up to see that I pulled through all right, and let off a yell of defiance when I joined him round the bend. With three level miles ahead and the start we had gained, we knew there was little to fear then.

Ten minutes later we whirled up to the express office and astonished the agent not a little by dumping those gold bricks out of our creels on to his counter. The highwaymen had pinned their faith on broncho endurance and the "Devil's Elbow," but our good wheels and Dick's reckless daring lost them the race and won for us the hearty thanks of the Grub Stake Co., together with enough bright double-eagles to buy new mounts when we should need them.

The superintendent had the bullet, which we found flattened against the bricks in my creel, handsomely mounted in gold, and it now hangs in our "den," a souvenir of that wild night ride.

HEDSTROM WAS A SURPRISE.

MOUNT HOLLY, N. J., Oct. 10.—The two-day meet in connection with the great Mount Holly fair closed today in the presence of fully 15,000 persons. The events were confined solely to Class A riders, and in the large entry list were conspicuous the names of some of the fastest amateurs in New York, New Jersey, and Pennsylvania. There were four events on yesterday's programme, the star feature being the mile open. Joe Harrison, of Asbury Park, won the first heat, and Linford R. Lefferson the second, and it looked as though these two men would have a walkover in the final. But they didn't. Oscar Hedstrom, the fast Brooklyn rider, was the dark horse. He came in fourth in the first heat and did not attract much attention. In the final, however, he kept well up in the bunch, and on the stretch sprinted and gained a lead which none of the other riders were able to overcome. The heat winners did not get a place. The handicapping in the two-mile handicap was so poor that the scratch men didn't have a chance, first place going to Clarence Bowers, with a handicap of 190 yards.

In today's races Oscar Hedstrom carried off the honors by winning the half-mile open, and finishing second from scratch in the three-mile handicap. In the former event he won, after a rather close finish, from a large field of starters. Walter M. Watson, with a handicap of 110 yards, won the three-mile handicap in easy style. Hedstrom started from scratch and caught all the limit men, and would have eventually won had the race been a little longer. Walter Stewart, of Mount Holly, fell in this race and was badly cut up. The summaries:

Wednesday.

One-mile novice.—D. P. Megonigle, first; I. K. Barton, second; F. Donovan, third. Time, 2:43.

Half-mile open.—Joe Harrison, first; L. R. Lefferson, second; George A. Taylor, third Time, 1:14⅕.

One-mile open.—Oscar Hedstrom, first; C. M. Enty, second; F. F. Goodman, third; W. M. Trott, fourth. Time, 2:48⅕.

Two-mile handicap.—C. A. Bowers, 190 yards, first; H. G. Gardiner, 240 yards, second; Leslie Champion, 230 yards, third; E. S. Jones, 240 yards, fourth. Time, 4:54⅕.

Thursday.

Half-mile open, Class A.—Oscar Hedstrom, first; Howard A. Wright, second; Geo. A Taylor, third. Time, 1:11⅘.

One-mile handicap.—John T. Bean, 70 yards, first; E. F. Simpson, 130 yards, second; Louis S. Rothwell, 110 yards, third; C. H. Burroughs, 110 yards, fourth. Time, 2:17⅕.

One-mile open, Class A.—Joe Harrison, first; P. S. Davis, second; J. T. Bean, third; Geo. A. Taylor, fourth. Time, 2:26⅘.

Three-mile handicap.—W. M. Watson, 110 yards, first; Oscar Hedstrom, scratch, second; P. S. Davis, 50 yards, third; W. E. Dickerson, 210 yards, fourth. Time, 7:19⅖.

RACES ON A SHORT TRACK.

ST. LOUIS, MO., Oct. 13.—Although the bicycle races at the fair grounds on Saturday had only local talent entered the fields were good and the races very closely contested. The races were run on the amphitheater track, which was in good condition. It was supposed to be four laps to the mile, but is considerably short of that and the times seem rather fast. The event of the day was the tandem race in which four teams rode. It was a race from start to finish and was won by J. C. Weidner and Geo. Tivy by a scant yard from Bert Harding and Alex. Laing. In the two-mile handicap Tivy surprised the talent by making one of his periodical wins, beating Alex. Laing out by half a wheel. In the novice race Frank Costello had an easy thing, taking the lead in the start and never being headed. The summaries:

Two-mile tandem, Class A.—J. C. Weidner and Geo. Tivy, first; Alex. Laing and Bert Harding, second; Horace Rumsey and L. A. Moffett, Jr., third. Time, 4:21⅗.

One-mile open, Class B.—J. W. Coburn, first; Will Coburn, second; G. A. Maxwell, third. Time, 2:12⅕.

Two-mile handicap, Class A.—Geo. Tivy, 100 yards, first; Alex. Laing, 40 yards, second; L. A. Moffett, Jr., 140 yards, third. Time, 4:27⅗.

Two-mile handicap, Class B.—Will Coburn, scratch, first; Louis Coburn, 100 yards, second; J. W. Coburn, 35 yards, third. Time, 4:36. Maxwell finished third, but was disqualified.

UTAH ROAD RECORDS BROKEN.

SALT LAKE, UTAH, Oct. 10.—The 100-mile Utah road record of 8:06:00 made by A. P. Senior last November was reduced to 7:32:00 today by S. T. Durant over the Sandy-Layton course. He also reduced the twenty-five mile and fifty-mile road records, making the former distance in 1:26:00, and negotiating the fifty miles in 3:25:00. Durant had no pacemakers, and spent fifteen minutes in registering at various points.

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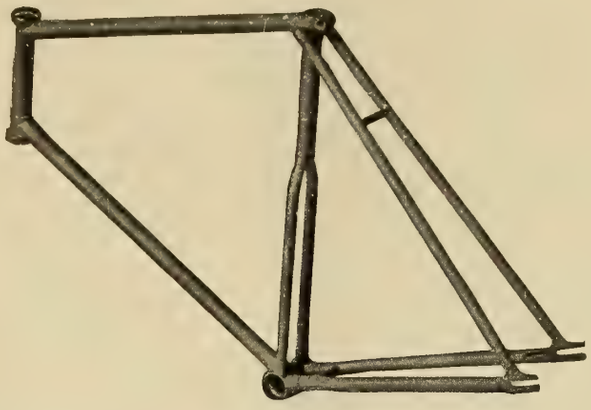
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One-and-one-eighth and three-quarter inch tubing throughout, five-inch tread, finest adjustable handle-bar in the market, tapered nickel-plated reinforcements on outside front fork, new seat-post bracket, new improved truss crown detachable front and rear sprockets. Adjustments of bearings all made with the fingers. A finer finish than ever. . . . . .

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We Want an Agent

IN EVERY CITY, TOWN, VILLAGE, HAMLET, MINING CAMP, AND INDIAN RESERVATION IN AMERICA. WRITE US.

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FOWLER CYCLE MFG. CO.

142-148 W. WASHINGTON STREET,

CHICAGO.

Features of our 1896 Model.

One-and-one-eighth and three-quarter inch tubing throughout, five-inch tread, finest adjustable handle-bar in the market, tapered nickel-plated reinforcements on outside front fork, new seat-post bracket, new improved truss crown detachable front and rear sprockets. Adjustments of bearings all made with the fingers. A finer finish than ever. . . . . .

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

A PROPER LIMIT TO THE GUARANTEE.

Last week's BEARINGS contained an article which is well worth the attention of retail dealers all over the country. We refer to the suggestions offered by the Cycle Trade Association, of San Francisco, with regard to limiting the interpretation of the guarantee on wheels to a point that will bring it within reasonable bounds.

Up to the present time the liberality of the guarantee has been a source of heavy loss to the dealer. The custom of accepting the rider's word about the causes of accidents to bicycles has grown to be almost universal, and the old game, "broke down while I was riding slowly and on a perfectly smooth road," has been played to the limit and way beyond.

We know of no other class of goods that can be used and abused as bicycles are, and then taken back to the seller with the demand that all broken or damaged parts be replaced without charge. Certainly breakages or damages which can be shown to be the result of any inherent fault in material or workmanship should be made good, but it is a notorious fact that fully 75 per cent of the repair work done under guarantee is made necessary by an utter lack of care in looking after the wants of wheels or by recklessness in riding them.

The San Francisco dealers are wise in taking action on this matter, which has grown to be one of serious importance, and we earnestly commend their suggestions to the trade at large.

TREATMENT OF THE SADDLE.

Too little thought is given to the saddle, notwithstanding it is one of the most important of the parts of a bicycle. One badly selected and poorly cared for becomes an instrument of torture to the pedaling wheelman, who sometimes remains for a long time astride this assemblage of leather and metal. Regarding the shape of the saddle it may be said that the point or pommel should be narrow, and the size not very large. Simplicity is, of course, a desideratum. It is wholly unnecessary to overload a saddle with springs when the wheel is provided with pneumatic tires, as the latter absorb the jarring sufficiently. Such springs are nearly always either too weak or too strong, and contribute to the fatigue of the rider by absorbing part of his power. The racers who ride very long distances know of these drawbacks and generally use as simple models as possible, which have no springs. The leather of the saddle should be very pliable, so that it will shape itself to the form it has to support.

How to Soften a New Saddle.

When a new saddle is purchased the leather should be moistened with a sponge on the inside, which will absorb a certain quantity of water, making the leather perfectly supple and destroying the uncomfortable stiffness. It may then be oiled on the same side with degras (wool oil), or a mixture of fish oil and azotic acid, which latter can be purchased of shoe-dealers. The oil should be rubbed into the leather with the hand or a piece of cloth. After such treatment the saddle should be left to dry for twenty-four hours, and then carefully wiped so that it will not spot the clothing of the rider. Two or three repetitions of this operation, followed by a few hours' use, will put it into the best of condition and give the cyclist a world of comfort. When the leather loses its softness, the treatment should be repeated.

In adjusting the saddle care should be taken to place it perfectly horizontal on the machine, so that it will not cause fatigue or feel uncomfortable, and having gotten it perfectly fitted by use do not change the saddle or alter its position. This will be found to be the best way of avoiding all the troubles that are laid to this indispensable accessory. Habit also plays an important role in this matter, and the rider should adopt the position that is most suitable and comfortable, which will be found to be one in which the body normally rests upon a very small surface.

Guests of President Bowe.

W. D. Supplee and W. A. Richwine, of Philadelphia; C. A. Pleus and H. J. Brain, of the Shapleigh Hardware Co., St. Louis; A. J. Holmes, of Farwell, Ozmun & Kirk, St. Paul; W. Herrick, of Morgan & Wright; Stillman G. Whittaker, of the Janney Pedal Co., and Frank N. White, New York Tire Co., were guests of John C. Bowe, president of the Syracuse Cycle Co., in Syracuse last week.

Sidney B. Bowman, the progressive New York dealer, has opened a cycling academy at St. Augustine, Fla.

AMONG QUAKER DEALERS.

PHILADELPHIA, PA., Oct. 14.—The first '96 model to reach Philadelphia was the Dayton, manufactured by the Davis Sewing Machine Co., of Dayton, Ohio, and if the words of praise which have emanated from local cyclers who have seen the wheel count for anything, the Dayton will be one of the most popular wheels next year. The Standard Typewriter Exchange, of 604 Chestnut Street, represents the Davis company in this city and surrounding territory, and is also selling agent for the Pierce, Cleveland, and Standard wheels. The Dayton is certainly fine. Its graceful outline is further enhanced by its large tubing and fine maroon finish, and in addition to presenting a beautiful appearance looks strong and light.

Among the Improvements

are the latest in Plymouth rims and adjustable handle-bars. The crank-pin is done away with and in its place is a much more practical arrangement. Barrel hubs are also used. Both a lady's and gent's wheels are on exhibition and have been since last Saturday, and Manager Horace Sheble informed THE BEARINGS' representative last Tuesday that orders for '96 wheels are already coming in.

R. D. Garden, of the firm of Garden & Brewster, has fully recovered from his late indisposition. Mr. Garden left on Wednesday for a trip to the Victor factory at Chicopee Falls, where he will look at the '96 model and arrange for a big consignment of wheels for the early spring trade.

When they are together "Pop" Brewster, "Billy" Marion, of the Indiana Bicycle Co., and "Davy" Post, of the Peerless Co., are inseparable. The two latter gentlemen

Always Manage to Come to Philadelphia

and pay "Pop" a visit when they are in the east and "Pop" always reciprocates. Post and Marion left the city on Sunday and on Monday "Pop" appeared at the Victor store minus a mustache.

One of the chief attractions at race meets this season was the performance of the little Benner brothers, of Philadelphia. They attracted as much attention as some of the fastest Class A or B riders, and the manufacturers of wheels who know this have been making efforts to secure them for next year. Many flattering offers have been received by Thomas Benner, the father of the two boys, and it was not until he gave the matter thoughtful consideration that he finally decided to accept the offer of the Syracuse Cycle Co. During the latter part of the season

The Younger Benners Rode the Crimson Rimmed Wheels,

and found them entirely to their liking. With their equipment of wheels for next year the Benners should make a good showing on the track, and, in addition to covering themselves with glory, should be the means of advertising one of the best wheels on the market—the Syracuse.

The Quadrant Cycle Co., of Birmingham, Eng., is said to have instituted a suit against T. Henry Sweeting, of this city, for $21,000, said to be due it for goods sold to the defendant while he was doing business on Arch Street a few years.

The *Cycle Guide*, of this city, has appeared in a new form, and now looks like the regulation newspaper. Editor Barnitz has dropped the old-time methods which were characteristic of the old *Cycle Guide*, and in their place have appeared new ideas. A feature of the paper in its present form is the trade news, which is at once interesting to rider as well as manufacturer.

Weise Hammer, the local rider who rode so well on the national circuit this season, has

Received Several Offers from Manufacturers

for next season. Weise is a fast rider and with proper care promises to become one of the fastest men in the country. He is not yet nineteen years of age.

Charles S. Smith & Co., the Rambler agents, have inaugurated a plan which will do more than anything else to bring the G. & J. tire into popularity. They offer to repair all tires of this make free of charge no matter on what make of wheel they are fitted. This is a liberal inducement and in addition to attracting riders who wish their tires repaired for nothing should also be prolific of a big trade in Ramblers, Stormers, and Pennants. Plans for '96 are now being made.

William Trafford is making big preparations for next season's trade in the wheels that bear his name. During the past few months his sales were large, but next season's will be still larger. His present factory will be enlarged and the working force increased so that he will be enabled to keep up with orders. His place of business is at 12th and Oxford streets.

Next Year's Eagles Reach Chicago.

The '96 models of the Eagle are now on exhibition at the new Chicago branch of the company at 7 Adams Street, which is in charge of G. J. Duffett. Five handsome models are shown, three listing at $100 and two at $75. Of the former, two are of the diamond-frame pattern, at 20 and 22 pounds. One of the most striking features of this line is the tapering of the 1⅛-inch tubes of the lower frame and upright. These tubes are cold swaged to 1 inch at each end, and the effect in the wheel is peculiarly graceful. The ladies' wheel retains the double upper-tube construction which met with such remarkable favor last year. This wheel also has the tapered lowered tube and upright as described above. The $75 line embraces two models, diamond and dropped frames. In these 1¼-inch tube is used for the lower brace and upright. All the models will be built in three sizes, 24, 25, and 26 inch frames.

Windsor BICYCLES

THEY COME

From far away California and from the cities and towns of Maine, from the far distant south and the great northwest, a mighty army of dealers have been sending for our advance circular, which illustrates and describes the magnificent "WINDSOR" bicycles.

THE AMERICAN BEAUTIES FOR 1896.

It would be hard indeed to find a dealer in bicycles who has not heard of the light running "WINDSOR." Almost daily we are closing arrangements for the exclusive sale of these machines for territory in all parts of the country. If we have not closed a deal for your particular city, town, or village, it would be a wise move on your part to let us hear from you. We will be very pleased to correspond with you fully on this subject, and have not the slightest doubt that you will be eager to join the already large number of prosperous business men who have been in the past and who intend in the future to make the "WINDSOR" wheels their leaders.

Our manufacturing facilities are enormous, our product up-to-date in every respect, and guaranteed by us to be superior to any other make. Superb construction, glorious finish, modern ideas, are a few of the points that make the "WINDSOR" bicycles popular. It requires but little time for a customer to decide on a "WINDSOR." He is never in doubt when he sees one. He wants it, and you can make your mind up that he is going to get it. It would be better if he bought it in *your* store and not from your competitor.

Windsor BICYCLES

The "WINDSOR" works at Kenosha, Wis., have been classed among the six largest bicycle factories in the world. A dozen great buildings, crowded with the latest automatic machinery, built especially for bicycle work; immense store rooms, loaded with material sufficient for the construction of from 20,000 to 25,000 high-grade machines, is proof convincing that "WINDSOR" agents will be well supplied with stock during the coming season. Your orders will be filled promptly, no delays or lost sales. It will pay you to do business with a firm that has always had the reputation of getting there on schedule time. Think it over.

Sieg and Walpole Mfg Co
KENOSHA WIS

CHICAGO RETAIL - 285 WABASH AVE.

Address all mail to the factory.

Windsor BICYCLES

ENGLISH TRADE NOTES.

Palmer Tire Co., Ltd., Reconstructed—Humber & Co. Form a Russian Company—The Tubing Market.

LONDON, Oct. 5.—It is authentically stated that J. H. Price has resigned his position as general manager of the Palmer Tire Co., Ltd. It will be remembered that some little time since there was a rumor to the effect that Mr. Price would shortly leave the company, but this was subsequently contradicted. Now, however, I have it on the best authority that the change will shortly take place. There seems to have been a lot of bother over the reconstruction of the company, which took place some time ago, and things have never been the same since. It is curious, though, how few of the well-known cyclists who enter the trade retain their positions for any length of time.

Cycling complains that a certain section of the trade

Endeavors to Bully the Press

into giving good notices, and that because that paper recently made some disparaging remarks about a certain lamp, the advertisement of it has been withdrawn. I certainly agree that a few firms do try to obtain notices in the manner suggested, but few manufacturers would be foolish enough to withdraw an advertisement on account of fair criticism or an unfavorable notice, unless they had good cause to believe that such notice had been inspired by a rival house. In the particular instance in question I rather sympathize with the firm, because I know from experience that the lamp made by them is one of the very best cycle lamps in the market.

The new company of the week is Humber & Co. (Russia), Ltd. This concern starts with a capital of $375,000 in 15,000 shares of $25 each. The directors are: A. R. Marten (director of Humber & Co., Ltd.), F. Goddard, and A. Beattie, while a local board is formed in Russia by three Moscow gentlemen. Two hundred thousand dollars is the capital to be reserved for working expenses, and I suppose that the remaining $175,000 goes to the old company for good will, etc.

There have been Several More Fatal Accidents

lately, owing to the seemingly increasing use of brakeless machines, and recently a coroner went so far as to say that magistrates should have the power of sending to prison all persons using brakeless machines upon the high roads. Of course this is utter nonsense, but nevertheless manufacturers will, I hear, devote more attention to the question of adequate brake power next season.

The new pattern of Harrison Carter's gear-case for next season is a capital one. It is being manufactured by the Component Parts Co., and, in addition to being really oil-tight, will weigh considerably less than this year's case. It is, moreover, easily detachable by the removal of only two screws, and I fancy that there will be a very large demand for it next year. But, if I mistake not, it has to face

A very Serious Rival in the Chain Case

about to be put on the market by the Aluminium Cycle Parts Co., Ltd., a new concern which, although only lately registered, has not been slow in getting out some capital novelties. The aluminum case is detachable, and yet oil-tight, while it is constructed by machinery in such a manner that little or no soldering is required. The weight is only about fifteen ounces, which comes out nearly as light as a leather case, while the metal allows the great advantage of oil-bath lubrication. I think that this case will prove one of the most popular in the market, and I understand that the price will be most reasonable.

Notwithstanding the opposition which it has met with in certain interested quarters, the Jointless Rim Co. has had a very profitable year, and has made up for the rather unsatisfactory state of things shown at the end of last year's trading.

There Has Been a Sufficient Profit

to wipe off the deficit and to carry forward a good amount to the reserve fund after paying a dividend of 5 per cent. This shows that the merits of the Jointless rims have been appreciated by the trade.

C. W. Brown, a well-known writer on cycling, has just been appointed sub-editor of the *Cycle Trade Journal*, the oldest of the purely trade papers.

The Cyclist this week has a very able and impartial leader on the Simpson chain, in which the views I have already expressed in THE BEARINGS are corroborated. Mr. Sturmey declares that, viewed from the standpoint of theory only, the chain is a mechanical fallacy, and alludes to the fuss made over the Boudard gear as instancing the value of the utterances of the only men who have as yet tried the Simpson chain. These men declared that the Boudard gear was some three miles an hour

Faster than Plain Gearing,

but subsequent events have proved that it is inferior. The fact is that companies promoted to further a new enterprise in cycling generally mislead all but the most level-headed men, when they lend a machine for trial, by fitting very high gearing. When a man gets off, say, a 66-inch gear on to a 96-inch, he naturally moves faster on the level for a little while, or, at any rate, the slower rate of pedaling causes him to think that he does. What is wanted is a series of test by some well-known and really practical cyclist who is not a racing man. The test of a novelty of this kind is its effect upon the average speed of the average rider, but trials of this kind company promoters do not seem to care about.

The larger tube companies have denied that there will be any difficulty in supplying the trade with tubing, and maintain that they are quite capable of doing so. They, however, admit that

Very Large Contracts Have Been Made

with American manufacturers, but aver that this will not materially alter their position as regards the wants of the English market. I hear that some of the Sheffield producers of steel wire for spokes have already secured large orders the demand having commenced much earlier than usual. Altogether things seem to promise well for next season's trade.

I have just been favored with a trial of a '96 pattern Coventry Humber and find that it runs remarkably well. The saddle is slightly farther back, which may be said to be the only real alteration. The tubing used is, however, larger in diameter, that of the handle-bar being seven-eighths of an inch, with a stem of the same size. The machine I tried was a full roadster fitted with mud-guards and brake, and built for a heavy rider. Nevertheless, the weight was only just over 30 pounds.

WILL O' THE WISP.



JOHN C. BOWE.

A NEW TIRE FACTORY.

CHICOPEE, MASS., Oct. 14.—The Spaulding & Pepper Co. has just started a tire factory that marks the introduction of a new industry here. The building occupied by the tire factory is 50x100 feet and three stories high, with a boiler-house separate. The lower floor of this building will be devoted to the processes for curing and reducing the rubber, and all of the machinery necessary for this purpose is in place and in good working order. The actual making of the tires will be done in the second and third stories of the building. About 100 hands will be employed, and this force will be increased as the necessity arises.

The new tire factory will make six different single-tube tires and one double-tube tire. Besides the tires it will manufacture of its own design, Mr. Pepper has secured the exclusive right to manufacture the well-known L. C. Smith tire. Mr. Pepper has already put men out on the road in the interest of the product of this new factory, and he will spare no effort to make his tires the equal of any made. This is a welcome addition to the industries of Chicopee, and a bright future is predicted for it.

JOHN C. BOWE.

The president of the Syracuse Cycle Co. is well known to the trade, his hustling abilities having made him a power in cycledom. His unique methods of advertising crimson rims have brought fame to himself and dollars into the coffers of the company. Mr. Bowe was recently elevated from the position of vice-president to the presidential chair of the company, but he is not content to rest there, and his latest venture is the Empire Cycle Co., which will manufacture a medium-grade line of wheels.

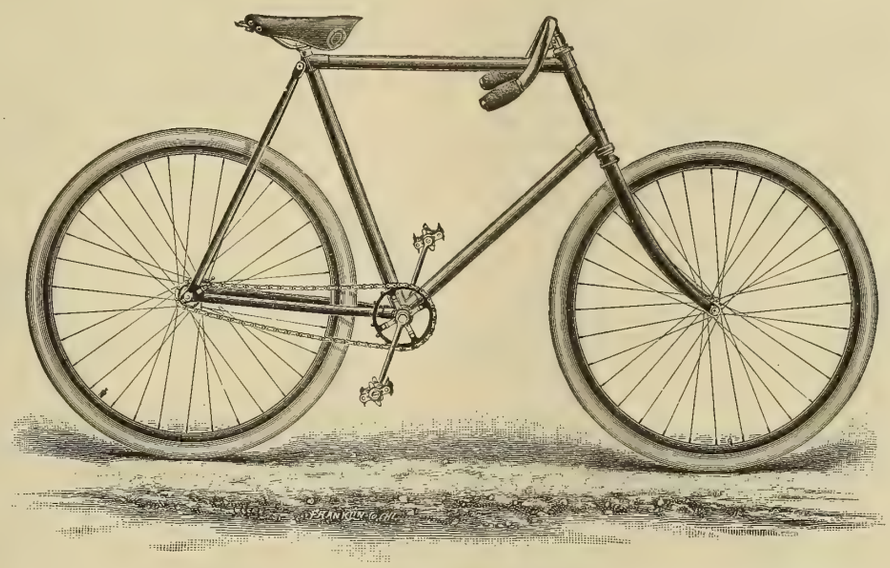
"Zimmerman Abroad and Points on Training," for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago.



The Cleveland.....

WE ARE ABOUT READY TO MEET THE TRADE.

Our traveling ambassadors with a trunk load of 1896 models will soon be with you.



If you want to be a leader in the bicycle trade, handle a real leader that has grown into greatness by the verdict of the great people who admit quality only in the test and speed, strength, and durability only in the demonstration.

YOU CAN'T PICK A PRESIDENT IN A BABY SHOW.
IT TAKES TIME TO DEVELOP A LEADER.

The Cleveland is a Real Leader.

H. A LOZIER & CO., Cleveland, Ohio.

BRANCH OFFICES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
830 Arch St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

CHAIN ADJUSTMENTS.

Mechanisms for Regulating Chain Tension—Gleanings from the Patent Office Reports.

Inefficient chain adjustment is one of the most aggravating of all the petty annoyances to which wheelmen are subjected, and it at times becomes a positive discomfort and hindrance to speed. Doubtless all cyclists have felt with dismay, when out for an evening spin, that peculiar jerk of the pedals which indicates a loose chain. Perhaps they have had to dismount on the very worst section of the road, and very likely in the darkest spot, to fumble with an oily bearing, only to remount and find that they have gone to the other extreme and that the chain binds. Repeated adjustments under such circumstances are trying to the temper and patience. Surely a good bicycle ought not to annoy its owner with such trouble; it should be productive only of pleasure, lending itself readily to the realization of that equanimity of temper which is best displayed by a wheelman when, having collided with a pedestrian, he finds that his machine is uninjured.

Efficient chain adjustment is not only desirable but is essential in machines especially designed for racing. On such machines the tension of the chain must be "just so," no more, no less. An adjustment which is too loose will cause the rider to waste part of his energy in bringing the upper ply of his chain to the proper tension at each stroke, while a chain which is too tight causes excessive friction, which must be overcome, leaving so much less force to be expended in acquiring speed. Since an adjustment must be "nice," as the saying is, the means for making it so should be as nearly exact as possible, and many ways have been devised to secure the best results, for each of which some especial advantage is claimed by its inventor.

In Fig. 1 is shown a chain adjustment in which a plug, inserted in the lower end of the rear brace bar B, is provided with three lugs 1, 1^1, and 1^2, the last two of which are centrally perforated, while the lug 1 is split vertically and bored transversely. A screw-threaded bolt m passes loosely through the perforations in the lugs 1^1 and 1^2, and between the parts of the lug 1. This bolt is formed with an annular groove at the point where it is received in the lug 1, and a screw m^1 passes through the transverse perforation in the lug 1, and engages the annular groove in the bolt m, preventing the bolt from longitudinal movement but permitting it to rotate when the screw m^1 is loosened. The box K receives the axle of the rear wheel, and is provided with two lugs k, k, arranged eccentrically to the center of the box. They are perforated and screw-threaded to receive the bolt m. In order to tighten the chain, the screw m^1 is loosened, and the bolt m turned forward, when the box will travel upon the screw-threaded bolt and carry the sprocket wheel rearward. The special feature of the above construction is that when the limit of adjustment of the screw bolt m is reached, "the bearing boxes may be reversed on the screw-bolts, so as to again bring the lugs to their initial position on the screw bolt and enable a farther adjustment until the outermost lug 1^2, of the fork is struck by the adjacent lug of the bearing box. By this construction the traversing space or range of the screw bolt need be but half as long as would be necessary if the bolt alone was used for effecting the adjustment without the reversible feature of the bearing box."

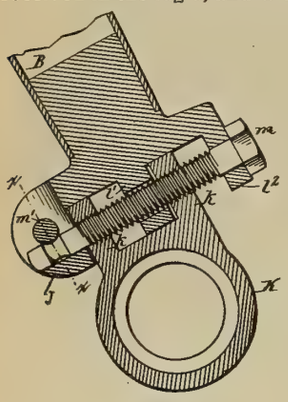


Fig. 1.

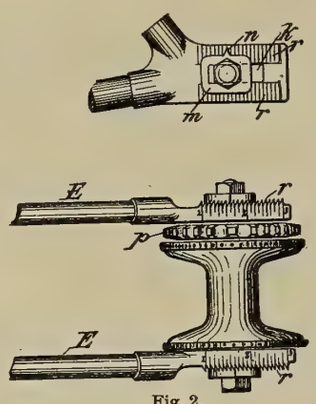


Fig. 2.

The rear fork end shown in Fig. 2 is provided with a series of inclined notches r, and a steel washer m is applied to the same, said washer being provided with teeth to fit the notches r. The rear wheel axle passes through said washers (which are duplicate, one being on each end of the axle), and outside of the washer the usual nut is applied. The washer m is provided with a pointer n, and the top of the forging k is graduated. It will be readily perceived that the washers on both sides may be set with the pointers at corresponding scale marks so that the axle will be true. To adjust the chain it is only necessary to loosen the nuts and set the washers forward or backward, the wheel and the sprocket wheel being thereby moved at the same time.

In Fig. 3 is shown a slotted rear fork end, through which passes the rear wheel axle C, which is perforated transversely within the slot D at each side of the frame, the perforations extending in the direction of the length of the slot, and being threaded. The axle C is flattened at its bearing points in the slot D, and set-screws M pass through the transverse holes and engage the screw threads therein, bearing at their front ends against the closed ends of the slots D, and near their heads against the bars K, which close the rear ends of said slots. By setting up the screws M, the driving chain is tightened, since the axle C and the sprocket wheel carried thereon will be moved farther from the front end of the slot D. Since each side of the frame is provided with the adjusting device, the axle of the rear wheel can be brought parallel with the crank shaft. When the adjustment has been completed, the nuts at the side are tightened to retain the same securely.

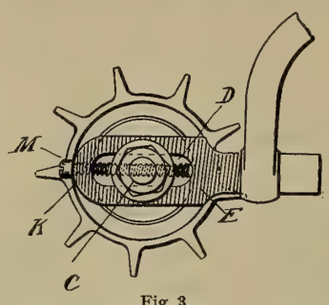


Fig. 3.

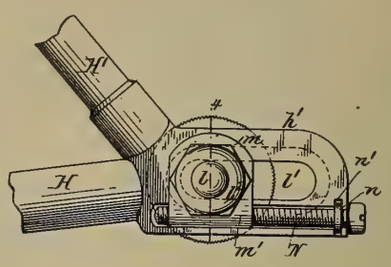


Fig. 4.

In the construction shown in Fig. 4 the lower portion of the rear fork end is slotted for the reception of a worm screw N, which engages a screw-threaded carrier m^1 receiving the axle l, on which the wheel is journaled. Longitudinal movement of the worm-screw N is prevented by its shoulder n engaging a slot n^1 in the union h^1. The parts are held in place by the usual nut. The adjustment of the chain is accomplished by turning the screw N.

In the device shown in Fig. 5 the axle of the rear wheel is held in a perforation in the sliding head 3, which head travels in guides in the plate 4, and has a rearward extension 5, which is screw-threaded and receives a nut 6 which bears on the plate 4. By turning the nut 6 the head 3 is moved back or forth in the slot, and with it the axle.

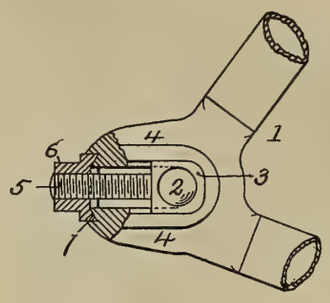


Fig. 5.

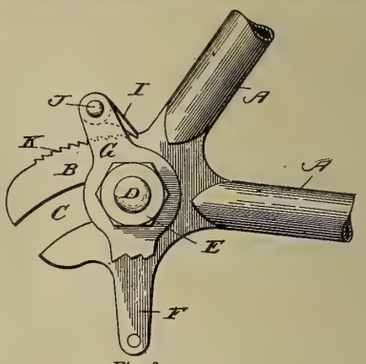


Fig. 6.

In the mechanism shown in Fig. 6 the rear slot C is curved, and the upper edge of the bracket B is provided with teeth. The rear axle is carried in the plates G, which embrace the brackets B, and are pivoted on an extension F of the bracket, and extend upward above the teeth K, where they receive a pawl I pivoted thereto. Said pawl engages the teeth K. To adjust the chain it is only necessary to press the plates G to the rear, when the pawl I will enter another tooth and be held therein.

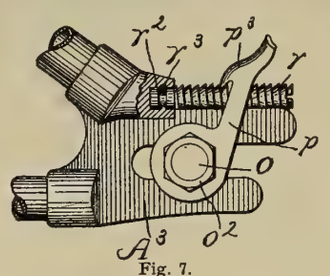


Fig. 7.

In the construction shown in Fig. 7 the plate p is provided with a head which receives the axle. Said plate is bifurcated and embraces the rear plate A^3, the upper portion being formed into a pawl or tooth p^3, which engages the threads of the worm-screw r, held to rotate in the frame. To make the adjustment the screw r is turned.

Fig. 8 shows a construction which varies considerably from those previously described. The rear wheel axle d passes through the slotted plate g, as usual, and also through a slotted cam-plate K, pivoted at K^2 to the plate g. The nut n secures the parts, and on loosening the same and raising the cam-plate K, the axle is made to recede by the cam-slot. The dotted lines show an adjusted position of the parts.

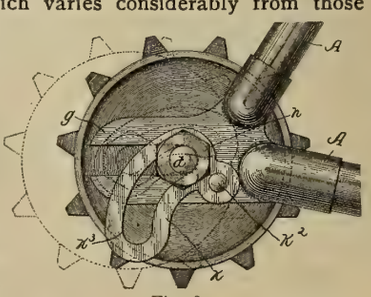


Fig. 8.

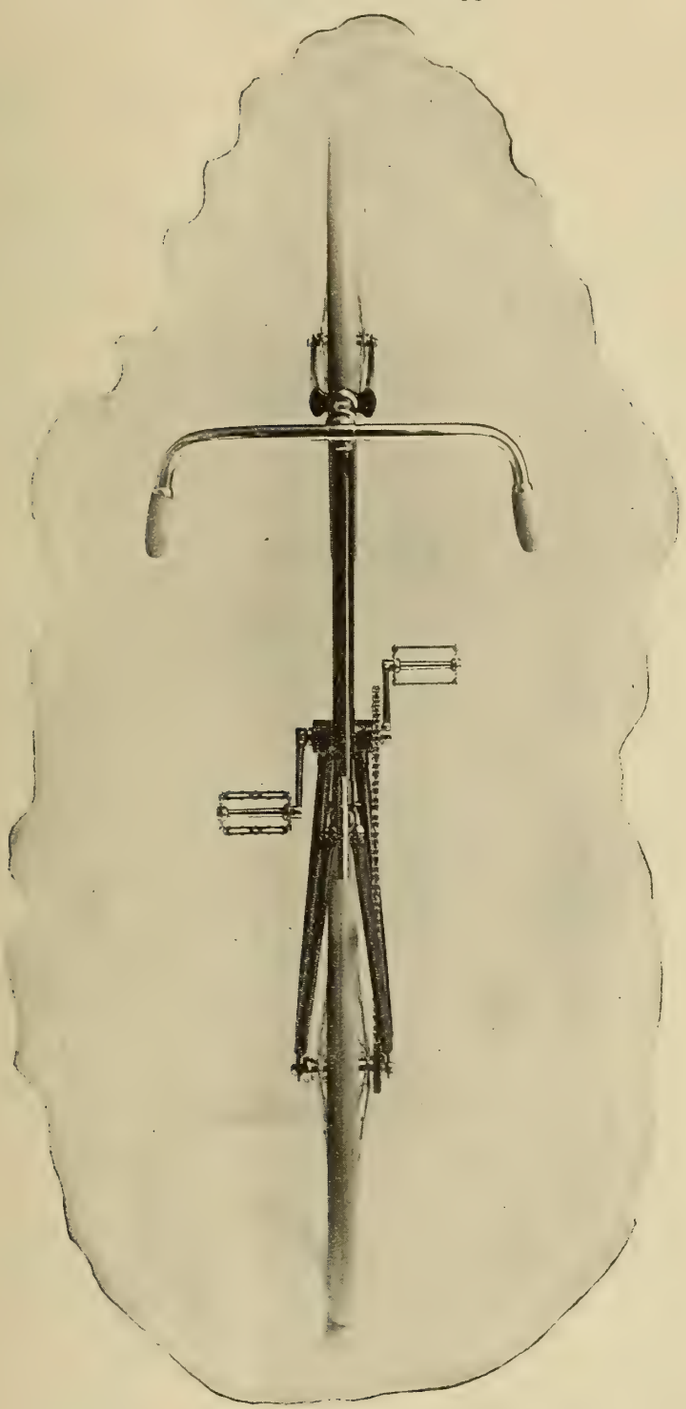
In Fig. 9 the rear forks and braces terminate in a plate provided with a slot a and a lug d. Said lug is perforated in line with the slot and is screw-threaded and receives the headed screw e. Said screw e is axially bored and screw-threaded, and

A Double-Eagle is worth only 100 Cents on a Dollar; but

Double Value is given in every Eagle Bicycle

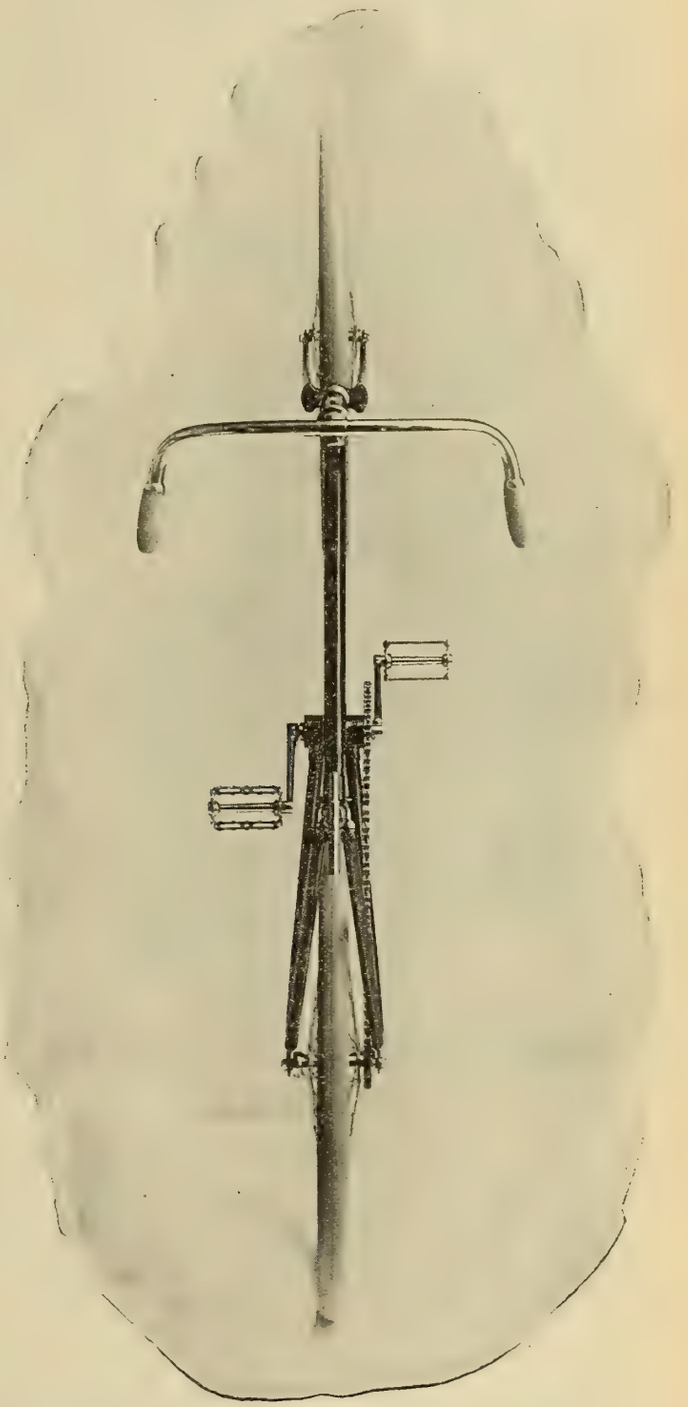
REPUTATION AND RELIABILITY ARE GOING TO COUNT IN 1896.

Model F, Price $75.



Better than the "best" of other makes.

Model F, Price $75.



Built to stand up.

EAGLES at $75 and $100 in 1896.

Immediate deliveries on Model F.
Complete specifications on application.
Order now; Model F is creating a sensation.

The Eagle Bicycle Mfg. Co.

Factory, Torrington, Conn. Chicago Store, 7 Adams St.

Mention The Bearings

receives a screw-threaded extension f^1 of the head f, the latter being perforated to receive the axle. The threads on the exterior of the screw e are right-handed, while those on the part f^1 are left-handed. "The result of this construction of the two screws is that about twice the extent of movement of the head f is obtained with a comparatively short length of feed screw e." The inventor states that "by means of this adjustment an extremely accurate movement of the axle of the driving wheel is possible."

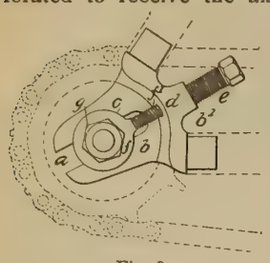


Fig. 9.

Fig. 10 represents a device which the inventor states is simple and inexpensive. The axle which carries the rear wheel and sprocket is carried in the usual slotted plate, and passed also through a plate C. The latter is provided with a screw-threaded extension c, which extends forwardly and enters the end of the lower rear fork, which is perforated for its reception. The plate A is notched forward of the slot, and a nut E on the part c is held from longitudinal movement by said notch. Said nut is screw-threaded, and is provided with holes in its periphery, into which the ends of an operating lever may be placed. By turning the nut, the guide block C is moved backward or forward. The inventor states that with the device described, "the chain can neither be loosened nor tightened, nor can either end of the axle be moved in either direction, except by turning the nut."

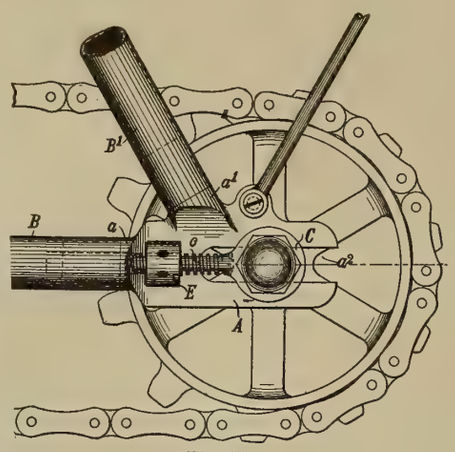
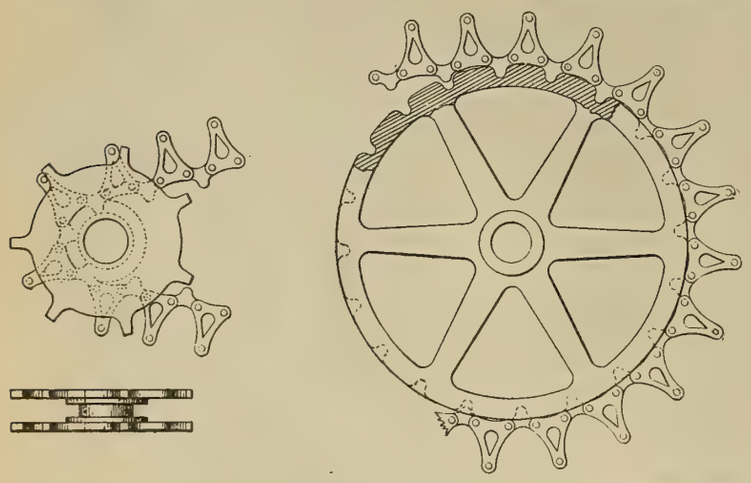


Fig. 10.

THE NEW ENGLISH CHAIN.

Our English correspondent, Will 'o the Wisp, has lately hinted of a new chain that has just come out. There was a great deal of secrecy at first, but now Inventor Simpson comes out with full details of his wonderful chain: "This invention has for object certain improvements in connection with chains and chain wheels used with cycles in order that power exerted in driving can be considerably reduced, consequently with less fatigue to the rider." He says: "I make the periphery of the pedal drive-wheel with notches, and I provide the hub of the driver wheel with projections, said hub having a loosely fitted and grooved collar or ring on which the chain can bear and run freely."

The drawings accompanying the specification, though they, of course,



set forth the principle plainly enough, scarcely do justice to the chain and wheels as now constructed, and the illustration gives a somewhat clearer idea of their present form. The driving method, so far as the bracket wheel is concerned, is plain enough to require no explanation. It should be carefully noted, however, with regard to the back chain pulley, that the under side of the chain (which engages with the bracket-wheel in the usual manner) rides freely on the loose ring of the grooved back chain wheel, and the driving is done by the cross pins at the top of the triangular links, which engage with the teeth on the circumference of the flanges, says the *Cyclist*. In this regard it will be seen that while the chain remains flat, the pitch of the top and bottom links is identical, but as soon as the chain assumes a curve (as it does round the back pulley), the triangular of top pitch becomes greater than the bottom, as the apexes of the triangular links are farther from the center of the circle round which the chain is pulled. By this arrangement it is therefore possible to have a front chain wheel, with the teeth cut for a given pitch, working on to a back chain wheel, with a greater distance between the teeth. Further than this, the proportion of the chain and wheel are such that only the two top teeth of the back pulley receive impulsion, and when pressure is applied to the pedal and the top length of the chain drawn taut, the links, other than the top two engaged with the teeth of the pinion, can be lifted away from the periphery with the fingers. The pull is therefore right across the top of the pinion, and not round it. Hereby it is claimed that extra leverage is obtained and friction reduced, not because fewer links are engaged, but because the pull of the chain is across the top of the back pulley, so that nothing is lost by the application of power to the back of the pulley. On the other hand, some loss should result in extra friction from the free ring rubbing against the center of the grooved pulley and the under side of the chain, though this could, no doubt, be largely overcome by the application of balls.

AN ELECTRIC TRICYCLE.

WILLIMANTIC, CONN., Oct. 14.—It has been reserved for Mr. Barrows, of Willimantic, to successfully apply electricity to the wheel. This he has done in the form of an electric tricycle, in which, unlike all other motor vehicles of this type, the front wheel is the driving wheel. This wheel is composed of a hub, two rims with solid tires, and two sets of spokes. Between the two sets of spokes a large sprocket wheel with a chain is securely fastened. A forked post is built on either side of the driving wheel and at the base of the steering spindle is an electric motor, whose pinion engages with the sprocket chain. The driving wheel is journaled in a bifurcated post with ball bearings. The gearing has a speed reduction of fourteen to one.

The current is obtained from a primary battery contained in two cabinets, each twenty-four inches long by eight inches wide and eight inches thick. These cabinets are placed on either side of the driving wheel, and are supported in the center by a grooved piece at the end of the forked piece at the end of the forked post, and the ends are supported by curved pieces reaching down from the shoulder over the wheel. The battery weighs 100 pounds and has a force of 25 amperes at 30 volts per each ten hours, and it is claimed it is capable of 50 amperes for a limited time, thus making it equal to a little over two-horse power.

The long leverage of the gearing between the motors pinion and the sprocket gives a high rate of speed to the electric motor, which is an advantage of three to one in weight over a slow speed petroleum motor for a given speed of the vehicle. The entire weight of the Barrows vehicle, built to carry three persons if desired, is only 300 pounds. It is at all times under perfect control, as much so as a trolley car.

The carriage part of this tricycle consists of a simple light frame with a wide and comfortable seat, two ball bearings, wheels fitted with pneumatic tires. Each wheel is constructed independently, and thus all friction is avoided in turning curves. The steering is done by means of handle-bars, the same as ordinary bicycles are provided with.

The front wheel of this vehicle is the driving wheel, and as it carries the locomotive force within itself, it is practically an electric horse, and is attached to the carriage in the rear by tulu and spindle in the same way as the ordinary safety bicycle. This electric device can be detached from one carriage and fastened to any other in a few moments, and it is claimed that it will work equally as well in a sleigh as in a carriage. This tricycle will run 100 to 150 miles, according to the condition of the roads and the burden carried, with one filling of the cells. Enough of the solution can be carried for a run of 500 miles, at the small cost of 50 cents for recharging.

A TIRE CHANGE.

The L. C. Smith Tire Co., of Syracuse, has contracted with the Spaulding & Pepper Co., whose new plant has just been put in operation at Chicopee Falls, Mass., to make and sell the L. C. Smith detachable tire for the coming season on a royalty. The patent rights will remain the property of the L. C. Smith Tire Co. The headquarters, which have been in Syracuse since the organization of the company, will be closed after January 1, remaining open until that time to make necessary repairs and keep up the guarantee on the tires which have been sold during the past season.

It is expected that the Smith tire for '96 will be somewhat improved, particularly in the quality of the rubber goods; but the mechanical device has been proven to be "all right," and no change will be made.

Manager H. W. Chapin will, after the local headquarters are closed, devote his entire time to the management of the Brown-Lipe Gear Co., of Syracuse. The latter company is meeting with great success in the manufacture of the bi-gear, a changeable gear which can be applied to any bicycle and which a good many manufacturers are preparing to list in their catalogues for the coming season.

Napoleons to the Front.

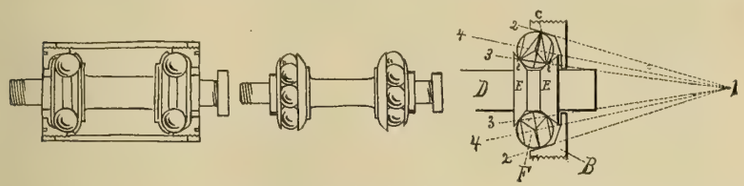
The Napoleon captured the cream of the prizes in the ten-mile road race of the Chicago Cycling Club last Saturday. P. B. Wilson, on a Napoleon, fitted with New York tires, won time prize in 23:06⅖, being the fastest ten miles ever ridden in competition on the road. The Napoleon captured first, third, and fourth time prizes in this race, as well as third, fourth, fifth, seventh, thirteenth, fifteenth, twentieth, and twenty-second places. This wheel has captured a good many prizes in both road and track events the past year. At Muskegon G. W. Mitchell won three firsts.

WORCESTER'S MANUFACTURERS.

Worcester, Mass., promises to cut quite a figure in trade circles the coming year. There are already two or three well-established firms with several additions promised. In point of age, J. C. Spears is the first to receive consideration, having been engaged in the manufacture of a line of jobbing wheels for some time past. The coming year will find the Spears wheels on the market in large numbers. Mr. Spears, after a great deal of experimenting, has concluded that inch tubing possesses the greatest strength, and will use tubing of that size. The photographs of his '96 models will show diamond-frame wheels in all heights of frames, and a ladies' wheel with 26-inch wheels which will be a model of grace and elegance.

The Decker Cycle Co.

has a wheel that for originality and practical ideas is worthy of more than passing notice. In addition to the usual reinforcements, there is used a short solid lug making every joint solid. All bearings are made of Jessop tool steel hand turned. The bearings are made on a new principle, being almost vertical, there being a seventeen degree pitch to admit of adjustment. The spokes are fastened to the rim by a device that hooks over the outer edge, doing away with the weakening effects on the rim caused by the boring of spoke holes. The valves on the tires instead of being of the usual pattern are placed flush with the surface of the tires and are placed at the edge of the rim, thus saving the large hole in the thickest part of the rim. The wheel will sell for $125.



The Decker bearings.

Windle and Berlo Join Forces.

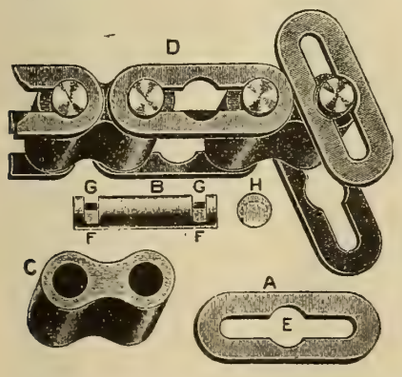
The Windle Cycle Co. is located on the opposite side of town in a model factory built in such a manner as to give the greatest possible amount of light, two sides of the building being all windows. As might be inferred by the name, Willie W. Windle, whose riding the past two weeks has shown him to be the same old record-breaking hero, is the leading spirit in the company. Not the least prominent of his associates is P. J. Berlo, who has cast his lot with his old-time rival, and who will be responsible for many of the ideas that are sure to come from the mechanical department which is under his watchful eye. Material has been secured for 5,000 wheels. Besides the regular models a number of

Tandems After the Berlo Model Will be Built.

The Windle wheel has been designed with a view to perfecting details and embodies many new ideas in bearings and construction. The cones of the crank shaft are turned on the axle and hardened by a secret process. Perfect adjustment is secured by the ball race screwing into the crank hanger, furnishing a three-point bearing. The balls are held in place by a protecting cap which admits of the ball case being removed and handled without disturbing the balls. If it is possible to have a bearing dust-proof, then the bearings on the Windle are dust-proof. The bearings are provided with sleeves that fit into a groove in the crank.

The Worcester Cycle Co.

has been late in getting its plant in shape, but the delay is excusable when one stops to consider the size of the plant. "Birdie" Munger and A. J. Cahill, backed up by plenty of capital, are the leading spirits in the company, and it is safe to say that the wheel turned out will be fully up to the high standard which has always marked the bicycles which Munger has turned out in the past. The plans of the company are not yet ready for publication.



The Baldwin Chain.

The Baldwin adjustable chain is also a product of Worcester, and its inventor seems to be impregnated with the spirit of improvement that is so characteristic of this town. The adjustment in the chain is made by turning the pins, and they are so constructed that they will take up all the wear that results from years of use. In addition to this important point the links, instead of being riveted, are fastened together by a coupling process, as is shown in the accompanying cut. One has but to carry a few extra sides and rivets to be able to at once repair any break that may occur.

SITUATION WANTED.

We have the address of a man experienced in the bicycle trade, who will furnish his own railroad transportation for a limited trip to the south, Pacific coast, or Mexico, in the exclusive interest of a house who will pay a moderate salary and commission. Best of references. Correspondence solicited. Address "Traveler," care of "THE Bearings."

TWICE ACROSS A CONTINENT.

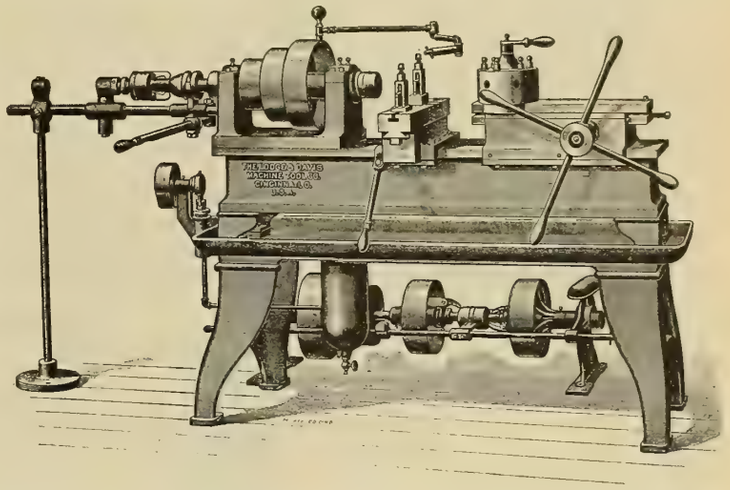
Such a feat as Merton Duxbury, who has ridden twice across the continent, has accomplished should be ample evidence of what the M. & W. tires will stand. They are made for wear, and will carry a rider anywhere he chooses to venture. Duxbury wrote shortly after leaving San Francisco on his return journey. "The tires are excellent, having come through 1,500 miles of grease-wood and cacti, and having only three punctures going out to San Francisco. I can not speak too highly of their value. The quick-repair outfit is just the right thing in the right place."


MERTON DUXBURY.

After arriving in Chicago on his return journey, the same rider said: "Having used the M. & W. tires on my journey twice across the continent I find them entirely satisfactory. The quick-repair device is simple and durable. Even a child could use it. For my own use I could wish for nothing better than the M. & W. tire with the quick-repair inner tube attachment."

FINE PIECE OF MACHINERY.

We present herewith an engraving of a turret head screw machine, with automatic revolving turret and Parkhurst rod feed, with hole through plunger large enough to take 1¼ inches stock. The spindle is of forged crucible steel, running in bronze boxes, having provision for taking up wear.



There are taper gibs on the turret slide for taking up wear and preserving alignment, and the turret has a hard steel index ring. Pan, oil pump, etc., accompany the machine, which is made by the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio.

TO BICYCLE AGENTS.

I have purchased an interest in the large bicycle manufacturing concern of Arnold, Schwinn & Co., of Chicago, who are making the finest line of high-grades in the world. E. C. BODE.

The firm is composed of the following gentlemen: A. Arnold, president, senior member of Arnold Bros., bankers and packers; I. Schwinn, first vice-president, eighteen years a superintendent and maker of high-grade bicycles in Europe and America; W. O'Connell, secretary, late treasurer of the International Mfg. Co.; H. Arnold, treasurer, banker and packer; E. C. Bode, second vice-president, from A to Z.

The company will build 6,000 extremely high-grade machines for the swell American trade, and will start shipments November 15. Deliveries will be guaranteed.—ADV.

Two Lucky Coincidences.

As every one knows Hulbert Bros. & Co. use the white star as the emblem of their Majestic bicycle. By chance the first lot of '9¢ tubing arrived on Saturday last on the White Star liner "Majestic." While Hulbert Bros. & Co. are not inclined to be superstitious, they can not help but feel that the circumstance is a good omen for their '96 line. Again, the same mail brought them two letters, one from a racing man who had just won a race, complimenting them on the ease of motion possible on their Mesinger saddle. The other letter contained an order for one of the saddles from the defeated man. Hulbert Bros. & Co. considers the last letter the better compliment.

NEW COMERS IN CHICAGO.

Among the later entries in the cycling field is the firm of Arnold, Schwinn & Co., of Chicago, recently organized with a paid-in capital of $75,000. The office and factory are located at Peoria and Lake streets, and comprise some 25,000 square feet of well-lighted floor space, which is rapidly being filled with the latest improved automatic machinery. It is the intention of the new firm to produce from 5,000 to 7,000 strictly high-



grade machines for the season of '96, samples of which will be out between November 1 and 15. The new wheel has not yet been named. Specifications of the frame are as follows: Head, 1¼ inches; top and bottom stays and diagonal, 1⅛ inches; upper rear forks, ¾ inch; lower rear forks, 13-16 inch, all of best German tubing.

The officers of the company are: President, Adolph Arnold, of Arnold Bros., packers, and senior member of the firm of Arnold Bros. & Baker, bankers; vice-president and business manager, Ignatz Schwinn. Mr. Schwinn, although a comparatively young man, has had a long experience in bicycle building, having been superintendent for several years in the establishment of Heinrich Kleyer, at Frankfort-on-Main, Germany. In this country he has been with the Moffat and Fowler companies, and more recently with the International Mfg. Co. in the capacity of superintendent. Secretary, W. J. O'Connell, has been identified with the trade for a year past as secretary-treasurer of the International Mfg. Co. The treasurer, H. F. Arnold, is a son of the president. E. C. Bode is second vice-president and superintendent of agencies.

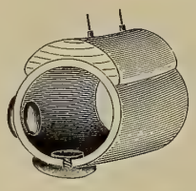
A NEW TUBING PLANT FOR TOLEDO.

TOLEDO, OHIO, Oct. 14.—For the past six months Col. I. D. Smead, of the Smead Heating & Ventilating Works, and R. W. Smith, of this city, have been experimenting with machinery to be used in the construction of a new steel tube. All difficulties have been met and overcome, and a plant will soon be put in operation. The new tubing will be manufactured on the second floor of the Smead foundry. The tube is to be made from the finest quality of cold rolled sheet steel. It is first cut into proper widths. The next machine folds the edges so that when the piece is rolled into a tube it locks together. Another machine binds the tube, and it is then placed on a mandrel and run through heavy rollers which lock the edges together completely. A clever device forces the tube on or off the mandrel. The company is preparing for an extensive output. The stock is already on the way and it is thought 1,000 feet of the tubing can be turned out daily, of which four sizes will be made. R. W. Smith, the inventor, was for many years inventor of the Smith Bridge Co.'s patents. The machinery is being rapidly placed in position and every part will be in working order within the next few days.

A NEW REPAIR PLUG.

The illustration shows the new repair plug for single-tube tires introduced by the Newton Rubber Works. As will be seen, it has two flanges (instead of one as usual), which are connected by a shank but 1-32 of an inch long. As no road tire is less than ⅛ of an inch thick, it will be readily understood that when this plug is inserted it is always at a tension and can not work out nor blow out, and at the same time supplies a double patch, one inside and one outside. The thicker flange of the plug is inserted with pliers in the usual manner, and the thinner one then cemented to the exterior of the tire. The plug seems of undoubted merit and has quickly caught on wherever it is known or has been shown.





BRIEFLY:
BETTER
BUY
BICYCLES
BUILT FOR
BUSINESS

This is the kind we build,
and if you want to know more
about 'em and what sellers they
are, drop us a line NOW.

THE PEERLESS MFG. CO.
Cleveland, Ohio.

Mention The Bearings

TRADE HAPPENINGS.

NEWARK, N. J.—The Folding Bicycle Co. has been incorporated by Lewis F. Curtis, of New Milford, Conn., Frank Hughes, and Michael Ryan, of Bridgeport, Conn., to manufacture a newly patented folding bicycle. Capital stock, $100,000, of which $3,000 has been paid in.

DES MOINES, IOWA.—The Mann Bicycle Co. has been incorporated by Francis Smith, G. W. Madison, and C. M. Van Cott to manufacture bicycles and bicycle sundries. Capital stock, $10,000.

ST. PAUL, MINN.—The Griffin Wheel Co. is reported to be preparing to establish a bicycle factory in St. Paul with a daily capacity of 200 wheels.

ST. LOUIS, MO.—The Knight Cycle Co. has been incorporated by A. A. Knight, who is credited with 298 shares, A. A. Hart, who has one share, and R. T. Stilwell, who also has one share, to buy and sell bicycles, tricycles, and other vehicles. Capital stock, $30,000.

PORTLAND, ME.—The Brockton Power Co. has been incorporated with George F. Morse, of Boston, as president; Wilbur I. Bishop, of Lowell, Mass., as treasurer, to manufacture, buy, and sell bicycles, and parts of same. Capital stock, $1,000,000.

DENVER, COLO.—Troxel Bros. & Clark, bicycles and riding academy, at 1836 Lafayette Street, burned out. Loss, $3,000.

PORTLAND, ME.—Mayflower Park Mfg. Co. has been incorporated, with George F. Morse, of Boston, Mass., president; Wilbur I. Bishop, of Lowell, Mass., treasurer; to manufacture, buy, and sell bicycles and parts of same. Capital stock, $100,000.

SAN FRANCISCO, CAL.—The Cyclers' Protective Union has been incorporated.

SAN FRANCISCO, CAL.—O. S. Potter & Co., bicycles, has removed to 511 Market Street, and has just received the first consignment of '96 models.

PITTSBURG, PA.—The Ellwood Cycle Co. is reported to have made an assignment to F. N. Weddell.

INDIANAPOLIS, IND.—The Bellis Cycle Co. has increased its capital stock to $80,000.

NORTHAMPTON, MASS.—The Hampshire Cycle Co. is preparing to manufacture wheels and is adding additional machinery for that purpose. The factory facilities are being otherwise increased.

HOLYOKE, MASS.—The company reported last week as being organized by Fred La Belle to manufacture a bicycle invented by him is perfecting its organization. W. H. Whitcomb will manage the business. The company will have quarters in the Whitcomb Building.

MINNEAPOLIS, MINN.—Peterson & Harper, bicycles, sporting goods etc., reported to have dissolved.

NEWARK, N. J.—William E. Eldridge, bicycles, has been incorporated.

WINCHESTER, MASS.—Geo. S. Peck, bicycles, 1 Thompson Street, burned out. Loss, $2,000; insurance, $500.

RICHMOND, IND.—Philip Snyder, manufacturer of bicycles, carriages, etc., reported failed, with liabilities at $35,000; assets unknown. The cause assigned for the failure is poor business done by the branch house at Mechanicsburg, Ohio.

INDIANAPOLIS, IND.—The S. A. Haines Co. is preparing to open a store for the retailing of the Eclipse bicycles, manufactured by the Eclipse Cycle Co., of Elmira, N. Y., for which wheel it has been appointed exclusive agent for the state of Indiana. It is now arranging to establish agencies in all the leading towns and cities in Indiana.

BUFFALO, N. Y.—Frank Miller & Co., bicycle manufacturers, will largely increase their manufacturing facilities, and besides manufacturing bicycles will manufacture hubs and handle-bars.

BOSTON, MASS.—The Speirs Mfg. Co., manufacturers of bicycles, has issued an announcement to the trade that hereafter it will market its own output, reducing the price of its high-grade wheel to $85, from which there will be a liberal discount to dealers.

LEADBORO, COLO.—Brown & Wood, bicycles, reported to have dissolved partnership.

ROCHESTER, N. Y.—The Rochester Wheel Co. has removed to Brookport. S. B. Robey is proprietor of this concern, which is sometimes erroneously referred to as the S. B. Robey Wheel Co.

BOSTON, MASS.—The Yost Mfg. Co., of Toledo, Ohio, has recently opened a branch at 259 Columbus Avenue.

The Ferracute Machine Co., of Bridgeton, N. J., has made a specialty this year of a number of presses for the bicycle trade, and has been kept very busy running its works with nearly 100 hands, working nights. It now has on its floor about forty heavy presses for this line of work for various bicycle factories, and has shipped about the same number during the past two or three months. Among those fitted up are the Liberty Cycle Co., with eight presses; the White Sewing Machine Co., of Cleveland; the Henley company, and several smaller factories. The Ferracute company has several special presses with feed rolls, dial feed, etc., for chain and other work.

The W. K. Morison Hardware Co. has made arrangements to handle the Stearns next season, and will push the sale of this wheel vigorously. The firm is one of the strongest financially in the city and has exceptional facilities for the business. Colie Bell, one of the best known and most popular riders in the northwest, for many years head salesman for Heath & Co., will manage the department, and his large acquaintance and personal popularity will make him a most valuable ally to the Morison company.

Aggressiveness is evidently a part of the Eclipse Bicycle Co.'s new policy. Following its removal to Elmira, and the announcement that it would no longer build wheels for jobbers, comes the report of a system of branch houses that is to embrace a number of the principal cities. An Eclipse branch already exists in Boston, one is this week being opened in Philadelphia, and a third will be created in Indianapolis. Others are in prospect.

The Fred J. Meyers Co., of Hamilton, Ohio, extensive manufacturer of wire goods, is adding an addition to its plant for the purpose of manufacturing bicycles. It will turn out from 4,000 to 5,000 wheels. It expects to be in operation by November 1. It has placed its order with the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, for hub machines, screw machines, milling machines, and other bicycle tools.

The Kells Mfg. Co., of Cleveland, Ohio, is placing on the market a saddle which promises to become a factor in the saddle trade. One of the features is the key which is used in adjusting the saddle or taking up the slack. The saddle weighs fifteen ounces, and has an improved clip brace. A. L. Moore & Co., of Cleveland, are selling agents.

The Tribune

A Gentleman's Wheel.....

Tribune bicycles are sold on account of their merit and fine workmanship and not because they are ridden by hired racing men.

Examine the workmanship and fine bearings of a Tribune before you purchase.

A wheel of tasteful design and high quality stamps the rider as a person of refinement.

Ladies and gentlemen of the best society in every city ride Tribunes.

You can buy most wheels at cut prices but a Tribune will cost you

ONE HUNDRED DOLLARS.

Send for catalogue.

The Black Mfg. Co., = Erie, Pa.

HOW TO TELL STEEL AND IRON.

The tests of iron and steel ordinarily consist in bending and welding. An examination of the broken surface also gives useful indications to persons in the habit of making these kinds of tests. A process very much appreciated on account of its great delicacy is based upon the use of acid and its corrosion of the metal.

According to the chemical composition and the molecular state of the metal, the surface attacked by the acid has a determined appearance, variable not only by its color, but also by its structure, and it has characteristic signs and traces in the places eaten by the acid. Steel can be distinguished from iron in this manner, throwing upon the metal to be examined a few drops of dilute nitric acid, then washing in water without rubbing. The surface of steel has an intense black appearance owing to the carbon that it contains, which is freed. Under the same conditions iron has the grayish white color of pure metal. A process of Siemens is very much appreciated when it is a question of determining the quality of material; it consists in the use of dilute chlorohydric acid, at a density of 1.062. The piece to be tested should be polished and burnished, then plunged into the acid. When the surface seems properly attacked it is washed, repolished with a brush, rinsed in dilute ammoniac, and left to dry. The metal treated in this manner is treated with a coat of transparent varnish, to preserve it for comparison and to prevent its rusting.

From a standpoint of appearance of the different metals treated, Professor Kich, of Prague, has furnished the following indications:

First. Soft forged iron: When it is of good quality the acid attacks it uniformly, even after a few hours immersion; at places poorly welded there will be signs of a lack of cohesion and slag and ashes if any remain in the metal. The surface is opaque but shining.

Second. Iron with a very fine granular structure; it is like the preceding. The bitten surface appears still more uniform, but darker.

Third. Coarse-grained iron, brittle when cold, is attacked much more violently than the above. Its surface sometimes becomes black, owing to the separation of the carbon. If the corrosion is prolonged for half an hour the carbon forms a thin coating that can be taken away as a pasty deposit. The surface remains black and rough. The corrosion leaves a roughness that is still more prominent if the acid is left to act for an hour, then dry the metal and smooth the surface with a polishing file.

Fourth. Tempered iron; malleable iron: The acid attacks them much more energetically. Its surface is unequally attacked and presents relatively deep hollows.

Fifth. Puddled steel: After washing the part treated it has a uniform color.

Sixth. Bessemer steel: It is attacked uniformly; sinuosities are very rarely seen and unimportant. The color is gray and if the steel is soft the color is lighter. The corrosion causes some breaks.

Seventh. Gray cast iron: It acts like steel. The color of the bitten part is a dark gray and very regular.

Eighth. White cast iron: The white parts show more on the attacked surface which is also sprinkled with black points and gray spots.

If several qualities of iron are used to manufacture certain articles, the corrosion acts mainly upon the material for which the acid has the greatest affinity, while the others remain almost without change.

THE TOLEDO CADETS.

The first military company to adopt a bicycle mount was the Toledo Cadets, of Toledo, Ohio, an unattached company of the Ohio National Guard. This departure in military tactics was made three years ago. Since then several other companies have adopted them, but to this company belongs the distinction of being the pioneers in demonstrating the many advantages the bicycle possesses when applied to modern military infantry service.

The cadets first public appearance as a bicycle corps was at the World's Fair, where they were in camp for two weeks on the Midway Plaisance. They were a constant center of attraction, and their bicycle drills were most heartily applauded by the admiring thousands.

The picture given herewith shows them in their camp at the recent Chattanooga encampment. They were most enthusiastically received, and were frequently detailed as special escorts. They ride Gold Crank Falcons fitted with Morgan & Wright tires, and equipped with special attachments for carrying gun, knapsack, etc.

As a compliment to the makers of their wheels their camp was known as "Camp Falcon." They are a crack company in every sense of the word, having won first place in nearly every prize drill they have entered. They have won first prizes aggregating $6,500, besides capturing numerous medals. The company is composed of the best young men of the city, and under the rigid discipline of their captain, Wm. V. McMaken, a West Point graduate, has taken a place at the head of the military organizations of the country, and are the pride of the city whose name they bear. In the advertising pages the Yost company prints a letter from the Cadets, in which the Falcon is highly praised.

THE CYCLE REPAIRER'S WOES.

"Well, what's new?" inquired the hustling scribe of the *Daily Cycling Gazette*, as he stepped into the cycle repairer's shop on his daily round for news and familiarly lighted his cigar in the gas jet.

"New? Well, by dingety ding! I wish there *was* something new," fairly snorted the personage addressed. "You see that tire lying there? Well, that tire has been in this shop four times this week for repairs, and it was punctured in a different place each time, but the owner declared he 'hadn't ridden it at all, and it was never out of his sight, and it must be the original puncture giving the trouble, and you won't get your pay till it's all right.' And that's the way it goes—not only with the tires, but with everything else. Why, tires are brought in here almost every day with instructions to fix the valves, and nine times out of ten a tack or pin can easily be found from the outside. How do they puncture them? By letting them stand at home in the parlor, carefully packed in cotton batting, or at least that's what they try to make you believe."

" Say, young man," he continued, as the scribe started for the door, "if you ever puncture your tire don't say you can't see how it was done, because you will be put down for a prevaricator; and if you ever bend a pedal, or break a saddle, or bend a fork, or break the frame, or anything else, don't say it was done while riding slowly over a smooth pavement, because you will be put down for a—a—liar!"

And the scribe left, all because the repairer had worked himself into a rage of indescribable dimensions, and all on account of those innocent cyclists.



The Toledo Cadets.

Humber Records.

The Humber has as usual gathered in a goodly share of records in 1895. Of these Huret's famous Bordeaux performance of 529½ miles in twenty-four hours stands first, and it is interesting to note that all of the really great twenty-four-hour records—that of Shorland, Riviere, and Huret's previous performance—were made on Humbers. Huret's 29⅓ miles in the hour comes next, followed by Starbuck's five miles in 10:11⅘, Murphy's competition record of two miles in 4:14, Gougoltz unpaced mile in 2:04, and Loste's ⅝ mile in 1:06 unpaced. These are all world's records. Among the state records made on Humbers the more important are Murphy's 2:01⅘ competition at Waltham, 2:02 for the mile at Brooklyn, 2:01⅘ for the mile at Mt. Clemens, and his recent performance at St. Louis when he won the mile open from Bald and Cooper. These are followed by a number of track and road wins, each a state record, and by the tandem world's records of McDuffie and Butler, on a Humber tandem, who negotiated a mile paced in 1:51⅗, and a half-mile unpaced in :53⅘.

A GUARANTEE
OF EXCELLENCE.



THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

C. M. MURPHY

won the mile open at St. Louis, October 5, beating
Bald and Cooper and making a new STATE RECORD.
He also rode second in the half-mile event.

HUMBER QUALITY
MEANS SPEED.

HUMBER & CO. AMERICA LTD.,

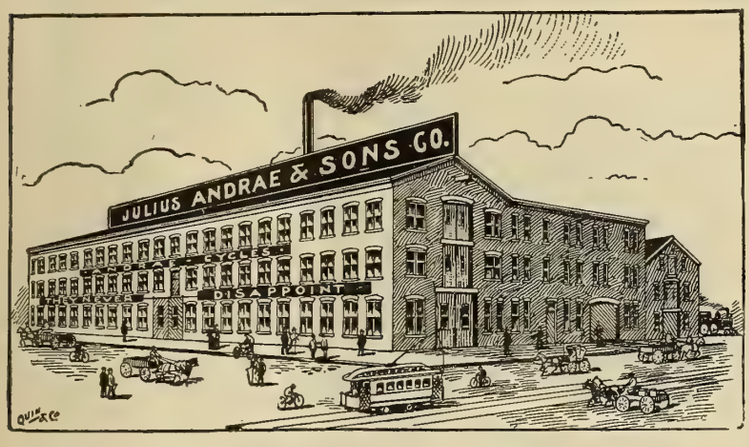
WESTBORO, MASS.

MENTION THE BEARINGS

SALESROOMS, 318 BROADWAY, NEW YORK.

THE ANDRAES' NEW FACTORY.

The new factory of the Julius Andrae & Sons Co., of Milwaukee, is situated at the corner of Clinton and Florida streets, Milwaukee. The building is 200 feet deep, with a frontage of 80 feet; in the rear there is a 100-foot extension to the railroad tracks. The plant is equipped with a 100-horse-power engine, with a fifty-horse-power engine in reserve.



Work was begun in the new factory last Monday morning, and '96 machines are now being turned out. The company has added to its equipments a large amount of new machinery, with a complete nickel-plating plant. The works are in charge of F. T. Andrae as works manager, and G. Peters as general superintendent. The old factory at West Water and Second streets will be rearranged as offices and salesrooms.

SCHUB'S NEW CARRIER.

One of the hustling concerns in Chicago, and of which very little is heard, is the Warman-Schub Cycle House on North Lincoln Street. The members of the firm were among the pioneers in the jobbing trade. Starting in in a small way, they have gradually increased their plant so that now they occupy three large buildings, and are working on contracts for 20,000 wheels for '96 delivery. Mr. Schub believes there is a great future in the parcel delivery carrier, and has built a model that in many points excels anything that has yet been put on the market, the two wheels being in front with a trailer behind like the old Cripper tricycle, the box holding the parcels being in front of the rider, and so always under his eye. The steering wheels work on the Quadrant principle, that is each one working independently of the other, though both move simultaneously in answer to the slightest touch on the handle-bar. Another feature of this carrier is that it can be built with a diamond frame, something that is impossible in other carriers. Warman & Schub intend to manufacture these carriers on a large scale, and, combined with their regular line of bicycles, expect to do a business far in excess of former years.

QUITE A CHANGE.

The Tourist bicycle, which was to have been manufactured by the Tinkham Cycle Co., of New York, will now be made at Syracuse by the Tourist Cycle Co., which is composed of Julian R. Tinkham, Ernest F. Walton, E. C. Stearns, A. S. Van Wagenen, H. E. Maslin, and Harry White.



The Tinkham Carrier.

The Tourist will list at $75, and will be sold principally by Stearns agents. The new company will be separate and distinct from E. C. Stearns & Co., although the members of the latter concern are largely interested. The Tinkham Cycle Co. will still be the eastern agents for the Stearns and of course the Tourist, maintaining its store and riding academy at its present location on 59th Street, New York.

The Walton-Tinkham Mfg. Co. is composed of DeCoppett & Doremus, well-known Wall Street bankers, and the Tinkham Cycle Co. E. F. Walton is president; E. J. De Coppett, vice-president; J. R. Tinkham, secretary and treasurer. This firm will have headquarters at 308-310 W. 59th Street. This company will build the well-known Tinkham carriers, for which there is a great demand, and will also construct horseless carriages, motor cycles etc. The factory, which is already in running order, is at 226-228 E. 63d Street, New York. Something new and startling is promised in the line of motor cycles.

ALMOST A RECORD BREAKER.

THE BEARINGS this week is a 100-page paper with seventy-eight pages of advertisements and twenty-two pages of reading matter. The advertisements are well worth reading, most of them being changed from last week. There are twenty-one new ads and forty-five changes as follows:

New Advertisements.

Arnold, Schwinn & Co	1 page	Ide Mfg. Co	½ page
Jenkins Cycle Co	1 "	A. & J. M. Anderson	¼ "
Yost Mfg. Co	1 "	O. J. Faxon	¼ "
White Sewing Machine Co	1 "	A. Dudley Mfg. Co	¼ "
Elastic Tip & Tire Co	1 "	Climax Bell Co	¼ "
Syracuse Cycle Co	1 "	F. S. Waters	¼ "
A. R. March Cycle Co	½ "	R. B. McMullen	⅛ "
A. L. Moore	½ "	Automatic Bicycle Seat Co	⅛ "
Bolte Cycle Mfg. Co	½ "	Specialty Mfg. Co	⅛ "
Richards	½ "	Garratt-Ford Co	⅛ "
Plymouth Cycle Co	½ "		

Changes.

Monarch Cycle Co	2 pages	Hulbert Bros & Co	½ page
Fowler Cycle Mfg. Co	2 "	Indiana Novelty Co	½ "
Gendron Wheel Co	1 "	National Sewing Machine Co	½ "
Warman-Schub Cycle House	1 "	Davis Sewing Machine Co	½ "
Syracuse Cycle Co	1 "	Winton Bicycle Co	½ "
Union Mfg. Co	1 "	Globe Cycle Works	½ "
Union Cycle Mfg. Co	1 "	W. C. Boak	½ "
Pope Mfg. Co	1 "	E. C. Stearns & Co	½ "
Rouse, Hazard & Co	1 "	Pond Cottle Co	½ "
Boston Woven Hose & Rubber Co	1 "	Chicago Stamping Works	½ "
H. A. Lozier & Co	1 "	Indianapolis Tire Co	½ "
International Mfg. Co	1 "	St. Louis R. & W. G. Co	½ "
Sieg & Walpole Mfg. Co	1 "	Waltham Mfg. Co	½ "
Palmer Tire Co	1 "	Shirk Mfg. Co	½ "
Merchants & Mfg. Warehouse Co	1 "	Dodson Mfg. Co	½ "
Excelsior Supply Co	1 "	Pratt M g. Co	¼ "
Barnes Cycle Co	1 "	Brown-Lipe Gear Co	¼ "
Humber Cycle Co	½ "	Shone-Hanna Co	¼ "
Spaulding Machine Screw Co	½ "	Indianapolis Chain & Stamping Co	⅛ "
Central Cycle Mfg. Co	½ "	Ice Bicycle Co	⅛ "
Marion Cycle Co	½ "	Gould Mfg. Co	4 inches
N. Y. Standard Watch Co	½ "	M. M. Mayer	2 "
Peerless Mfg. Co	½ "		

NEW CHICAGO FACTORY.

Arnold, Schwinn & Co. have an immense plant, and if they wished they could secure enough floor space to build an unlimited number of bicycles



Their present plant at the corner of Peoria and Lake streets, Chicago, is filled with the latest automatic machinery. They will make between 8,000 and 10,000 machines, all of the highest grade and finish.

E. C. BODE'S CHANGE.

For years the public has been familiar with the name of E. C. Bode. He first made his bow as a "prominent Chicago wheelman," and then as a racing man. He was quite successful on the path, but concluded that he could make more money in the trade, and so he started out as an advertising man on THE BEARINGS. From this paper he went to the Moffatt Cycle Co., and later with the Hill Cycle Mfg. Co. After making a decided hit on the road selling Fowlers, he resigned his position to go with the Sterling Cycle Works. After spending one summer selling Sterlings he transferred his allegiance to the Peerless Mfg. Co. Now he has left that concern to accept the position of second vice-president and traveling representative of the new firm of Arnold, Schwinn & Co.

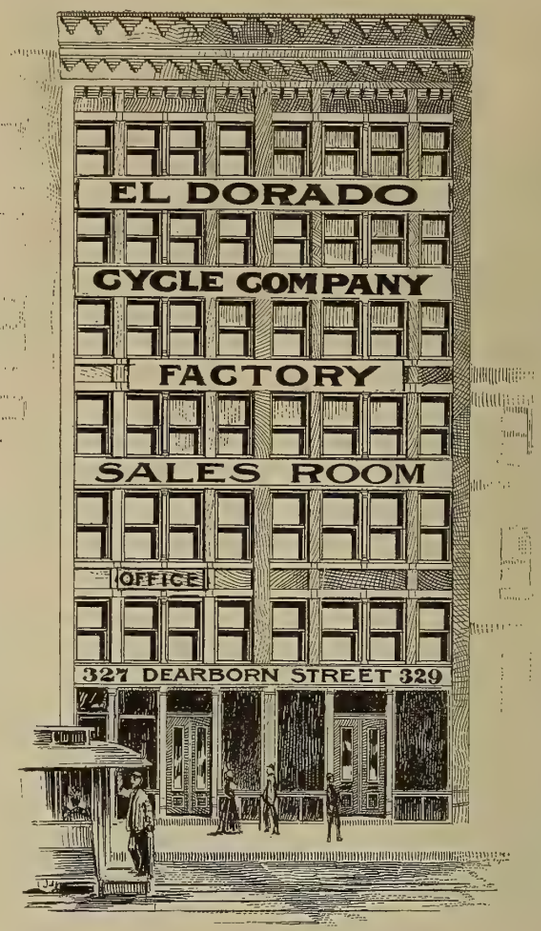


E. C. BODE.

Bode is perhaps one of the best known traveling men in the trade. He is a convincing talker and never lets go of a man until he sells him wheels. In his new capacity as an official of a company he will no doubt uphold his reputation and make the name of Arnold, Schwinn & Co. famous throughout the land.

THE EL DORADO CYCLE CO.

B. F. Norris, McAllister & Co. are among the most prominent jewelers in Chicago. They have made a name for themselves in their business, but like many others have come to the conclusion that there is money to be made in the bicycle business. So they have organized the El Dorado Cycle



Co. and will make the El Dorado Special, listing at $100, and the Paragon, a $75 wheel. The factory is located at 327 Dearborn Street, where Superintendent Fraher holds forth. Work on the new wheels is progressing rapidly, and in a short while there will be a large supply on hand for the '96 trade.

G. M. SHIRK.

G. M. Shirk, president of the G. M. Shirk Mfg. Co., of Chicago, has had plenty of experience building bicycles. When a boy of ten years he constructed an ordinary which was a credit to any builder. When he grew to manhood he began making refrigerators, but the love for bicycles still stuck by him, and last year he started making the Shirk. It is needless to say that he made a success. Mr. Shirk's large acquaintance in his branch of business stood him in good stead, and he secured valuable agents in all parts of the country. Probably the largest dealer is the Howe Scale Co., of San Francisco, which handles Shirk bicycles on the coast.



G. M. SHIRK.

Some of the features of the '96 Shirk are 1⅛-inch and ¾-inch tubing throughout, five-inch tread, tapered reinforcement on the front fork, and a detachable sprocket. The new factory is at 203-207 S. Canal Street, and the general offices and salesroom at 273 Wabash Avenue.

WILL MAKE LU-MI-NUMS ABROAD.

P. L. Renouf, of Edgbaston, Eng., inventor of the Humber frame, accompanied by George Valdelievre, of Lille, France, passed through Chicago this week on their way home. They have been in St. Louis for the past week carefully examining the Lu-mi-num, made by the St. Louis Refrigerator & Wooden Gutter Co. They are so convinced of the practicability of the machine that both of them made deals with the company. Mr. Renouf secured rights to make wheels in England after the Lu-mi-num patent, and will organize a company to build wheels as soon as he reaches home. Mr. Valdelievre also secured the right to make the wheel in France.

Mr. Renouf has with him a new frame, which he claims will revolutionize the trade, as did his famous Humber frame years ago.

Our very best advertisements are never printed.

They are ticking away in the vest pockets of six hundred thousand Americans; they are recording the distances traveled by two hundred thousand bicycles. The **New York Standard Watch** and the **Standard Cyclometer** have their best advertisements in the perfect satisfaction of those who carry them.

The New York Standard Watch Co.,

makers of

"The Best Watch In the World for the Money."

Mention The Bearings.

THORSEN FOOT BALLS





HIGHEST QUALITY.
IMPORTED GRAIN LEATHER.
WITH PUMP, $5.00.

BICYCLE CLUBS WRITE FOR SPECIAL TERMS ON

VICTOR AND THORSEN FOOT BALL GOODS.

THORSEN & CASSADY CO., 141-143 Wabash Ave., Chicago, Ill.

Mention The Bearings

Indorsed and used by the leading cyclists of England and America.

TRADE **Kolako** MARK

Prevents Exhaustion. Sustains Strength. Accelerates Speed. Perfectly Harmless. No Subsequent Reaction.

A Kola Compound

From Mr. C. M. Fairchild, 334 Dearborn Street, Chicago, Secretary Century Road Club.

Mr. Fairchild has made more "centuries" than any other cyclist in the United States,

"I have made several tests of your Kola Compound, ***Kolako,*** and I find it very beneficial. It is certainly very strengthening and sustaining. I have given it to several weak riders making their first 'century,' with the most remarkable results, they finishing strong and in good condition, I shall certainly use it and advise others to."

From Miss Adaline Cole, 1839 Indiana Avenue, Chicago.

On Sunday, August 25, a friend and myself rode sixty-seven miles. I hadn't been on my wheel for two weeks. I used Kolako—one tablet every hour—and finished comparatively fresh. My friend, a young lady, did not use it and was laid up for two days from over-exhaustion. For the first time since riding I had no lameness the next day. It did not interfere with my digestion or was there any subsequent reaction. I am not a strong rider, having never ridden over forty miles before, and that only once and with considerable fatigue.

SAMPLE BOX POSTPAID 50 CENTS.

FORBES & CO., Ltd., 168 Adams St., Chicago

LONDON. NEW YORK. PHILADELPHIA.

MENTION THE BEARINGS

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.

87-91 PLYMOUTH PLACE, CHICAGO.

Robinson's Home Trainer

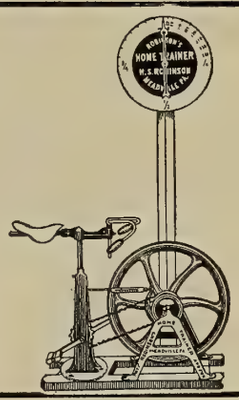
The greatest EXERCISING, TRAINING, and RACING MACHINE in the world.

Send stamp for description and prices.

Runs exactly like a bicycle.

H. S. ROBINSON, MEADVILLE, PA.

Mention The Bearings



1895 High Grade **Bicycles**



Shipped anywhere C.O.D. Saving you dealers profit.

$100 'Oakwood' for $62.50
$85 'Arlington' " $45.00
$65 " " $37.50
$20 " " $10.90

Latest models, wood or steel rims; pneumatic tires, weight 17½ to 30 lbs.; all styles and prices. Large illustrated catalogue free.

Cash Buyers' Union, 162 W. Van Buren St. B 132 Chicago

Mention The Bearings

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL. INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

HOW TO GET GOOD SADDLES.

Leather is used for a vast variety of purposes. There are differences between different hides, and differences between the different parts of the same hide. Of all the purposes for which leather is used that of furnishing tops for bicycle saddles is one of those requiring care in the selection of the leather used. The tannery that makes one article or a few articles only from its leather is sure to have a variety of grades. In saddles but one grade of leather should be used, the best. A visit to the plant of George Oberne & Co., of Chicago, revealed the fact that this concern is in a position to furnish saddle tops of this kind. In this plant are made, side by side, leather belting, harness leather, saddle tops, cut soles, and a number of other things which seemingly do not have very close relationship to each other, but when it is explained to you how nicely one works in with the other, it is surprising that more tanners do not study up this question for themselves. The claim is made, and is apparently well founded, that with proper management better results can be secured and better stock produced than under the old method.



A SUPERB LINE OF PARTS.

M. J. Dobler, the representative of the Warwick & Stockton Co., of Newark, N. J., is in Chicago at the Auditorium, showing samples of parts manufactured by his firm. The company is still selling the Gem hub which proved so popular last year, and has introduced a new barrel hub which is fully up to the requirements of the up-to-date bicycle. In chains, the company makes two different styles, a Humber pattern chain, and a block chain which is lighter than the other, and equally strong. Mr. Dobler has shown excellent judgment in the display of his samples, showing at a glance all their favorable points. Cycle makers who have not already contracted for all their parts will do well to at least inspect the samples.

HERE AND THERE.

At the circuit meet at Des Moines last week the America took four out of six firsts.

The Chicago officers of the American Dunlop Tire Co. are located at 302-304 Wabash Avenue, instead of 232-234 Wabash Avenue, as stated in last week's BEARINGS.

Harvey Du Cros, Jr., has been appointed general manager of the Cycle Components' Co., of England. Alfred Du Cros has accepted a position with the Coventry Machinists' Co.

At an annual meeting of the board of directors of the Waltham Mfg. Co. the following officers were elected: President, C. H. Metz; vice-president, James S. Holmes, Jr.; treasurer, M. P. Clough.

The fall opening of the Metropolitan Bicycle Co., of New York, on Saturday last was a great success, the hall being crowded to its fullest extent. Sousa's orchestra enlivened the occasion.

Tom Cooper, the Monarch star, has been suffering from la grippe for the last two weeks. Against the advice of his trainer, he persists in racing, and his dogged determination alone prevents him from a collapse.

The compositors got things mixed a trifle last week, and in the write up of John McClave & Sons, of New York, made it read, "John McClure & Sons." We apologize for the mistake, and promise that it will not occur again.

The American Wheelmen's Protective Association, of Chicago, with its 8,500 members, $50,000 capital, and $26,000 cash surplus, writes that it does not wish to be confounded with the Wheelmen's Protective Co., of New York.

The Grand Rapids Cycle Co. has a name-plate that it is very proud of. It is handsome and distinctive and will adorn all Clipper bicycles next year. It has been copyrighted for advertising purposes and registered as a trade-mark.

Collister & Sayle, of Cleveland, have taken a line of sporting goods and their catalogue, just issued, is well worth sending for. Athletic goods of every description are handled, a specialty being made of football paraphernalia.

The English mile record, unlicensed and professional, has been broken on Dunlop tires, F. W. Chinn doing a mile in 1:54⅘. A. W. Harris, professional, rode a mile in 1:58⅗, incidentally breaking the half and three-quarters en route.

Rouse, Hazard & Co.'s export business is growing rapidly. They have this season sent their wheels to almost every civilized country on the globe, and in fact to some which can hardly be so called. Last week they made another shipment to India.

The firm of Maltby & Robley, of New York, has been dissolved and the business at 1 Park Place and the Harlem riding academy will be con-

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DENVER'S SAD PLIGHT.

Prize Money Levied on by the D. W. C.'s Creditors—Racing Men will Have to Wait for Their Winnings.

DENVER, COLO., Oct. 19.—There were many rueful countenances in the corridor of the Brown Palace Hotel in this city tonight. The racing men who had won many thousands of dollars worth of prizes, had broken world's records by the half score, and had given three of the best days' racing of the year, found themselves unable to collect their prizes. The Denver Wheel Club, the promoter of the meet, had gone into debt in placing the track in shape to break those records, and had, so it is said, lost money on a former meet or meets, giving its note for $1,500. This note came due today, and was not met. The gate receipts, so some of the members say, were spirited away and were placed in a safety deposit vault. The holders of the notes found this out and levied on the money, which was to pay for the prizes. The club

Made a Great Error

in trying to hold the meet at the time of the mountain and plain festival, and in having that festival date changed, to fit in with the dates of the cycle race meet. There were too many free attractions in the city at the time, and the people would not come to the races in the numbers that it was thought they would come. So it came about that the profits of the meet did not materialize, and the money that was needed to pay for the prizes and settle the notes could not be obtained. Promises have been made that all will be made right, but the men are wondering how. In the club are some of the most prominent wheelmen in the country who will come to the rescue, so the racing men will not suffer. The case is peculiar and historic as the first time on record that the prizes of a national circuit meet have been attached for debt.

The Past Week

has tended to show the real good that is to be derived by the manufacturers by sending their teams to the far west. The seven men in the party, while being of the very fastest brigade, would have been greater drawing cards if more of the racing men had been along. Yet these seven men have raced at meets all this week where the daily attendance was over the 3,000 mark, and some of the gamest, the grittiest, and most exciting finishes of the season have been seen. The Denver meet just closed has seen ten world's records broken, more than at any other two or three meets of the past season, with all the circuit party present. The enthusiasm that has been aroused by the Columbia, Humber, Stearns, Monarch, and Syracuse teams, and the local men of each place

Can not Help but Do the Sport Good,

and the wheels of the makers who sent their men to the west have been benefited locally more than can be accurately counted in figures. In every city agents have thanked the men for their work, and the agents whose wheels were not represented have complained bitterly because the makers would not help them out with the boom that the presence of a racing team always gives a wheel in every city in which it appears.

Bald, Murphy, Cooper, Wells, Bliss, Terrill, and Kiser have shown themselves men of the calibre that will make a race meet a success by hair breadth finishes every time. These men have fought, on wheel and by tongue at every meet, and at the close of the Denver meet, ex-Chairman Raymond, who had been the referee for two of the days, said to the writer, "I would not follow these men an official referee for a season for three years' salary. Is it possible that they finish the races throughout the season as they have finished them here?" And the genial ex-chairman made motions with his hands to represent a shifting-like streak of lightning. Continuing he said, "I expect to hear of a free for-all fight between Murphy, Bald, and Cooper before the close of the season. They do

Figure Down to such Fine Technicalities

in protesting a race." The chairman was told what is a fact that the men fight for a race, but that once off the track and in citizen's clothes that they will shake hands and be like a lot of brothers.

But just one word more from Mr. Raymond regarding the time limit of 2:25 which Brother Watts placed on a 2:40 class race at the Louisville meeting, finally calling the race off when it was run in five seconds better time than the class in which the men presumably belonged. Said Mr. Raymond, "There can be no doubt that Mr. Watts had the right by the rules of the L. A. W. to place such a time limit on the race, for the rules do not have anything to say about class race time limits. But I should never place a time limit on a class race that was even as low as the class, but should give the men a chance to remain in that class providing they could gauge their speed. Of course if a man wins a race under the time of the class, he does not belong in that class. It is not justice and is not custom, and custom and justice go a long way in officiating as referee. No, I do not think that

"Mr. Watts was in the Right,

and rules should be made to bar referees who do not have the good sense to do right by the men. However, I am not worrying myself about racing matters now. Since leaving the Racing Board I have gained fourteen pounds in weight and Mr. Gideon has lost sixteen since accepting my shoes. It is no snap."



W. W. HAMILTON, HOLDER OF THE UNPACED MILE RECORD OF 2:00 2-5.

President Willison was present at the Denver meet, and when shown the workings of the percentage table, and the manner of finishing the races of today, as compared to the old days, said, "I think the percentage table is the right plan, and if you will write to Chairman Gideon regarding it and say that you have talked to me, we will try and see what can be done as regards the official recognizance of it as a means of

Determining the Official Standing of the Men

for a racing season. It is the first time that racing men have been rated on their doings, and I have no doubt that it has greatly aided in bettering the sport during the past seasons, and that its sphere of usefulness will extend on and on."

In the percentage of Bald, with so few losses to balance off the wins, one loss is sufficient to offset ten or more wins. The percentage of wins to losses is so great with Bald that his three defeats, that is to say the three men who have beaten him in two races this week, has served to offset all the winnings he has made. Bald, it must be borne in mind, is over the 900 mark, or just at it this week, and the top is not so far off. He can never be 1,000 per cent, as long as he has been beaten by a single man, and he has been beaten by forty-four this season. This week Cooper, who has been

eaten up by anxiety as to whether he was to go to the coast or not, has worried himself into defeat in many instances, and on Saturday, just as soon as he determined that he would go, he rode better than at any time during the week. Cooper has dropped. Murphy has advanced twenty-one points, and with Cooper's drop of a like number, the two rivals are very close. Kiser has dropped below Bliss. The Dayton man is not a cold weather rider, but will thaw out when the warmer clime of California is reached. Wells and Terrill are rapidly coming up, and will merge from the bulb with one or two more weeks' work like the last.

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	161	$6,040	Sims	24	$750
Cooper	131	3,908	McLeod	23	487
Murphy	88	2,978	C. S. Wells	19	560
Cabanne	84	3 255	Rigby	19	686
Titus	55	2,246	E. C. Johnson	19	475
Bliss	48	1,451	Kennedy	16	325
Gardiner	47	1,764	Scott	18	504
L. C. Johnson	46	1,640	Helfert	15	483
Jenny	45	1,688	B. B. Bird	15	330
Maddox	40	1,295	De Cardy	15	415
Ziegler	35	1,170	M. Wells	13	260
Kiser	33	1,360	Allen	12	405
Brown	33	1.010	Butler	11	300
Coulter	30	860	Terrill	11	375
MacDonald	25	707	L. A. Callahan	11	425

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started.

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Spalding	2	83	139	139	0	.717	.717	.000
Humber	1	65	88	71	17	694	.673	+.021
Monarch	2	108	179	171	9	.650	.657	—.007
Columbia	3	128	210	189	21	669	.651	+.018
Cleveland	2	29	29	29	0	.555	.555	.000
M. & W	7	153	167	167	0	.485	.485	.000
Stearns	4	107	108	105	3	.505	.522	—.017
Orient	1	29	45	45	0	.527	.527	.000
Sterling	2	83	73	73	0	.432	.432	.000
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	.316	.000
Lovell	2	4	11	11	0	.315	.315	.000
America	2	23	16	16	0	.315	.315	.000
Syracuse	2	48	30	20	10	.370	.319	+.051

—F. Ed Spooner.

RECORDS BROKEN AT DENVER.

Denver, Colo., Oct. 17.—Denver is historic, and so it came to pass that ex-Chairman Raymond and President Willison came to Denver to attend the national circuit meet. President Raymond was the referee and his cheery word to the men "Now boys this race is without a time limit, go out and make a race of it," inspired the men to do their best. The half-mile race was run in 1:03 and the two-thirds in 1:27, while Cooper rode from scratch in the mile handicap in 2:10. Records were broken this year as they were last. It was a regular Denver day, and one would have never thought that this city has been under snow already this winter. The track was better than last year, hard and as smooth as the proverbial billiard table. The cars did not run often enough, and so it came to pass that but a small proportion of the people that wanted to come reached the grounds.

This is the Annual Feast Day

of the city and thousands of people are present. Every hotel is filled to the doors and people are sleeping in the hallways. The feast day was held over to fit in with the bicycle meet and the promoter, the Denver Wheel Club, had a right to expect 7,000 people where it had 3,000.

The main record broken today was the competition Class A mile, and this went down to 2:02⅘, just three seconds cut from the time as made by C. R. Newton at the Springfield meet. A quad paced the race. The Class B quad team, Swanbrough, Stone, Conibear, and Dickson, lowered the quadruplet record to 1:47⅘, and Harry Clark, of Class A, went one of the greatest unpaced miles ever seen, the second fastest in fact, going



in 2:05⅖, which is Class A record, lowering the figures of 2:10, as made by A. B. Hughes, also of this city.

Great Riding was Seen in Every Race,

but one of the very best performances of the day was that of Cooper, who went alone from the scratch mark in the mile handicap and finished his mile in 2:10, having failed to catch one of the field. Bald won both of the opens and was again pushed by Murphy. Bald's wins of today place to his credit just forty first prizes on the national circuit this season, independent of a number outside. He will endeavor to make the number of wins on the circuit for the season fifty. Cooper rode well in the half-mile, but in the two-thirds claimed that he could not breathe. He went in to the handicap pluckily. Wells, the big Californian, shot his bolt in great style in the two-thirds, but was too early in his effort.

The Races.

The half-mile open, Class B was ridden in 1:03⅖ without pacemakers, and was the regulation Denver contest, full of ginger throughout. The men scattered all over the track in placing themselves and as the bell rang, Hamilton, the unpaced record man, started in an attempt to kill off the men. Bald followed closely and at the turn shot away, with Murphy, Cooper, Kiser, Wells, and Terrill in full chase. In the stretch Murphy closed with Bald and Cooper and Kiser closed up. The six crossed the tape in a blanket finish, Murphy but six inches back of Bald, and Cooper and Kiser side by side, a foot back of Murphy.

The mile open, Class A had a quad to pace, and the men fought pluckily for the machine throughout.

The Pacemakers Were Untrained,

yet set the pace so fast they had to be slowed down. C. C. Collins was in second position and pushed to the lead, crossing the tape six inches ahead of Dalzell in the record time for Class A of 2:02⅘. This took three seconds from the record.

Ten men started in the two-third-mile, Class B, and Mr. Raymond asked the boys to make it a good race without a limit. They did. Hamilton jumped into the pace just as the first lap was entered, but Wells took it away from him. All bunched for the jump and Bald shot by the front of Murphy and into winning position while Wells fought hard for a place. Kiser broke his saddle, but ran close in fourth place. The time was 1:27.

Summaries.

One-mile novice.—T. R. Prescott, first; F. F. Desmond, Jr., second; F. H. Sprague, third. Time, 2:09⅕.

Half-mile open, Class B.—Bald, first; Murphy, second; Cooper, third; Kiser, fourth. Time, 1:03⅖.

One-mile open, Class A.—C. C. Collins, first; R. A. Dalzell, second; John Greene, third. Time, 2:02⅘, world's Class A competition record.

Half-mile 1:15 class, Class A.—Harry Flack, first; W. E. Peck, second; D. McKay, third. Time, 1:08.

Two-third-mile open, Class B.—Bald, first; Murphy, second, Wells, third; Kiser, fourth. Time, 1:27.

Five-mile handicap, Class A.—P. J. Becker, 100 yards, first; G. W. Card, 50 yards, second; D. McKay, 210 yards, third. Time, 13:10⅖.

One-mile handicap, Class B.—B. B. Bird, 90 yards, first; H. S. Hale, 130 yards, second; C. I. Hemstreet, 120 yards, third. Time, 2:00⅗.

SECOND DAY.

Denver, Colo., Oct. 18.—The mile competition record is now 1:55⅕, and is held jointly by Bald and Murphy. The greatest mile open race of the season resulted in a dead heat in the second days' racing of the national circuit tournament of the Denver Wheel Club. The race was paced by a quad ridden by the same men who broke the quad record yesterday. The day was cold, and Bald said it was six seconds slower than yesterday, or the record would have come below the 1:50 mark. The race was the mile invitation, and the quad passed the men with a rush. Murphy caught the machine and Bald followed him closely. There was no time to go up past the pacemakers here, and even Cooper had to allow a gap to open between himself and Bald, the second man in the line. This he did not close, but went ahead and finished the race in third place. The pacemakers did not draw out at the turn, but kept on and

Murphy at the Rear,

was shut in by Bald when that rider came up with a rush to his side. Murphy tried to go inside but the quad did not turn out, and he rushed inside the quad and Bald, and so the three crossed the tape, the riders in a dead heat about midway of the quad.

The first surprise of the day was the third mile in which Charles Wells got a lead in a clever sneak, and with his great strength managed to hold to the pace and pull out a winner by a couple of lengths. Bald tired himself in the rush for Wells, and Murphy beat him out at the tape by six inches. The one-mile 2:20 class, Class B, went to Bob Terrill, the two giants taking a race each for the day. The A races were hard fought, and there was a number of very nasty tumbles. President Willison was the referee.

There were nine starters in all in the third-mile open, Class B, and Bird of St. Paul, took the lead at the outset.

At the First Turn Wells Made his Sneak

and was away with a rush. Bald went out after him at the center of the backstretch, and around the lower turn was still twenty yards to the bad. Down the stretch Bald made the fighting, and just as the tape was neared Murphy crawled up past the Buffalonian into second position, and a length back of Wells. Himstreet, a local man, was fourth and Cooper followed, the entire field inside a couple of yards. Bald looked up as the tape was crossed and smiled. He was taken by surprise. The time was :43⅗.

P. J. Becker, a local man, won the half-mile open, Class A, in a most exciting finish, by six inches, in 1:08⅘, C. C. Collins, who lowered the A competition record yesterday, was second best man. The entire race was a battle royal between nine good men.

Summaries.

One-mile 2:20 class, Class A.—H. C. Clark, first; M. W. Kreutz, second. Time, 2:28⅘.

One-third-mile, Class B.—Wells, first; Murphy, second; Bald, third. Time, :42⅗.

Half-mile open, Class A.—P. J. Becker, first; C. C. Collins, second; John Greene, third. Time, 1:08⅘.

One-mile invitation, Class B.—Bald and Murphy, dead heat; Cooper, third. Time, 1:55⅛, world's competitive record. Bald won first on toss.

Two-mile handicap, Class A.—John Greene, 60 yards, first; M. M. Kreutz, 60 yards, second; G. W. Card, 30 yards, third. Time, 4:53⅖.

One-mile 2:20 class, Class B.—Terrill, first; Hale, second; Stone, third. Time, 2:25.

Five-mile handicap, Class B.—B. B. Bird, 250 yards, first; C. I. Himstreet, 320 yards, second; W. W. Hamilton, 260 yards, third. Time, 12:01⅘.

THIRD DAY.

DENVER, COLO., Oct. 19.—The third and last day of the Denver tournament is ended, and Denver can claim to have given the star tournament of the year as regards records broken. Four went by the board today, and ex-Chairman Raymond, the referee today, smiled complacently as the day closed, and gave it as his opinion that he had seen the very best races of the year. The records broken, and the day was not ripe by a long ways for record breaking, were as follows: Half-mile paced, B. B. Bird, :51, breaking :51⅖ by John S. Johnson; half-mile quad, Swanbrough, Stone, Conibear, and Dickson, :51, breaking :55; half-mile competition, Murphy, :58⅖, breaking 1:00 by Bald; one-mile exhibition, Murphy, Class B, 1:52⅖, breaking 1:53⅗, exhibition record; one-mile exhibition, P. J. Becker, 1:54⅗, Class A, exhibition record.

The Mile National Championship

of the L. A. W. was won by E. C. Bald in one of the tamest mile races of the year, and unlike the sensational race of yesterday, when Murphy and Bald ran a dead heat for the mile competition record of the world. The Denver Wheel Club gave a $50 diamond for every record broken at the meet, and the money spent in this way will amount to a very considerable sum.

The day was again cold, but not so cold as yesterday. The wind did not come up until late. The attendance was a little larger and far more enthusiastic, going wild at the very fine exhibition of Bird in his half-mile record ride, in which he had not the slightest idea of getting a world's record. It was this way: The quad was going for the half-mile record, and Bird asked permission to follow it through if he could. All the way through that very fast ride, Bird was away back of the machine and struggling gamely to get up to a position where his ride would be easier. The crowd appreciated that fast time was being made, and encouraged the pacemakers, who were themselves after a world's record, unpaced, to go faster. Bird received an ovation.

Murphy Gets a Record.

In the half-mile handicap a blue streak was seen to shoot away from the scratch mark in the handicap, and the audience was at first in doubt as as to whether Bald or Murphy had gone after the race and the record. It was Murphy, and down by the stand he was hammering his way into the rear of the crowd, and over on the backstretch he had gotten into the very center of the bunch. Here he slackened very perceptibly, and was held in check, only gaining the opportunity to improve at the head of the stretch. He came into fifth place before the tape was crossed, and the race had been run in :57⅘, and Murphy's time was :58⅛, :01⅘ faster than the time made by Bald last year in the half-mile handicap on this same track. Both of the exhibition rides, both of them behind the Syracuse quad, one with an A team and the other with a B team, were great rides for the record-breakers, who had competed in several races during the day. Murphy ran away ahead of his quad team in the finish, and Becker improved his position very materially. In the finish of the two-third-mile winners' race, Murphy came up on the outside of the track, while Bald and Cooper fought for the race at the pole. The judges gave the race to Murphy, but Bald protested the decision. The judges would not reverse their decision, and the principal race of the meeting had to stand. Other attempts at records were made, but the day was poor and none succeeded.

The quad team, Swanbrough, Stone, Conibear, and Dickson, which made such a proud record at the meet, dimmed that record when they paced the mile national championship. Coming from behind they went far too slow, and the men were sent away ahead of the machine.

The Quad Deliberately Waited for Wells,

and when he was tacked on they went for the front. This scattered the race which took a third of a mile to get settled into shape. Cooper finally caught the rear wheel of Wells, and Bald, Bird, Murphy, and Oliver followed. At the bell Wells had dropped back, and the quad had slowed to allow the others to catch the machine. Cooper had the place and Bald and Murphy were behind. The machine was drawn out at the quarter, and Bald made a sneak through to the front and won by several lengths. Cooper beat Murphy out for the second position. The time was 2:06⅖, and was the most disappointing feature of the meet.

Summaries.

Quarter-mile open, Class A.—G. W. Card, first; John Greene, second; C. C. Collins third. Time, :31⅘.

Half-mile handicap, Class B.—C. I. Himstreet, 50 yards, first; H. S. Hale, 60 yards, second; J. P. Bliss, 50 yards, third; C. S. Wells, 35 yards, fourth; Murphy, scratch, fifth. Time, :57⅘. Murphy's time, :58⅛, world's competition record.

One-mile tandem, Class A.—Pollard and Dinnis, first; Banks and Kreutz, second. Time, 2:08⅛.

One-mile national championship.—Bald, first; Cooper, second; Murphy, third. Time, 2:06⅖.

Two-third-mile, winners' race, Class A.—P. J. Becker, first; John Greene, second; C. C. Collins, third. Time, 1:47⅕.

Two-third-mile, winners' race, Class B.—Murphy, first; Bald, second Cooper, third. Time, 1:29⅗.

One-mile unpaced, Class B.—Hamilton, 2:09⅖; J. D. Park, 2:16; Wells, 2:18⅕.

One-mile exhibition, paced by quad.—Murphy, 1:52⅖, world exhibition record.

One-mile exhibition, paced by quad, Class A.—Becker, 1:54⅗, record in exhibition for class.

Half-mile paced.—Bird, :51, world's record, lowering Johnson's record of :51⅖, and quad, Swanbrough, Stone, Conibear, and Dickson, lowering world's record of :55.



MURPHY WINS THE MILE OPEN.

PUEBLO, COLO., Oct. 22.—Today was bitter cold, and the crowd in attendance at the national meet of the Rover Wheel and Athletic Club was small. Good racing was seen, Bald winning the third-mile, but staying out of the half, which Murphy won from Cooper. In the mile Murphy held the Denver quad and came away at the lead of the stretch, beating Bald by a half a length, Bird defeating Cooper, these being the only starters. Richardson rode a half mile, wheel and man backward, in 1:12, two seconds slower than record, while Bird rode exhibition mile in 1:58. Kiser showed improved form throughout the day, and was up in every finish. Cooper, Bliss and their trainer turn back here, the rest going on to Salt Lake City tonight.

Summaries.

One-third-mile open, Class B.—Bald, first: Cooper, second; Kiser, third. Time, :45⅖.

Two-mile handicap, Class B.—York, 225 yards, first: Kiser, 125 yards, second; Terrill. 125 yards, third. Time, 4:47.

One-mile open, Class A.—Dalzel, first; Richie, second; McComber, third. Time, 2:39⅖.

Quarter-mile open, Class A.—Dalzel, first; Richie, second; Farnsworth, third. Time, :32⅖.

Half-mile open, Class B.—Murphy, first; Cooper, second; Kiser, third. Time, 1:07⅗.

One-mile handicap, Class A.—Farnsworth. 100 yards, first; McComber, 125 yards, second; Richie, 100 yards, third. Time, 2:16⅕.

One-mile open, Class B.—Murphy, first; Bald, second; Bird, third. Time, 2:07⅘.

FORT WAYNE'S CENTENNIAL RACES.

FORT WAYNE, IND., Oct. 16.—The bicycle races held here today in connection with the centennial celebration were run on the Washington Boulevard asphalt pavement and were witnessed by 5,000 people. The first prize for each event was a $100 bicycle, and the racing was fast and interesting. Clark Brown won the quarter-mile event in :31⅕, L. C. Johnson finishing second and E. C. Johnson third. J. O. Goff took first prize for the half-mile race in 1:06⅗, Brown crossing the tape second and E. C. Johnson third. John Clarke and J. O. Goff tied in the two-thirds-mile event, their time being 1:47⅗, and E. C. Johnson finished next. In the half-mile time race, unpaced, Clarke and Goff tied again, W. E. Kenyon finishing third. Time, 1:00⅛. In the three-quarter-mile race Clarke won first prize, with Kenyon second and Goff third. Time, 2:13⅕.

MORE RECORDS TAKE A TUMBLE.

HEDRICK, IOWA, Oct. 17.—The world's record for the unpaced quarter-mile, flying start, was reduced to :23⅕ by Orlando Stevens on the kite-track here today. This lowered his own previous record by three-fifths of a second. He also broke the world's third-mile record of :36⅖, held by M. F. Dirnberger, by riding the distance in :33¾.

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GEO. K. BARRETT, EDITOR.

LATE RECORDS.

The record crop this year promises well and by the time Farmer Eck and his hands finish harvesting there will be few figures in the record field that have not fallen beneath the sturdy stroke of the scythe wrested from old Father Time by the veteran Eck. The work of gathering in the crop was begun in Louisville over a week ago, and already the one, two, three, four, and five-mile records have fallen. The performances of Johnson and Ziegler last Monday were not surprising, for these men have demonstrated that they are able to follow any pace. The public is getting used to broken records and would not be surprised if Johnson should ride a mile in one minute. Record breaking has been reduced to such a science that it is no longer a question of speed in the record breaker. Given suitable weather and a fast track and it is simply a question of whether the pace-makers can go fast enough.

But while Johnson and his fellows have been busy at Louisville, Bald, Murphy and the rest of the circuit chasers have been gathering laurels in the competitive field—laurels which some people think show the true speed of a man more than do the attempts against time. At Denver last week there was a carnival of record breaking, ten being broken in three days. The mile competition record wasl owered to 1:55⅕ in a most sensational race, in which Bald and Murphy ran a dead heat for first place. The other records were also meritorious performances.

People are beginning to ask where this record-breaking will stop. To the general public it seems as if the limit of speed had been reached, but before one record can get cold, along comes another crackajack and down goes the figures. But let the good work keep on. It comes at a time of year when cycling news is scarce, and serves to keep up public interest in the sport, as well as to lighten the labors of the poor cycling editor who has columns of space to fill.

WHAT IS THE BICYCLE?

Is the bicycle a necessity, a luxury, or a nuisance? No doubt that to the manufacturers and the trade generally, and to the racing men who make their living by riding the wheel, it is most emphatically a necessity. There are thousands of mechanics and trade people who have devoted their attention to the making and marketing of bicycles, and to them the bicycle is a necessity upon which their livelihood depends. To the great majority of riders who are engaged in other lines of business, and are compelled to work in offices all day long over desks, behind counters, and in other ways requiring no bodily exercise but constantly taxing the brain and perhaps the patience, the wheel is certainly a very great luxury, as it is also to that large class of people who can ill afford the expense of keeping a horse and carriage but can purchase and keep in repair the less expensive bicycle. The baggage-men of the railroads, however, and the non-riding pedestrians, more especially the timid women, as surely consider the erratic two-wheeler an unmitigated nuisance—an evil not excused by necessity. The matter of harmonizing these different views is not an easy one, and perhaps it will never be accomplished, but the baggage-men can be mollified by devising and inducing the railroads to adopt a simple and effective means for properly storing the wheels while in the baggage-rooms and baggage-cars, and the intolerant pedestrians may be won over by continuing the great missionary work that has been going on for several years past, and prevailing upon them to follow the general movement and take to cycling themselves.

Many times we have been compelled to wonder if there is anything on earth more gullible than the English cycling editor. The latest tid-bit he has bolted whole is certainly a remarkable one. It seems a new chain has been put upon the market for which, as usual, all things possible and some that are not, are claimed. And, according to *Cycling*, the American rights for this invention "have been sold for £500,000 and a large royalty on each chain made." Notice, if you please, that these are no paltry American dollars that have been paid for this twentieth century marvel, but pounds, good, honest, and thoroughly British pounds, of the proper weight and fineness, and with 'Er Royal 'Ighness' profile stamped thereon. Isn't it a beautiful story that somebody or some aggregation of somebodies, have unburdened themselves to the extent of $2,500,000 and "a large royalty" for the privilege of making and selling bicycle chains? Mr. Dangerfield, "we takes our 'at hoff to you, and we likewise bows."

As there is no great gain without some small loss, so it has developed that the use of large-sized tubing in frames is not without its drawbacks. It is a fact that the rigidity of the machine is increased by the use of larger tubing, and there are other advantages in its use which make it much to be preferred, but the solidity and strength are not proportionally increased and the greater diameter makes the tubing more liable to injury from accidental knocks and jars. A blow that would be resisted or deflected by the smaller and thicker tubing will readily dent that which will be employed next year, and a collision or fall may bend the frame badly.

Two celebrities got in trouble the past week. The Duke of Marlborough, who is to marry Miss Vanderbilt, was arrested for coasting in Central Park, New York, while your uncle Adrian Anson had the misfortune to take a header while scorching on Michigan Avenue, Chicago. The next thing we will hear of will be President Cleveland puncturing a tire ten miles from nowhere and having to walk.

Chicago is experiencing a spell of nice riding weather. The air is brisk, being just wintry enough to keep the butterflies in the house. But after one rides for about five minutes the weather becomes very comfortable and the sport of winter cycling is enjoyed. Chicago riders have adopted a new head gear, and foot ball caps of all colors of the rainbow dot the boulevards.

Queen Victoria has not ordered her minister home yet and commenced hostilities against the United States just because the Duke of Marlborough was arrested for violating one of our laws. This lifts a great load off Uncle Sam's mind. If Lord Dunraven and the Duke of Marlborough would combine they might be able to get satisfaction from America.

We extend our sympathy to Denver. She gave a magnificent tournament, one that was fully as good as Springfield in her palmiest days, and it is a pity that the citizens of Denver would not support the Denver Wheel Club when it most needed the support.

Cooper has retired from the national circuit and with his formidable rival out of the way, Bald ought to have but little trouble in bringing his number of circuit wins up to fifty. Murphy will be the only man he has to fear.

Buffalo and Rochester are proving that they have road riders second to none in the country.



NEW ORLEANS' NEW TRACK.

NEW ORLEANS, LA., Oct. 21.—The new quarter-mile cement track just completed at Athletic Park in this city is the best cycle track in the south. There seems to be a notion prevalent in America that any track of less than a third of a mile is neither safe nor fast, despite the fact that all the fast time that has been made in France has been made on tracks of less than a quarter of a mile in circumference. The new track is a short fifteen minutes from the center of the city and is admirably located. In width it varies from twenty-five feet on the backstretch to thirty-five feet on the homestretch. The diameter of the curves at either end are approximately the same as those of the Fountain Ferry track at Louisville, there being scarcely any straights at all. The banking is nine inches higher than that of the Fountain Ferry course. The curves of the track are not sequents of a circle as in most other tracks but are spiral curves, and the result is that there is no banking to the track (save what is necessary to drain it) except where there is curvature. The builders of the track, Frazier & Whitney, of Louisville, have had the benefit of experience in track building and are confident that this, their latest production, is the best track in the country.

Not the slightest difficulty is experienced in taking the turns at top speed and the curves are so easy that they can be ridden by a quadruplet without trouble, a feat that can not be accomplished on some third-mile tracks. The riding season here lasts until after the first of the year and begins again in February—that is the pleasant riding season. Snow fell here last winter for the first time in fifteen years.

In addition to the bicycle track, the Athletic Parks contain a running track and a 220-yard straight-away, a pretty but not too commodious grand stand under which are complete dressing-rooms, bleachers and all the requirements of an athletic park.

To H. Charles Furton, president of the track association, president of the Southern Wheelmen and an active member of almost every athletic organization in the city is due the greater share of the credit for giving New Orleans a track that is not only bound to draw the cream of the racing talent to the city for meets, given in the late fall and early spring as soon as the track becomes known but one that will develop the latent speed in the local riders who have hitherto had no inducements to train or any place to do it.

AN INTERNATIONAL CYCLING COMEDY.

NEW YORK, Oct. 19.—The Duke of Marlborough, who is to marry Miss Consuelo Vanderbilt very soon, was arrested yesterday afternoon for "scorching" on his bicycle in Central Park. He was dismissed with a reprimand, and declares he is disgusted with this country and will never visit it again.—*Daily paper.*

The sun shown bright upon the land
While Michael Sweeny, bold and bland,
Regardless of increasing heat,
Marched proudly up and down his beat.
With easy grace sweet Michael smiled
On pretty nurse and trickey child.
Anon he glanced up to the sky;
Then cast a mild and pitying eye
Upon a lonely lurking cur.
"Poor dawg," he said, "life's hard to her.
Why were she not ordained a man?
I'll never tell: explain who can.
But if she had, she might with ease
Have ranked among the F. F. Vs.
Sure, don't I see, tin times a day,
Slick little dandies drive this way,
Who've all wealth's outward fair pretinse,
Without th' half her homely sinse?
An' whin a bowld bepowdered dame,
With no preciption of her shame,
Goes wheelin' past me conscience begs
Me eyes to shun her bloomered legs.
Poor hungry pup—." Here Michael's eye
Espied a wheelman coasting by.
"Be all the saints!" bold Sweeney cried,
"I'll stop that buckie's two-tin ride."
He quickly thrust his finger tips
Between his tongue and puckered lips,
Then blew a blast that warned the cop
Next down the line to make him stop.
When Michael reached the scene, his mate
Had news amazing to relate.
"We've got th' juke here, Mike," says he.
"Go awn!" says Mike, "ye can't string me.
I've seen this felly many a time;
He's young in years but old in crime.
I'm thinkin' he's the very bye
That hit Mike Doolan in th' eye
At Dinnis Murphy's Winsday ball.
A juke? by gar! I like his gall."
The sequel sad is known to all—
How, Ryan, judge (of Tammany Hall)
Dismissed the duke from court and stand
With nothing but a reprimand:
And how the duke swears never more
Will he descend upon our shore.
Alas! and O, alackaday!
That we should drive our guest away;
And that, forsooth, with no more cause
Than that he breaks our vulgar laws.



NEWS FROM QUAKERTOWN.

Railroads Will Charge for Carrying Bicycles—Philadelphia's New Tracks—New School Records.

PHILADELPHIA, PA., Oct. 20.—The carrying of bicycles free of charge on the railroads entering and leaving Philadelphia—a privilege which local and visiting cyclers have long enjoyed—will probably be done away with in the near future. Since the New York Central Railroad took the initiative, and was followed by the New England roads and other lines in the Central Traffic Association, the Pennsylvania, the Philadelphia & Reading, and the Baltimore & Ohio railroads have been considering the question, and it is understood that within a short time the Pennsylvania road will inaugurate the same scheme and charge for all bicycles carried in the baggage-cars. While the Reading and the Baltimore & Ohio have not taken such a move as yet, it is thought that they, as well as other members of the Trunk Line Association, will fall into line. On the Pennsylvania Railroad the minimum rate charged is to be 15 cents, and the bicycles are to be classed as weighing 100 pounds, and

Will be Charged the Excess Baggage Rate,

which is 15 per cent of the price of a first-class ticket. When the Pennsylvania Railroad adopts this system it will have no provisions attached to the form of shipments of bicycles, as is done by the New York Central. The latter company makes shippers of bicycles waive all claim for possible damages. It is not known how soon this will go into effect, but it is said by the officials of the company that it will not be very long before something definite is decided upon.

The Philadelphia Cyclers have had no more favors shown them by the railroads than cyclers elsewhere and the blow to them will be very unpopular. The officers of the Philadelphia & Reading Co. have done nothing in the matter. Many of the head men are averse to making a charge on wheels. They know that with no charge on bicycles much trade is brought to the road, and the receipts ot the passenger department are thereby augmented.

Only the Rich Can Ride.

If the wheelmen are to be charged for carrying wheels that do not weigh anywhere near 100 pounds, it is absolutely certain that less traveling will be done and the receipts of the roads will suffer materially. While the railroads have treated the wheelmen very liberally, particularly in Philadelphia, and the cyclists have reciprocated by using the various lines liberally, it seems a pity that the riders of the silent steed should be persecuted so much. If the taxation such as is now in vogue on the public highways and such as will follow on the railroads is kept up very much longer, a climax will be reached at which cycling will be a pleasure which only the rich can enjoy.

Pennsylvania wheelmen are unfortunate enough in having to pay tollage for the use of public roads, and it is to be hoped that the railroads will take this into consideration and not charge exorbitant rates.

Will Drive Their Patrons to Cycling.

The consolidation of the street railways, which occurred a few weeks ago, will be prolific of great benefits to cycling. With the inception of the trolley system it was made possible to ride to any part of the city for a 5-cent fare, and many persons who heretofore rode wheels in going to and from their places of business and on other errands of business and pleasure used the trolleys instead of their wheels. The result was that the number of riders daily decreased. Now, however, comes a change. The Union Traction Co., as the new concern is called, proposes to do away with the pass system and charge a 5-cent fare on every car a person enters. Thus a person living in the outskirts will have to pay two or three fares to get to the center of the city. Rather than do this, and to add to their own pleasure, they will prefer riding their wheels, and it is safe to predict that before long the already large army of cyclists in this city will be largely augmented, much to the detriment of street railways. Street railways may boss this town, but among the cyclers they have an independent class who would rather purchase wheels than pour their nickels and dimes into the coffers of such monopolies.

Ideal Place for Race Meets.

Work was begun on the new bicycle track and athletic grounds on the plot of ground bounded by 16th and 17th and Wolf and Jackson streets on Monday. When completed it will be one of the finest outdoor amusement resorts in the country, and will boast of more space than probably any other place of its kind in this city. At present the work is confined to leveling and grading off the ground, after which grand-stands will be built capable of affording a seating capacity of 10,000 to 12,000 persons. Bicycling will be a special feature of the new park and a track four laps to the mile will be built. This feature will be looked after more attentively than any other, as it is the object of the promoters to make it one of the fastest in the country. It will have four laps to the mile, because the projectors know that a small track affords a better opportunity to see races at all stages. A special electric light plant will be built for the exclusive use of the grounds for night sports and electric light race meets, which will be given next season. There is plenty of capital back of the scheme, and no expense will be spared to make the entire outfit one of the finest in the country. The place is easy of access from all parts of the city and its location alone should recommend it as an ideal place for all race meets.

The rapid manner in which the new wooden track is being built at Point Breeze Driving Park is surprising. Fifty men are engaged in the work and it is expected that the course will be completed in about five weeks, although the contractor can take his time with the work, as the Driving Park Association desires the track to be put up in the best manner possible, and wants no patchwork arrangement. While the trench for the foundation piers was being dug, clay and gravel were discovered for a considerable distance, which will give solidity to the track. All the lumber used is well seasoned yellow pine, the foundation piers being composed of 8x8 joists. The surface planks are to be laid diagonally and will be of 1½x2-inch material. President Wenderoth was seen by THE BEARINGS' man at the track last week and spoke cheerfully. Although a follower of the trotting horse for many years, he has officiated at a number of local race meets this year, and has

Learned a Great Deal About Cycling.

"We expect to have the track completed in a little over a month," he said, "but one thing is certain, we shall not hurry the men. They are to take their time and do the job right. We do not want a slow patchwork track, and would rather wait awhile longer in order to have it right. It is being laid on a scientific basis, with proper banking, and should develop into the fastest track in the country. No expense will be spared to make it perfect in every detail."

And judging by present indications it would seem to indicate that President Wenderoth's claims are not groundless. The track has very pretty lines and has all the grades and variations that are bound to bring out great speed from the crack riders. The course is a third of a mile in circumference, and the fact of its being built inside the mile course and the ground being open will afford an excellent view for any number of spectators.

Dannenhauer Breaks School Records.

At the Manual Training School sports last Friday there were two bicycle races, both of which were well contested. C. W. Dannenhauer won the half-mile open from scratch and finished third in the one-mile handicap, breaking the previous school records for both events. H. Sherwood, with sixty-five yards handicap, won the one-mile handicap race, R. A. Hershey finishing second. Time, 2:41⅘. Hershey also finished second in the half-mile open, which Dannenhauer finished in 1:22⅕.

V. J. Kelly, one of the "has beens," who rode in the defunct Cash Prize League in 1893, and who has been traveling around the country recently as a fancy and trick rider, is seriously ill at his home in this city. Kelly is one of the best known wheelmen in this section and he has the best wishes of his many friends for a speedy recovery.

A MILITARY RELAY RIDE.

WASHINGTON, D. C., Oct. 19.—The military cyclists of this city are about completing arrangements for their relay run to New York which will take place next week. The run will be made under the direction of Captain Wiggin and Lieutenant Libby. About twenty members of the company will take part in it. Of this number Captain Wiggin will take nine and go to Havre de Grace. At points of from twenty to thirty miles between Havre de Grace and New York he will put relays, and between this city and Havre de Grace, Lieutenant Libby will station his men. The object is to transmit a message from General Ordway here to a government official in New York, and it is the purpose to complete the trip in twenty-four hours or less. The military men will have the assistance of local wheelmen along the route in keeping them on the right road and giving them such information as they may need. The military cyclists are increasing their number at every meeting, and the company now has about forty members.

When Society Returns Again

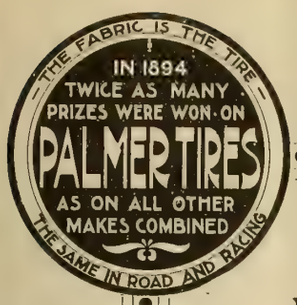
in full force to Washington, and all the fine equipages that have accompanied the owners to the various watering places are brought back to Washington, the Executive drive-way will blossom into beauty on the bright November afternoons. There will be a new and decidedly attractive feature added to the Driving Club parades this season that was not dreamed of on the part of society at the time of the original inception of that club. This will be the attendance of bicyclists from the fashionable ranks, who will on all such occasions turn out in sufficiently full force for a stranger to have a very good idea as to the strength of the cycling fad in the ranks of Washington society. One of the great features of this autumn's parade in the Executive drive-way will be the new and notable cycling costumes which the Washington girls will then wear in this city for the first time. One of

The Burning Questions of the Hour

likely to be settled then beyond any future question, is that of the bloomers. It is safe to predict in advance that bloomers will be few and far between on the Executive drive-way.

Gen. Albert A. Ordway has been elected president of the United States Military Wheelmen. The national headquarters of the organization are to be located in New York, as well as the headquarters of the department of the east. The headquarters of the department of the west are to be in Chicago, and the headquarters of the department of the south in Richmond, Va.

Frederick C. Fuhrmann rode the double century course from Buffalo to Erie, Pa., and return in 11:58:15 on October 20, thereby breaking the state and the American road records.





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American 100-Mile Road Record

THOS. T. MACK, 5:26:00.

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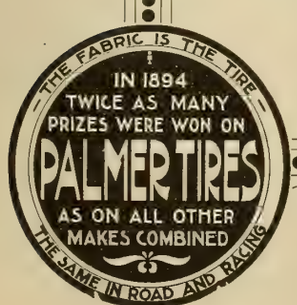
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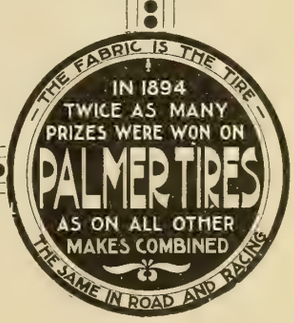
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THE GRAND PRIX DE PARIS.

Exciting Preliminary Heats—Banker Qualifies Easily—Other French News of Interest.

PARIS, Oct. 11.—Last Sunday the first meeting of the Grand Prix de Paris took place at the new Municipal track at Vincennes. One ought not to expect summer weather in October, but it was regrettable all the same that the wretched climatic conditions should have kept so many away. Rain fell in torrents all the morning. At 2:30 o'clock precisely, just before the races commenced, the celestial flood-gates closed as if by magic, to re-open only after the last race had been run.

Proceedings opened with a 500-meter handicap for amateurs, in which, after two heats, Ducoudray, who started scratch, won. The race for triplets, which followed, was shorn of a great deal of its interest owing to the absence in the final of the red, white, and blue team, Lamberjack-Claude-Tricot. They won their heat easily, but the collapse of one of their tires prevented them from riding any more that day.

The Grand Prix de Paris Preliminary Heats

then followed. Following up an idea which the *Echo de Paris* put into practice this summer in the races it organized for artists, the riders, twenty-four in number, were made to ride round the track before the first heat, each wearing on their jerseys a stream of ribbons representing the colors of the different countries to which they belonged. The effect was very pretty. After the dèfile, each man took a preliminary "canter" and the track, although wet, proved to be perfectly safe.

Geo. A. Banker won the first heat easily, defeating Baras and Raussou. The latter was the first to jump, but he was rapidly passed by Banker and Baras, the Frenchman clinging like grim death to the American's back wheel. In the home stretch, Banker ducked his head and went for all he was worth with the result that, when the judge's box vas passed, Baras was fully three lengths behind. Barden beat Maurice Farman for first position in the second heat. The fight was a hard one in the last 150 meters, but Barden was first by the width of a tire. In this series Dary touched Barden's back wheel and took a header, but did not injure himself.

He it number three brought out Jacquelin, Bourillon, and Champion, the Swiss crack.

The Pace was Slow,

nobody caring to lead, and it was only in the ho ne stretch that the men began their effort. Jacquelin was the first to catch the judge's eye, Bourillon and Champion finishing close behind in the order named. Morin's victory in the fourth heat was a brilliant one. He had to meet Muringer, Broadbridge, and Fossier, the "big-geared man," who is actually doing h s military service. Fossier set the pace, his enormous gear attracting a great deal of attention. Broadbridge jumped when fully a lap from home. Morin was then in fourth position and so badly placed that it looked as if he would not be able to get through the bunch. He held back a little and when rounding the last corner he resolutely took the outside position and, in a magnificent rush, passed his opponents one by one on the home stretch, winning by a couple of lengths. Muringer finished second. Fossier sat up when he saw Morin pass him, or he might have come in ahead of Muringer.

Protin Defeated Dumond

in the next heat. His grand sprint in the run home was the talk of the day and made quite an impression on the spectators. The Belgian crack is evidently in fine form. Verheyen, the German crack, won the sixth heat, leading from the start and sprinting the whole of the last lap, his time for the quarter-mile being :29⅕. Tony Reboul and Louvet made a dead heat for second place. The last heat went to Gougoltz who beat Antony and Huet, the Belgian crack. Gougoltz surprised his men in the back stretch and took a big lead, winning as he liked.

Better weather favored the second Grand Prix de Paris meeting which took place yesterday. The air was cold, but Old Sol condescended to put in an appearance and made things look more cheerful and gay. Consequently a larger crowd than could be expected was present.

The Prix de l'Omnium, a 2,000 meter

Scratch Race for Amateurs

was the first race down on the card. Pisart, a Belgian rider, Hatte, Ducoudray, and Dunwody won their respective heats and thus qualify for the final which will be run off next Sunday.

Courbe-d'Outrelon beat the Belgian crack Huet in the consolation heat, in which all the unplaced riders of last Sunday took part. These two will consequently ride in next Sunday's semi-finals. The names of the seventeen men who will ride in the Grand Prix are: American, Geo. A. Banker; Belgian, R. T. C. Protin, Huet; German, Verheyen; English, Barden; French, Morin, M. Farman, Gougoltz, Bourrillon, Muringer, Baras, Jacquelin, Antony, Dumond, Tony Reboul, Louvet, and Courbe-d'Outrelon.

The tandem race which followed filled the spectators with enthusiasm. The Bourrillon-Tony Reboul team literally left their opponents standing in their heat and won the final with at least ten lengths to spare. In spite of a strong wind blowing down the home stretch they covered the last quarter in :24⅘, which is European record.

Interesting Race Stopped by Rain.

Last Sunday's six-hour race held at Buffalo was stopped by a heavy downpour of rain after the first hour had elapsed and had to be put off to a later date. Arthur Linton, who seems to have got back his old form, had lapped Lesna five times when the storm came on. Lumsden was then a good third.

The news of Michael's defeat at Cardiff caused general surprise in cycling circles in Paris. It appears the track is a very poor one. This may explain the "Little Wonder's" defeat.

It is said that Gougoltz will use Simpson's patent lever chain in the Grand Prix. The phenomenal times made in England on machines fitted with this much-talked-of chain have decided him to give it a trial in next Sunday's big event.

A CRIMSON RIM TEAM.

C. S. Henshaw and Oscar Hedstrom are among the best Class A men in New York state. On single wheels they have won as many prizes as any other Class A rider in the state. On a tandem they are almost invincible,



having won a place in every race in which they have started. At White Plains, N. Y., they established new state records, doing a half unpaced in one minute flat, and a mile in 2:06⅗. They ride a Syracuse tandem.

DOTY WON THE BUSHNELL CUP.

SPRINGFIELD, OHIO, Oct. 15.—The Class A races held at the fair grounds here today under the auspices of the Springfield Racing Club were very successful, the events being hotly contested and the finishes exciting. The Bushnell Cup, put up for the fastest mile, was won by Claude Doty in 2:26, which was his time in the one-mile diamond race, in which Worth Cummins finished second, and E. E. Kimmell third. Doty also won the half-mile open, his time being 1:12⅕, Worth Cummins again finishing second, and W. E. Larcom third. Cummins, however, won first prize in the 2½-mile handicap in 5:18, with a handicap of 100 yards. John Galvin finished in second place, and C. J. Wagner in third, and Cummins also got the one-mile-open event, his time being 2:31, while F. Bigelow finished second, and E. E. Kimmell third. The two-mile lap race went to C. J. Wagner, who rode it in 5:13, with Bigelow in second place, and C. C. Rooney in third. Rodney Wood won the quarter-mile open in :34, Doty finishing second, and Lee Keller third. The one-mile tandem was won in 2:32⅕ by W. L. Braley and C. J. Wagner.

EXECUTIVE COMMITTEE MEETS.

ST. LOUIS, MO., Oct. 23.—George A. Perkins and A. C. Willison were the only ones to show up at the meeting of the executive committee of the L. A. W. today. A. Cressy Morrison wired that he would be on hand, but did not materialize. A business meeting was held this afternoon at the Southern, and the finances of the L. A. W. were discussed. The result was eminently satisfactory, showing a cash balance of nearly $5,000 on hand and all debts paid. The committee decided that an aggressive campaign for road improvement should be commenced, and appropriations were made to that end. The remainder of the business transacted was purely routine.

This evening Messrs. Willison and Perkins were banqueted at the Mercantile Club by the local wheelmen, a public reception being held earlier in the evening at the West End Athletic Club. Tomorrow they will be taken in hand by the Associated Cycling Clubs and the Missouri division officials and given a carriage ride and a box party at the opera in the evening.

The fastest time in the double-century club race run at Haverhill Mass., October 7, was made by W. H. Dodge, who covered the distance in 14:05:00 of actual riding time, he having consumed 3:40.00 in repairing breaks to his machine while on the way. He finished within a few minutes of the winner of the race, and his time is claimed as a world's record for a club run. There were thirty-three starters in the race, of whom seventeen finished.

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"THAT'S SO."

How often you hear people say "there is no economy in buying a cheap article, there is no satisfaction or pleasure, and it is simply money thrown away." It is true enough. A cheap garment soon grows shabby. It doesn't fit. It gets all out of joint. It worries you, yet you try it on again, only to be uncomfortable and conspicuous beyond endurance, and then you cast it off forever. At the same time you wish the money had been invested in something that could have been relied on, something that would have given you comfort, pleasure and satisfaction, and you promise yourself never again to try the economy and wear of a cheap article. There is pleasure in the feeling that you have the best to be had, and that your substantial purchase was a wise and satisfactory one. You can take pride in it and be content.

In buying a bicycle you have Columbias and others to select from. Columbias are the Standard bicycles of the world, and have been made so by years of experience and skilled labor, backed by unlimited capital. They cost $100, a little more than others, but you know what you are buying, and by experience you know there is economy in them.

Wherever bicycles are used, which in this age of wheeling is about everywhere, the "Columbia" is a familiar figure. There are a variety of reasons for this condition of things. First the Pope Mfg. Co., manufacturer of the Columbia, is as venerable as the art of riding; second, the company well understands how to advertise the Columbia, and last and most important, backs up its advertisement with a wheel which has no superior in strength, durability, and excellence of workmanship. The name Columbia is synonymous of those things most desirable in a wheel.—*Young Men's Era*, Chicago, October 17, 1895.

In 1895.

Bald sits exalted on his throne,
And never boasts or scoffs,
But when he casts his eyes below
He smiles and gently coughs.

He owns the big thermometer,
And sits upon the ladder's top;
Unless they lengthen both a bit
His racing he may have to stop.

All hail to Bald, the B Class King,
And to his steed of steel;
For every race he's won has been
On a Columbia wheel.

Bald Can Do It.

E. C. Bald is again demonstrating the fact that there is one man in Class B who can show a clean pair of heels to his opponents whenever he sees fit to do so. His recent winnings on the western circuit are putting him far ahead of the others.

For serene enjoyment, content and comfort on bad roads as well as good—Hartford tire No. 77 may be used with satisfaction and relief. It is particularly constructed to withstand the hardships of rough roads, rough riding, and rough usage, and especially fashioned for resistance of puncture.

Alone.

Bald deserves great credit for the way he has gone ahead alone and won race after race with the field against him, for by the unfortunate illness of MacDonald and the suspension of Sims, his team mates, he is left alone to represent the Columbia team.

A Noticeable Fact.

It is curious to note how every bicycle is compared with the best, and with what evident impatience new makers try to impress upon the public the idea that there are other good bicycles, thus showing more plainly than could be done in any other way that the Columbia bicycle is the standard which they would endeavor to approach.

1:55 1-5.

It has taken years of labor and innumerable tests to bring the Columbia to its high state of perfection, and to prove its reliability and stanchness under any circumstances; and it has taken Bald but one minute fifty-five and one-fifth seconds to ride a mile on a Columbia and show its speed in the fastest mile competition race ever ridden.

FOR SUBURBAN RESIDENTS.

For those who live out of town or are under the necessity of riding long distances each day the Columbia is a machine that can be depended on for safety, comfort, and speed if necessary, though the No. 77 tire which should be used, and is particularly adapted for rough road riding—is not a racing tire, but made of a newly devised texture particularly constructed to withstand punctures. It is a tire made for ease and safety of riding over the roughest roads, and fills every requirement. There is nothing more delightful than a spin through the country these fine mornings, and on a Columbia with tire No. 77 the highest delights of cycling may be realized.

Hartford tire No. 77 is the conservative man's tire. It is made of an especially constructed fabric, which has the greatest resistance, and is hardly liable to puncture under any circumstances.

W. F. Becker established a world's Class A record for fifty miles unpaced by riding the distance in 2:29:00⅘ at Freeport, Ill., October 17. The wind was too strong for Becker to finish the century which he intended to ride.

TIRES FOR HEAVY RIDING

"Made by The Hartford Rubber Works Co." is a good guarantee

Remember that it is our

Hartford Single-Tube Tires

that have won the universal adoption of Single-Tubes

Hartford Rubber Works Co.

HARTFORD, CONN.

Chicago Office
335 Wabash Ave.

Hartford Single-Tube Tires No. 77 are built to withstand hard usage. This means a loss of some of the speed for which Hartford Single-Tubes No. 80 are famous. But only those who are "scorchers" will notice that.

Conservative riders will feel safer when they know the No. 77 is less liable to puncture and accident and will wear longer.

Manufacturers generally say the No. 77 is the only tire for use on tandems.

A PACIFIC SLOPE ROAD RACE.

Sad Accident Spoils the Enthusiasm—The Large Number of Riders Causes Falls—The Winner Protested.

SAN FRANCISCO, CAL., Oct. 14.—The annual ten-mile road race of the California cycling clubs, was held yesterday over the official course of the association, which runs from Fruitvale to Hayward. Never has such a large crowd turned out to witness a race in this part of the state, not even excepting the annual 100-mile relay race of the association, which is held in April of each year. Early in the morning wheelmen began to throng the Haywards road, and at 11 o'clock there were nearly 3,000 people gathered around the finishing point, and of this crowd one half had ridden from surrounding cities and towns on their wheels. To one who is not an active rider, the great number present clearly proved that cycling in this state has grown to wonderful proportions, and that it is still growing, and will keep on doing so for many a day to come.

A Constant Procession of Wheelmen

rode out from San Leandro, the most central point for thewheelmen of this city and Oakland, and another though not quite so large, came up from San Jose and way towns.

The enthusiasm of the crowd was greatly dampened by the awful death that overtook Harry Harvey, of this city, who was run over and killed by an electric car while on his way to Haywards to witness the finish of the race. Harvey was following some other riders along a smooth side path just outside of San Leandro when the accident occurred. The party was riding at a good speed, and not seeming to notice the approach of an electric car, started to turn off the smooth side path. Two of the men got over the tracks safely, but poor Harvey could not avoid the rapidly moving car and was

Thrown From his Wheel and Instantly Killed.

His body was cut and bruised frightfully; both legs were broken and almost severed from the body; one arm suffered likewise, and there was a horrible gash on his head. There are several conflicting stories as to the cause of the accident, but the most probable is that Harvey saw the car when it was almost too late, and in trying to make a very sharp turn to avoid it, his wheel either slipped or struck a rut, causing him to fall just in front of the car. The car was the one that was carrying the press representatives and race officials to the scene of the finish, and was going along at a three-minute gait. The news of the accident spread rapidly, and the whole crowd seemed depressed by it.

How the Race was Run.

The roads were in fairly good condition but not fast enough for record breaking, and the great number of riders made it difficult for the short handicap men to pass, and as a result many of the best men in the race were victims of falls, collisions, etc. The light racing wheels stood up remarkably well, though some light tires suffered, and more than one man was thrown out of the race because his machine was fitted with racing tires.

There were ninety starters, and sixty-two finished. The following table shows the order of finishing of the first thirty men and their handicaps and net times:

NO.	NAME.	HDCP.	TIME.	NO.	NAME.	HDCP.	TIME.
1	McDougall	2:50	26:59⅕	16	F. R. Norton	3:00	27:58
2	Charles Birdsall	3:15	27:25⅕	17	F. B. Wilkins	2:15	27:18
3	R. A. Coulter	3:30	27:42	18	J. E. Scott	4:00	29:12⅕
4	H. C. Kastens	2:50	27:03	19	J. E. Wing	:45	25:59⅗
5	Otto Rech	3:15	27:29	20	G. A. Hansen	:30	27:49
6	G. H. Crafts	1:50	26:05⅘	21	W. C. Klotz	2:30	28:00⅗
7	R. P. Aylward	2:05	26:25	22	G. W. Tantau	1:45	27:17
8	R. H. Hammond	2:30	27:00	23	H. B. Williams	3:15	28:50
9	P. M. Lefevre	1:50	26:21	24	George Fuller	1:30	27:04⅗
10	F. L. Day	1:40	26:16	25	E. A. Bozio	1:45	27:51
11	Thomas Boyd	3:25	28:02	26	O. H. Hansen	2:25	28:06⅗
12	E. D. Mendel	3:00	27:46⅗	27	T. A. Griffiths	:40	26:17
13	William Reid	3:00	27:55	28	H. Downing	:45	26:13
14	G. Kroetz	2:15	27:11½	29	E. Languetin	:40	26:19
15	B. J. Sears	3:00	27:57	30	F. Joost	3:10	28:50⅕

The time prize was won by John Wing, who has been showing up very well lately in track events and club road races, but his winning of today puts him near the top notch of the Class A racers in this part of the state.

McDougall's winning was protested today by the California Cycling Club on the ground that he has not been a member of the Acme Club for sixty days, as required by the rules of the association and that he did not start from his proper mark in the race.

The Acme Club won the cup presented to the association by the Olympic Publishing Co.

COMBINATION RACE MEET.

PHILADELPHIA, PA., Oct. 20.—A combined white and colored amateur and professional race meet, which is an innovation in local cycling, was held at the Tioga track at Westmoreland Station yesterday, and notwithstanding the cool weather a fair-sized crowd was in attendance. The track had never been in better condition, and considering the strong head wind the time made was fairly good. The star event of the day was the five-mile handicap for white riders. There was a good field of starters, R. W. Crouse being scratch man, while W. J. Quinn had 300 yards, the handicap limit. Crouse rode finely and soon gained on the bunch. He caught J. Beverlin, who had 150 yards start, and these two paced each other alternately until they overtook the limit men. In the finish the pace was very hot, Beverlin and Crouse being close to each other most of the time. In the stretch, however, Beverlin

Proved Himself a Good Sprinter

and drew away from Crouse, winning by a short margin. Crouse later distinguished himself by winning the one-mile handicap from scratch in 2:28⅘ from a field of four starters, the greatest handicap being eighty-five yards.

In the events for colored riders much amusement was created for all hands. Some of the contestants developed great speed and were very anxious to show their white brethren that they knew how to ride in races. In the five-mile handicap the scratch men were not in the race at all, the limit men having the race to themselves. J. Wesley Mitchell had a handicap of 450 yards and had little difficulty in keeping the lead the entire distance. Mitchell also won the one-mile open and finished second in the one-mile handicap.

A Feature of the Programme

was the third-mile race on the Linkham machine. One man rides the machine while another is perched on top. C. F. Benedict, the agent for the Linkham company, did the riding, and his opponent was young John Benner. The little fellow won easily in 1:10⅕. Benedict's time was 1:25, which is a world's record for the machine.

A professional tandem race between McCurdy, who was one of Windle's pacemakers, and Rumford vs. Frank Dampman and T. B. Buzzard created much enthusiasm. The teams kept well together the entire distance and McCurdy and Rumford won with little ground to spare.

Summaries.

One-mile handicap, colored.—S. J. Robinson, eighty yards, first; J. W. Mitchell, 100 yards, second; Charles A. Smith, scratch, third. Time, 2:43⅘.

One-mile handicap, white.—R. W. Crouse, scratch, first; G. C. Bertram, forty-five yards, second; E. F. Simpson sixty yards third. Time, 2:28⅘.

Five-mile handicap, colored.—J. Wesley Mitchell, 450 yards, first; J. Robinson, 400 yards, second; A. A. Smith, 200 yards, third. Time, 14:34⅘.

Five-mile handicap, white.—J. Beverlin, 150 yards, first; R. W. Crouse, scratch, second; W. J. Quinn, 300 yards, third. Time, 13:49⅗.

One-mile open, colored.—J. W. Mitchell, first; A. A. Smith, second; C. A. Smith, third. Time, 2:34⅘.

Third-mile championship, colored.—S. J. Robinson, first; J. W. Mitchell, second; John W. Sommers, third. Time, :50⅗.

One-mile tandem, white, professional.—McCurdy and Rumford, first; Dampman and Buzzard, second. Time 2:18⅕.

One-mile match race, professional, white.—T. B. Buzzard beat William Martin. Time 2:31⅖.

Quarter-mile exhibition, white.—J. S. Williams. Time, :21⅕.

CARL SWENSON RIDES FAST.

PROVIDENCE, R. I., Oct. 17.—The second annual ten-mile road race of the Niagara Wheelmen, of this city, was held today on Butler Avenue Boulevard. The ten-mile state road record was broken by C. J. Swenson, who started 1 minute behind scratch and bettered the previous record by 2½ minutes. The riders finished in the following order:

PO.	NAME.	HDCP.	TIME.
1	Murton Duxbury	4:30	29:50
2	A. L. Mowry	4:00	28:39
3	Joseph Walker	4:00	30:11
4	John Hebditch	2:30	28:59
5	G. S. Gallup	4:00	30:30
6	P. F. Gillette	4:00	30:31
7	Carl Swenson	pen 1:00	26:32

Swenson's Record Broken by Hills.

PROVIDENCE, R. I., Oct. 19.—The ten-mile state road record has been broken twice this week. C. J. Swenson captured it Wednesday in the Niagara race, and it was again taken today by H. B. Hills, Jr., in the Rhode Island Wheelmen's race on the Blackstone Boulevard. Hills' time was twenty-one seconds better than the previous record. The pacing was good, being done by L. N. Wolleston, George Gill, Monte Scott, and C. J. Swenson. The summary:

PO.	NAME.	HDCP.	TIME.
1	Joseph Bowden	2:00	26:29
2	W. H. Pennell	4:00	29:35
3	Fred Harris	4:00	29:38
4	Horace B. Hills, Jr.	scratch	25:09
5	H. D. Merritt	scratch	25:23
6	James Foster	3:30	29:56
7	M. W. Weld	1:00	27:26
8	C. H. Weld	1:00	27:33

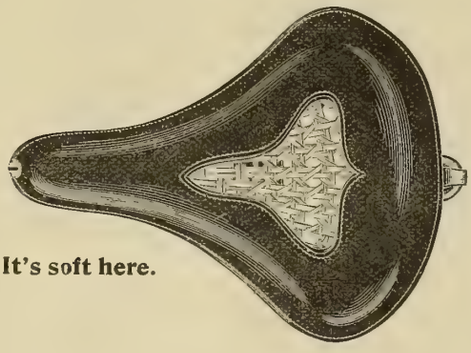
MORROW WON THREE FIRSTS.

SEDALIA, MO., Oct. 17.—The races of the second annual meet of the Sedalia Cycle Club were run on the half-mile track in Association Park this afternoon. The track was in fine condition, but the times were not fast. J. E. Morrow won the one-mile open, the two-mile handicap, open, and the five-mile handicap, open events. The first was won in 2:54, G. H. Morrow finishing second, and H. J. Hoffman, third; the second in 6:02, J. H. Hall finishing second, and G. H. Morrow, third; and the third in 15:06, Hall again taking second place, and G. H. Morrow third. J. H. Hall, however, won first place in the two-mile handicap race in 6:18, Hoffman finishing second, and John Durham third; and the Sedalia one-mile championship in 3:36, Hoffman finishing next. The half-mile novice race was won by A. E. Loomis in 1:20.

It's Dead Easy to get $5.00

MORE FOR ANY BICYCLE FITTED WITH THE

MESINGER SADDLE



This opening makes it healthful and harmless; the rattan does not sag, and a V shaped aperture cut through the felt and leather to relieve all injurious pressure which the doctor has warned you about. The anatomical value of this feature will be appreciated by every intelligent bicycle rider. These are our main features, do not forget them.

HULBERT BROS. & CO.

Manufacturers of Firearms, Majestic Bicycles, Sundries, and Sporting Goods,

26 West 23d Street = = NEW YORK CITY.

RECORDS FALL AT LOUISVILLE.

Johnny Johnson Makes a New Mile Record—Ziegler's Fast Two Miles—An Excess of Wind During the Week.

LOUISVILLE, KY., Oct. 21.—The tree was given a vigorous shake today and two very fine plums dropped into the hands of Johnson and Ziegler, both making records that will likely last for the balance of the season. The wind, which had been blowing for several days, and the following cold snap, seemed to dishearten the men, but this morning everything had changed; the sun came out strong and warm, and the wind began to decrease until the time for the trials. It would be hard to find a more ideal day at this time of the year.

Johnson suffered considerably from the effects of a cold, and had great difficulty in breathing, but

Felt Well Enough Otherwise

and started for the mile, flying, paced. Weinig, Kindervater, Caperton, and Crooks took him for the first half and paced him well. They were succeeded by O'Connor, Johnson, Kramer, and Steenson, who made a good pick-up. There is a great deal of rivalry between the two teams, and when the latter team was informed that they must ride their best they bent to their work with a will. After finishing they called attention to the crank hangers on their machine and it was found that every one of them had been bent, no two of them were in alignment.

The times for the intermediate distances were: one-quarter, :25⅕; one-third, :34; one-half, :53; two-thirds, 1:10; three-quarters, 1:21; one-mile 1:44⅕.

The Coveted Mile Was Again Safe

in Johnson's hands, and to say that he and Eck were happy would not begin to express it. After he had finished, the light breeze that was stirring ceased, and no one had cause to complain of it again during the afternoon. After Johnson had been rubbed down, he came upon the track and expressed himself as more certain now than ever that he could put the figures for the mile at 1:40 or better before the end of the season. If the breeze had ceased before he finished, he said he would have been able to quit the quad and reduce the time very near to that mark today. Before he leaves he will make another attempt at it.

Ziegler Goes for Two-Mile Record.

After warming up, Otto Ziegler stopped at the mark and announced himself ready for an attempt at the two-mile, standing start, paced. The "Kindergarten" quad team, Bowler, Skelton, Weage, and Bezenek, took him for the first mile and then gave way to Lund, Bainbridge, Vogt, and Rau, who made a good pick-up and tried to see how fast they could carry him around and if possible to make better time than their predecessors. The western "Whirlwind" upheld his nickname, and was able to stick to them with a dogged determination to make the record or break the machine that he was riding. The times for the intermediate distances were, one-third :42, two-thirds 1:16⅘, one-mile 1:54, one and one-third mile 2:32⅘, one and two-third miles 3:12, two miles 3:51.

The above times give an average of :38½ to the lap. After the first mile had been passed Ziegler began to gain on the record established by Johnson last November at the christening of the new track and he reduced that record by just ten seconds.

A Thrilling Moment.

De Cardy made two attempts at the one-mile, standing start, record but both were unsuccessful. In the first attempt, the situation for a couple of seconds was the most thrilling ever seen at a record trial, and it seemed as if the two quads would mix up and go down with the single rider on top. The first quad had carried him around in good time, and was succeeded by the second team, which pulled ahead of De Cardy for a yard or two. The first team noticed this, and before any one knew of their intentions they cut directly in front of De Cardy, leaving no room for either one to move an inch without bringing down the three machines. When the danger was realized, it needed the greatest generalship to separate them without a smash-up, but it was finally done at the cost of the record De Cardy made a second attempt, but had to give it up again, as all were too tired to exert themselves any more.

Last Friday, Johnson tried for the one-mile, paced, with flying start. Weinig, Kindervater, Crooks, and Caperton manned the first quad that took him around for two laps, and the time made shows that they

Intended to do Their Part.

The first third was made in :34½, better than the record, and the half in :52 flat; the two-thirds in 1:11⅘. After this lap was finished the second quad, mounted by O'Connor, Johnson, Kramer, and Steenson was to pick him up, but it did not get under headway soon enough. The first quad pulled out too soon, and before Johnnie could tack on to the second, much valuable time had been lost, and, try as hard as they might, the riders could not make it up, and the mile was ridden in 1:49 flat. There was a very hard head wind blowing against them on the stretch, and the start was made from the half-mile pole to avoid it on the start and finish. Had it not been for the bad pick-up, it is safe to say that the record would have been put at a much lower notch than it now stands.

Too Much Wind.

Wind, not mouth wind but the kind that makes a man believe his wheel is glued to the track, has interfered with all attempts since that of Coulter. There seems to be no let-up to it, and to crown all there was a decided drop in the temperature on Saturday that has interfered with the riding considerably. The weather man has assured us, however, that he will change it this week and give us a better chance than we have had for a week.

An endeavor will be made to get the Racing Board to sanction the pacing of the professionals by the Class B boys, and *vice versa*. If consent can be obtained an attempt will be made by Johnson for the hour record, which he expects to put at over thirty miles.

The Old Theory

of having a quad team composed of heavy-weights has met with a set-back by the experience of the teams now here. J. B. Bowler, steersman, Joseph Skelton, Fred Weage, and J. S. Bezenek compose the "Kindergarten" quad team, and none of them weigh over 160 pounds. Their record for the half-mile is :52⅕, and they never lose an opportunity of telling the professional quad team that their best time is :54. John Lund, Fred Rau, H. Vogt, and William Bainbridge compose the second Class B quad. The professional quad teams are: O'Connor, John S. Johnson, Jr., Caperton, and Steenson on the Barnes, and Weinig, Kindervater, Kramer, and Crooks on the other. Since last week the Barnes' team has had the addition of H. A. Caperton, the first local professional, Kindervater, and a brother of Kramer who came last week.

Sunday Afternoon at the Track.

Yesterday afternoon was very bad for riding, but as nearly 500 people came out to see them at work, the boys were sent for their customary afternoon's work and were soon reeling off miles in 2:00 and 2:05, with a wind almost strong enough to blow them over on the turns. The stand looked more as though a race meet was being held than it did during the first two days of the September meet.

Another new racing man has been brought out by Tom Eck. He is Charley McAdams, of Fort Worth, who is now at the track actively engaged in training himself for an attack on the Class A records. The young man is

Exactly Four Years of Age,

rides a nickel-plated, specially-built Rambler racer weighing 12 pounds. The wheels are twelve inches in diameter, and the machine is geared to 51 inches. He has been riding for about five months, and has had his racer for about two weeks. His father is a merchant at his home, and while at Evansville, he heard of the good track here and brought his son with the intention of letting him ride for a record on it. At Evansville the youngster rode a quarter-mile in :57, and his father expects him to beat that by four or five seconds. He had been used to riding on trotting tracks, and when he struck the cement track he told Twyman with whom he was riding that he had "never ridden on such a round pavement before."

CLEVELAND'S BLUE RIBBON MEET.

CLEVELAND, OHIO, Oct. 21.—About 200 enthusiastic wheelmen and their lady friends braved the cold wind of Saturday afternoon and attended the blue ribbon meet of the Cleveland Wheel Club at C. A. C. Park. Toward the latter part of the programme there was a decided change in the atmosphere, and the races were left to themselves, the crowd scampering behind every available shelter. A cold north wind cut across the track, making fast time absolutely impossible. From a financial standpoint the meet was a success, and the riders made just as determined an effort to win the blue ribbon city championships as they would it big prizes were at stake. P. J. McIntyre carried off most of the honors, winning four out of the five races in which he started.

Summaries.

Quarter-mile open.—McIntyre, first; Fred Braggins, second; Cliff Haskins, third; J. G. Reedy, fourth. Time, :37.

Half-mile open.—McIntyre, first; Reedy, second; Braggins, third. Time, 1:26⅘.

One-mile open.—McIntyre, first; G. Von den Stinen, second; Reedy, third; Braggins, fourth. Time, 2:42.

Two-mile open.—McIntyre, first; Von den Stinen, second; Reedy, third; C. Lindmueller, fourth. Time, 5:41.

Five-mile open.—W. C. Emerick, first; Geo. Blackmore, second; R. Lindmueller, third. Time, 14:20

Half-mile tandem.—Dahlke and Storey, first; Reedy and Tishell, second. Time, 1:26⅖.

Dr. A. I. Brown rode an exhibition half mile, paced by Louis Gimm and Frank Williams in 1:14⅘.

The C. W. C. Social Season

opened on Thursday evening last with a reception and ball at the club-house. There was a large attendance and the affair was a brilliant success. The receptions will be continued monthly throughout the season, alternating every second week with a ladies' night.

A party of about a dozen hoodlum cyclists, of which Cleveland has her share, conceived the idea Sunday of going chestnutting awheel. As they were crossing a field in South Brooklyn, Farmer Ingram appeared and ordered them off of his place. Being superior in numbers they became defiant and threatened the farmer if he molested them. An hour later as they were busy opening burrs all the farmers in the neighborhood made a descent upon them and a pitched battle ensued. The farmers were armed with clubs and finally captured four of the offenders and landed them in jail. The following day they were assessed $10 and costs each for threatening Farmer Ingram.



THE
MILE BY
P. J. BERLO
ON A
BERLO RACER
WITH
STRAUS TIRES
AT
HARTFORD, CONN.,
OCT. 10.

One mile
1:46 4/5
on the track.
25 miles
60:59
on the road.

Aren't
They
Records
Worth
Screaming
About?

THE
25 MILES BY
L. N. WALLESTON
ON A
TRANSIT RACER
WITH
STRAUS TIRES
AT
NEWBURYPORT, MASS.
OCT. 4.

AND THAT FASTEST TIRE IN ALL CREATION,

STRAUS SPEED TIRE,

DID THE BUSINESS.

ALL WHO DESIRE TO RIDE FASTER
AND FURTHER AND EASIER
SHOULD ADDRESS

THE NEWTON RUBBER WORKS,

NEWTON UPPER FALLS, MASS
NEW YORK OFFICE: 21 PARK ROW.

A BOOM TIME COMING.

Nashville Sees a Bright Cycling Future—Ground is Broken for the Coliseum—The Six-Days' Tournament.

NASHVILLE, TENN., Oct. 19.—As a bicycling town Nashville is rapidly coming to the front, and in the near future will be one of the best in the south. The coliseum is now a certainty, as ground has already been broken by the contractors who promise that it shall be rapidly pushed to completion. The coliseum is intended principally for a winter track where racing can be carried on all the year round, regardless of the weather.

Jack Prince, who is so well known to all riders, and who is the originator and also the general manager of the enterprise, says it will be one of the fastest covered tracks that has ever been built, and that nearly all records will be broken on it. He is being ably assisted by a number of prominent business men of this city, who will see that it does not lack for means to make it a success, and that it is complete in every particular, such as bath-rooms, dressing-rooms, etc. In addition to the track it will have an open court within the enclosure, where all kinds of athletic sports can be carried on.

A Place for Winter Training.

Prince says a great many of the professional riders are anxious to find a place where winter training is practicable, in order that they may be in good form for the spring meets. On account of extremely cold weather this can not be done in the north, and Prince says that quite a number of the crack riders intend wintering here if the track is built and other things can be made satisfactory.

This enterprise will doubtless be of much benefit to the local bicycle dealers, and they are subscribing to it very liberally, and are already getting themselves in shape for '96 business.

The Outlook is Very Promising

just now, and the local dealers anticipate fully as good if not better business than in 1895. Nearly all of the best wheels are represented here. J. S. Roller & Co. have the Triangle, the Peerless, and the Crawford lines; Combs & Co. have Ramblers, Waverleys, and one or two others; J. H. Fall & Co. have Columbias, Kenwoods, Unions, and Monarchs; H. G. Lipscomb & Co. have Remingtons and Thistles, and will add another for next year. They also have a line of medium-priced wheels. The Gray & Dudley Hardware Co. has Sterlings, Fentons, Falcons, and one other; Connell & Curry manufacture the Nashville, and will increase their business considerably next year. Duncan Dorris has the National and Gendron. There are several others who carry wheels as a side line, and do a good business with them.

The Coming of Eck.

Tom Eck, who is at Louisville, Ky., has just notified Manager Prince that he will be here with some of the fastest riders in the world for the opening tournament at the Coliseum, which will last for two hours each night for six consecutive nights, besides which the twelve-hour championship of America contest will be held. Johnson and Gardiner will be among the starters.

The local cyclist within the city limits has had some very unpleasant things to contend with in the shape of sprinkling carts, which deluge the streets from daylight until dark, freshly broken stone everywhere, and the fiends who throw broken glass, tacks, etc., in the streets. But the city fathers, who have but recently taken charge of the municipal government, promise reform in all these matters.

MILWAUKEE CYCLISTS IN LINE.

MILWAUKEE, WIS., Oct. 17.—One of the main features of the semi-centennial celebration was the bicycle procession of last evening, in which 3,000 wheelmen and wheelwomen took part. The line formed between 7 and 8 o'clock, and with decorated and illuminated machines, rode through the streets which were brilliant with fireworks. Fish-horns, kazoos, and other instruments of torture created a terrific din, which served to heighten the effect.

In the first division was the Milwaukee Wheelmen, the oldest cycling organization in the city. A hundred members were in line, all wearing duck suits and white caps, which presented a fine appearance. The features of this division were the float "Time and Progress," and Terry Andrae on a high wheel. Next came the North Side Cycling Club, with the Ladies' Auxiliary, riding ahead,

Made up as a Menagerie.

Each member wore a head representing some animal, such as a bear, wolf, dog, cat, lion or the like, until the younger element must have thought a circus was passing. Gerhardt Aussem and A. Bunke, made up as wolves, rode a tandem; another tandem team was also made up as bears. None of the Ladies' Auxiliary wore bloomers.

Captain Birkhauser's 100 mounted soldiers, with their guns strung across their shoulders, gave the thousands who first saw the parade the idea of an approaching army.

The most amusing float was that of E. Roth and R. Becker, and was labeled "Hoolihan's Picnic." The two riders represented Mr. and Mrs. Hoolihan, and fastened to their tandem in every conceivable manner were no less than nine dummies, representing

A Young Growth of Hoolihan's.

The float was greeted with applause and laughter wherever it went.

The feature in the South Side Club's part in the parade was the float "1845, Progress 1895." It was devised and taken in the parade by E. A. Clifford and I. D. Lundy. Its forward part consisted of a high-grade wheel of today representing the figure "1895." In the rear and signifying "1845" was a velocipede. The name "Defender" was also on the sides in big letters.

The $500 in prizes, which was offered by the semi-centennial committee, were awarded to the following clubs: South Side Cycling Club, Milwaukee Wheelmen's Club, Niagara Wheelmen, J. Church, Herman Glidley, Phillip Schaeffer, John Schweitzer, Fred Schmitz, J. W. Warnken, Ed Roth, and E. R. Becker.

Considerable dissatisfaction has been expressed by the cycling clubs that did not receive prizes, they claiming that they went to a great expense and considerable work in decorating their wheels, and think they are entitled to one of the prizes. It is expected that some of the decisions given by the judges will be changed.

NEW YORK NEWS NOTES.

NEW YORK, Oct. 20.—The meeting of military cyclists on Tuesday last was eminently successful and largely attended. Many papers of interest were read, detailing experiments with the bicycle in courier service in the different states. The address of Gen. Nelson A. Miles was received with applause. He heartily endorsed the wheel and thought it would find its place in the regular army. A permanent organization was effected and the following officers elected: President, Gen. Albert A. Ordway, District of Columbia Militia; vice-president, Col. E. Rice, United States Army; treasurer, A. J. Griffin, N. G. S. N. Y.; secretary, Charles Gerhart, United States Army; executive council, Col. A. L. Bresler, National Guard, State of Ohio; Capt. P. S. Tilden, N. G. S. N. Y.; Capt. Augustus Van Glesen, N. G. S. N. Y.; Capt. F. W. Cole, N. G., S. of Maryland, and Second Lieut. B. B. Hyar, United States Army.

A Soldier's Long Ride.

H. G. Fritz, who left Fort Hamilton last July on a trip to Fort Snelling, Minn., has returned to this city and reported at Governor's Island. He carried about seventy-five pounds of luggage and camp outfit and used a 25-pound Spalding road wheel. As he lost five days through sickness at Buffalo, he was obliged to average about ninety-five miles a day, an excellent performance considering the amount of dead weight carried. His best run was 135 miles from Napoleon, Ohio, to South Bend, Ind. He encountered all sorts of roads, especially in Nebraska, where sand was the principal ingredient. In crossing the Indian reservation his tires gave out and he was forced to substitute raw hide. He carried a letter from General Miles to the differenl post commanders.

The Arrest of the Duke of Marlborough

for violating the Central Park ordinance of coasting on the West Drive created a big sensation last Friday, and was a boon to the space fillers in the daily press who devoted three or four columns to the details as to how the young man was pulled, with pictures of the cop who did his duty and the witnesses. If plain John Smith had been yanked to the lock up, a few lines would have sufficed, but here was an occasion of international importance. The young man was very wealthy and there was some wild talk of a postponement of his marriage to Miss Vanderbilt, etc. Now that it is all over, people are inclined to laugh at the incident and his lordship has learned to his sorrow that the laws of this country are not to be violated. It was a great advertisement for the bicycle.

New York Cycle Show Matters.

The show at the Madison Square Garden promises to be a great success. The executive committee of the National Board of Trade at its meeting last week received 310 applications for space. As only 210 had been provided for, it has been necessary to make a new plan and it has been decided to provide eighty-five additional spaces on the parquette circle and build a promenade over the boxes in front of the booths. The main floor will be given up to bicycle exhibitors and the other part will be devoted to tires and sundries.

On Saturday evening a mass meeting of wheelmen was held at Bowman's Academy to organize for the securing of the rights of wheelmen in the city. The movement was headed by the *Recorder*, which has been very active in its support of the wheelmen. The main talk was to alleviate the condition of the concrete streets which are rendered dangerous on account of the liberal flooding of their surfaces by the city authorities, and a permanent committee of ladies and gentlemen was appointed to devise ways and means of reaching the hearts of the local board of aldermen and commissioner of streets. In view of the coming election, the movement promises to be a success.

An Elevated Bicycle Sidewalk.

The project of constructing an elevated bicycle sidewalk from Minneapolis to Lake Minnetonka was revived at a meeting last week of the Hennepin County commissioners when A. F. Laybourn appeared at the meeting and asked permission to construct such a roadway. His offer was to fit up the Minnetonka terminus with bathhouses, cafes, etc., and to give the county 30 per cent of the gross terminal receipts, and 3 per cent of the receipts derived from the road itself. Mr. Laybourn says that if his request is granted his company will incorporate within ten days and begin work at once.

We don't furnish a pair of pliers, a squirt gun, or a full supply of machinists' tools with each pair of

DUNLOP TIRES

Every rider is expected to supply his own tools, and unless Heaven has been unkind to him he will find them growing on the ends of his arms, like this--



No Tire can beat the Dunlop for Simplicity.

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THE WHEEL IN AUSTRALASIA.

How Cycling has Progressed Under the Southern Cross—An Opening for American Wheels.

WELLINGTON, N. Z., Sept. 20.—Cycling, as understood in these days, can be said to be of only three years' growth in this quarter of the globe. It seems only a few years since the first safety, entered for a race in one of our cities, was placed on the limit mark. It was confidently expected that the grand old ordinaries would make very short work of that "insignificant looking little thing." Needless to say, the safety won, leaving the ordinaries far in the rear. From that day a great respect has been entertained for the modern safety, and today it is an article of daily use both for business and for pleasure. The miner uses the bicycle on the gold fields in the tropical parts of Australia, where the heat is so intense and the water so scarce that horses often perish. It is used by the politician

Visiting His Scattered Electorate,

by the letter and telegram carrier, the insurance agent, the piano tuner, the newspaper runner—in fact, as an aid to business, it is now used almost universally under the southern cross. For pleasure the bicycle is now very largely used for racing, and also by members of both sexes for the purpose of seeing the wonders of the great Australian continent and the indescribable beauties of the magnificent bush, lake, river, and mountain scenery of New Zealand.

Of course we are far behind the older countries of America and England in the matter of racing tracks, but it will be only a matter of a few seasons before we shall be pedaling neck and neck, as it were, with those countries which we hope to overlap in the end.

The Women of Australasia

have not been slow to take advantage of the wheel, and in the month of September, 1892, Christ Church (the Coventry of New Zealand), saw the formation of the first ladies' club in Australasia, under the name of the Atalanta Cycling Club. Since then ladies' clubs have sprung up all over the country, and some of the longest touring on record has been accomplished by women. An excellent performance was that of Miss Alice Mitchell, of the Gore (New Zealand) Cycling Club, who, in company with her brother of seventeen, rode from Gore to Christ Church on a cushion-tired machine at an average speed of fifty miles a day over very indifferent roads and during wet weather. Miss Mitchell afterward toured the North Island on her wheel. Another long ride was that undertaken by Mrs. C. Curtis, who cycled with her husband from Stratford (New Zealand) as far as Dunedin, a ride of over 500 miles over some very rough mountain country, which included a climb of over 3,000 feet above sea level, but for which she was repaid by views of some of

The Finest Scenery in the World.

There should be a good opening for American wheels here. The average roadster ranges from 33 pounds to 40 pounds, while those made in the United States do not go above 30 pounds. Whether it is that American wheels are superior to those of English manufacture, or the roads are better than those of Australasia, it is difficult to say, but it is a notable fact that American wheels are much lighter than those used in England. Here is an instance of the difference: Sanger, the American crack, whom all know is a big-boned man standing six feet, rides a track racer weighing only 18 pounds, while Megson, one of the foremost racing men in New South Wales, and who stands five feet nine inches and is nearly forty-two pounds lighter than Sanger, races on the track on a 22-pound machine. The writer has not yet come across an American wheel in this colony. Why is it? Is it lack of enterprise on the part of American makers or do the shipping arrangements preclude exporting to this part of the world? Many Australasians would very much like to possess wheels of American make.

Racing Is Much Encouraged in Australasia,

where the League of Wheelmen offers the handsome prize of $1,000 for the man who runs in first place in the Austral wheel race—a two-mile run. A. A. Middleton, of Victoria, won the last Austral wheel race, the time for which was 5:01⅗. At the last Sydney wheel race meeting the prize money amounted to $2,000, the first prize for the principal race being $650. The fastest mile ever ridden in Australia was accomplished last August by R. W. Lewis, who covered the distance over a second-rate track in 2:08⅕.

A large amount of touring is done by the cyclists of these colonies, and the champion tourist is probably D. McPherson, of Invercargill (N. Z.) who recently rode from one end of the colony to the other, doing all the journey alone. He started from Invercargill, went north as far as Auckland, and returned to Invercargill, solely on the wheel, with the exception of taking the steamer across Cook Strait. The distance he covered on the wheel was about 2,500 miles.

FOR THE DUNLOP TROPHY.

TORONTO, ONT., Oct. 21.—The second contest for the Dunlop trophy took place over the Woodbine and Kingston road course on Saturday afternoon. It was the intention of the trustees of the trophy to hold these contests in different portions of Canada, but sufficient inducements were not given at outside points, so the race was held over the same course as last year.

A road race was never run in Toronto under such unfavorable conditions as Saturday. There was a gale of wind blowing and the day was very cold and small flakes of snow fell from time to time, so that the riders and spectators became quite chilled before the start.

Eight Teams Entered

ten riders each and sixty-three finished. The distance was twenty miles, of which four was on the track, and the time for the first man finishing was 1:03:50⅕, which was considered fast under the circumstances. A. Boake, of the Athenæums, was the first man to finish. R. O. Blaney, of the same club, who was expected to finish well up, punctured his tire at the end of the first three miles, just as he was leaving the track for the road. He was supplied with another wheel, but it did not suit him and he finished away back. This unfortunate accident

Reduced the Athenæum's Chances of Winning

very seriously, as Blaney was expected to make a big score.

Notwithstanding the disagreeable weather there were nearly 1,000 people present. The men were lined up in double rows along the track, twenty men in each row. Doctor Robertson, of Stratford, acted as referee, and allotted the starters their places. The riders encountered a stiff breeze on their return journey and the strongest riders gradually drew away from the sprinters. There were not many accidents under the circumstances, although the contest was responsible for a few broken wheels. Some bookmakers were present and made some money on the Royal Canadians against whom they only

Offered Even Money Against the Field.

James Crow being the first to finish on Dunlop tires, received a diamond from Manager Garland, of the Dunlop company. The first ten finishers will receive gold medals and the next ten, silver medals in honor of the event. The progress of the men was telegraphed to the track and was bulletined from time to time on an immense black-board.

The following is the score made by the various clubs:

R. C. B. C.—S. Young, 78; W. Antesy, 76; L. Bounsal, 73, W. Thompson, 70; H. Beasley, 68. Total, 365.

Toronto B. C.—G. H. Doherty, 69; T. R. Johnson, 67, C. F. Heebner, 66; H. A. McGill, 65; W. M. Campbell, 62. Total, 329.

Athenaeum C. C.—A. Boake, 80; J. Tucker, 74; W. Major, 60; W. H. Thompson, 56; A. Johnson, 53. Total, 323.

Tourist C. C.—J. Crow, 79; A. McEachern, 77; H. D. Foster, 52; A. P. Gimbert, 50; J. C. McIver, 48. Total, 306.

West Association B. C.—H. Cassidy, 72; F. Dalton, 64; J. Phillips, 59; J. Burnett, 55; J. Smith, 46. Total, 296.

Queen City B. C.—H. W. Martin, 61; H. J. Graham, 58; F. O'Connor, 57; H. Salt, 51; J. Hardy, 44. Total, 271.

Ramblers B. C.—J. Moore, 71; J. J. Marshall, 54; R. W. Chapman, 49; F. Dolson, 47; J. Simpson, 45. Total, 266.

Wanderers B. C.—F. Crowley, 75; F. E. Boulter, 63; C. Meehan, 43; W. Cameron, 42. Total, 223.

LONG-DISTANCE RECORD FALLS.

LOUISVILLE, KY., Oct. 23.—B. W. Twyman and Ross Miller started for the 100-mile record today, paced by the entire Morgan & Wright team. Miller gave up the attempt in the thirty-seventh mile, but Twyman completed the full century. The first five miles were ridden in 12:01; ten miles in 23:57; twenty miles in 48:27; twenty-five miles in 1:01:01. The time for the first fifty miles was 2:04:40, while the 100 miles were finished in 4:26:32, which is two minutes and forty-seven seconds better than the previous American record. Miller's time for the thirty-seven miles was 1:32:44.

Road Records Accepted.

The following road records have been allowed by the Century Road Club of America:

C. F. Manahan, 50 miles, 3:14:00; 100 miles, 7:18:00, August 4. Iowa state records.

J. A. McElroy, 5 miles, 16:12, August 22. Iowa state record.

G. A. Phillips, 15 miles, 37:00, August 25. New York state and American records.

Chas. Knuth and Louis Roth, 15 miles, 37:02, August 25. New York state and American tandem records.

C. P. Staubach, New York to Philadelphia, 100 miles, 8:50:00; New York to Philadelphia and return, 200 miles, 19:56:00, August 25. Course records. Meritorious ride medal awarded.

F. C. Fuhrman, Le Roy century course, 5:33:30, September 8. New York state and American 100-mile and course records.

Again the Record Goes.

ROCHESTER, N. Y., Oct. 22.—New York State riders are after the Rochester-Buffalo record in earnest, and no sooner is it lowered than another rider tries his hand at the game. Today A. B. McDonell, on a Viking, reduced the record to 2:57:02, riding the distance unpaced and cutting 11:48 off the old figures. A few hours later L. H. George, of Lockport, on a Barnes, went after the record and lowered it to 2:55:44.

William Martin, who has been riding the Stearns in Europe, has been more than successful, and has defeated the principal riders of France and Italy, winning in all over seventy first prizes, and about forty second prizes. Martin is about to leave Europe for Australia.

SENSATIONS OF A ROAD-RACER.

How it Feels to Ride in a Big Race From Back Mark—Catching The Field.

"What are your feelings while riding in a road race?" is a question that has often been asked some "stager" who has participated in a great number of these contests. A really good answer has never been given to this interrogation, so the other day I tackled a friend of mine who follows the circuit and who rides in a road-race on every possible occasion, and this is what he told me:

"It would be a pretty hard thing to exactly describe my feelings in a contest of this kind, and I can say that until one gets on the tape waiting for the 'go', he don't know what the sensations are.

"Of course, the race is uppermost in a man's mind for some hours previous to its actual occurrence, and he runs it time and time again before the start. It is in the dressing-room, however, when you are being rubbed down and while donning your racing toggery, that the 'ifs' and 'ands' of the coming contest are talked over between yourself and trainer. The programme containing the full list of competitors is spread out before you, and the handicaps of the various riders are discussed pro and con. To be sure, your own handicap is given the most consideration, and it is at this time that the heated controversies between trainer and rider come up, usually arising over the methods to be pursued after the start.

"But all this talk and thinking is brought to a sudden ending by the clerk of the course, announcing that it is time for the race, and that everything is in readiness for the start. When you reach that part of the road where the race begins and ends, and where from 50 to 200 other riders have congregated, all determined to win that race, then it is that

"Your Mind Really Becomes Turbulent,

and that you shake and shiver as though you had the ague. You size up the dozens of other riders, glance at the score-card to see what start they'll have over you or you over them, and in one corner of your brain you jot down the observation that this or that one will be easily beaten, but the one with such a serene looking countenance will prove an antagonist worth watching. His number, possibly, is two, and on looking at the score-card again you see that he is a scratch man; not only that, but he is the famous Swift, and holds the 'steen mile world's record, and has the reputation of winning every race in which he competes. You consider yourself a fair rider, but with only 1:30 handicap you really think of giving up the race right there. But then, as you look about and see those whom you know will be 'easy,' you regain a little confidence. However, your mind is a sort of balance—sometimes up and sometimes down, and to tell the truth, most times down. No matter how confident of winning you have been, when you get on the tape, your heart, so to speak, is in the toes of your shoes.

"And when the limit man, who looks as though he might be a 'stayer,' is started off six, seven, eight, or more minutes ahead of you, then it is that your circulatory organ not only seems to be in the toes of your shoes but makes an attempt to get even further away from its proper place. When the three-minute men have been sent off, you mount your wheel and are moved up the line near the tape. The two-minute men get away and

"Then Comes Your Turn

and the turn of those who are to start with you. Only a halt-minute more, but in those thirty seconds you think of more possibles than ever before in the same length of time.

" 'Ready,' " cries the starter. Your nerves are strung to the highest tension possible; your heart beats fast and loud, and your brain seems to be in a state of chaos; the reassuring words of your trainer go into one ear and out of the other; the eyes of the thousands of spectators seem to be aimed right at you and you think they can read your very thoughts, when—bang! goes the pistol and you're off. You really don't know how you got started, and you feel as though you were cleaving the air at the rate of at least ninety miles an hour; but on hearing the steady grind of other riders behind you, you settle down to business and again your spirits rise to the highest notch of confidence.

"When you started you got the lead and for a long distance did your share of the pacing, then another rider went ahead and paced the bunch for awhile. Now, to a certain extent, you can rest yourself, and you look about to see where you are and who are with you. Glancing ahead you see that

"You are Gaining on the Three-minute Bunch

and in a short time you are with them. Several riders have done their share of the pacing and again it is your turn. You spurt ahead and ride as you never rode before, you think, and your efforts are of some avail, for time and time again you pass solitary riders and bunches of two and three.

"The question that now enters your head is, 'Where are the scratch men?' Of course you do not expect them to overtake you in the first three or four miles, or in the fifth or sixth. As you glide along—not without effort, by any means—you do not have time to absorb or comment upon the beauties of the rustic scenery, but your eyes seem to be glued a few paces ahead of your front wheel and you see only the road as you swerve here and there, to clear slight obstacles. Just ahead of you are a number of riders walking, leading broken wheels, and further on others are mounting their wheels after a fall or making unsuccessful efforts to prevent themselves going over the edge of the road into the ditch. You do not fully realize what they are doing, but you do wonder how long it will be before you make the acquaintance of the roadbed or the ditch.

"It is a race of a dozen or more miles, and as you near the turning point, having covered nearly half the distance and being well in the lead as you are aware from the fact that no riders have passed you, but that, on the contrary, you have passed scores of others, your spirits ascend to the highest pinnacle of certain success, and you wonder if you couldn't get off and rest for a moment.

"Of Course You are Exuberant,

but after making the half-way turn it enters your cranium that you still have to ride just as far as you have already gone. You are tired, there is no denying that; your feet feel like chunks of lead attached to wooden legs, so void of feeling have your lower limbs become, and the nearer you approach the end, the worse you feel. You work hard and pump fast as you want to get to the tape as soon as possible. You know now that the scratch men must be somewhere near you, and while you are thinking of it—whiz! somebody goes by you. It is Number 2, and as you tack on to his rear wheel he looks like a giant, and you feel, oh! so small.

"The thermometer of your spirits registers a great decline and that successful feeling which previously pervaded you suddenly disappears, but still you have hopes. With Number 2 as a pacemaker, rider after rider drops behind you and rod after rod of the course is swiftly covered. At times

"It Hustles You to Keep Up

with the terrific clip set by your 'sure winner;' and when you do lag just a little, somebody behind yells out, 'Go on! Go on!'—and you go. At first you saw the road, now you see nothing; your mouth is full of dust, your eyes float in mud and all you do is pump, pump, pump, and snort, snort, snort. You think you'll have to stop—and you do. Number 2 falls and you and a half dozen other riders with him. As soon as you regain what little sense has not been shaken out of you by the ride and fall, you mount your wheel and hustle off for the tape. The other riders do likewise.

"Now both sides of the road are filled with people—anxious people, excited people, cheering people, all of whom you think want some one else to win. But you push and push, and when within a few rods of the tape there seems to be three or four hundred riders back of you, all determined to beat you in. You put forth one more great effort and

"You've Crossed that Long-looked for Tape.

You hear more cheers and you feel sure that the race is yours. Your legs refuse to help you along any further, and the bicycle slackens up; your trainer pulls you from the wheel and rushes you to the dressing quarters. There you had not expected to see more than two or three people, but when you count thirty or thirty-five your heart again tries to get away from you.

"When the announcement is made that you won twelfth prize, and that you finished just back of the time-prize winner, and that most of the riders whom you found in the dressing-room came back without completing the race, you feel better satisfied with yourself and declare that next time you will hump yourself and win."

INCIDENTS ABOUT LITTLE MICHAEL.

An American who was one of the spectators of the Michael-Barden fifty-kilometer race on the Buffalo track in Paris on August 24, tells a very interesting story of the many tricks resorted to in racing on the French tracks, which we on this side of the Atlantic know nothing of. The Buffalo track is five laps to the mile and of wonderful construction, being of cement, and banked very high. Several tunnels reach from the inclosure to the dressing-rooms, a telephone connecting the judges' stand with the various parts of the ground. After the men are pushed off, the inside of the track is entirely cleared, so avoiding the confusion that is so noticeable at our meets.

But to return to the race. Each man had a small army of pacemakers, mounted on tandems, triplets, and quads, and at one stage of the game fifteen of these machines were counted on the track at one time, which, when the size of the track is remembered, makes it little short of wonderful that no accidents happened. The pace set was terrific, rangingfrom 1:56 to 2:10 for the mile, the remarkable feature being that no pacing machine did duty for more than a half mile. But the pick-ups were so neatly accomplished that no time was lost.

At one time Michael wanted a drink. The method of getting stimulants is for some one mounted on a single to take a tin cup of water, and then gradually increase his speed to suit that of the racer; then as they ride side by side it is easy to hand over whatever the man wants. Every time that Michael took the cup, Barden would sprint and the little Welchman was forced to throw his drink away untouched, but finally amid the cries of the excited Parisians their idol succeeded, and the race went merrily on.

Another incident that illustrates what past masters they are at the game occurred when, notwithstanding all Michael could do, Barden persistently stuck to his rear wheel, Michael suddenly back pedaled, forcing Barden to do the same, and then jumped again for the quad. Before the Englishman knew what had happened he was deep in the ruck, and shortly afterward the midget had scored another lap on him. Michael is a wonderful rider. He seems capable of holding any pace set for him, however fast. This is all the more noteworthy when it is considered that he is even smaller than our diminutive Bliss.

NEW YORK SHOW ALLOTMENTS.

NEW YORK, Oct. 23.—The Madison Square Garden people have finally allotted the spaces for the New York Cycle Show, January 18 to 25. Of the 342 spaces, 299 have been allotted, leaving 43 for those who send their application in late. The list is as follows:

1-2 Yost Mfg. Co.
3-5 Davis Sewing Machine Co.
6-7 Eclipse Bicycle Co.
8-10 Barnes Cycle Co.
11 Light Cycle Co.
12-13 St. Louis R. & W. G. Co.
14-17 Fowler Cycle Co.
18-19 Hay & Wilits Mfg. Co.
20-21 Gendron Wheel Co.
22-23 McKee & Harrington.
24 Kenwood Mfg. Co.
25-26 Columbus Cycle Co.
27 28 National Cycle Mfg. Co.
29 G. M. Shirk Mfg. Co.
30 Zenith Cycle Co.
31 W. W. Whitten.
32 Acme Cycle Co.
33-35 Porter & Gilmour.
36 Capitol Mfg. Co.
37 Buffalo Wheel Co.
38 Winton Bicycle Co.
39 George M. Hendee.
40 Henley Bicycle Works.
41-42 Fenton Metallic Mfg. Co.
43 International Mfg. Co.
44-46 Crawford Mfg. Co.
47-50 Syracuse Cycle Co.
51-55 Indiana Bicycle Co.
56-57 Relay Mfg. Co.
58 Premier Cycle Co.
59 Rouse, Hazard & Co.
60-63 G. N. Pierce & Co.
64-68—Humber & Co.
69-71 Plymouth Cycle Mfg. Co.
70-72 Lozier Mfg. Co.
73-76 Peerless Mfg. Co.
77-80 Eagle Bicycle Co.
81-88 Gormully & Jeffery Mfg. Co.
89-91 93 Monarch Cycle Mfg. Co.
90-92-94-96 Hulbert Bros. & Co.
95 Sieg & Walpole Mfg. Co.
97-98 Royal Cycle Works.
99 O. J. Faxon & Co.
100-101 Bridgeport Gun Implement Co.
102-105 Ames & Frost Mfg. Co.
106 Grand Rapids Cycle Co.
107 Adams & Westlake Co.
108-110 Waltham Mfg. Co.
109-111 Warwick Cycle Mfg. Co.
112 A. M. Sheffey & Co.
113 Marion Cycle Co.
114-119 Western Wheel Works.
120-127, 146 A. G. Spalding & Bros.
128-135 Pope Mfg. Co.
136-139 Sterling Cycle Works.
140, 142, 144 Remington Arms Co.
141, 143, 145 Union Cycle Mfg. Co.
147, 148, 150 Central Cycle Co.
149 White Sewing Machine Co.
151 Oliver & Co.
152-155 Tinkham Cycle Co.
156, 158, 160, 162 Liberty Cycle Co.
157 Lovell Arms Co.
161-163 Keating Wheel Co.
164-171 E. C. Stearns & Co.
172, 176, 178 R. H. Wolff Co.
177-179 Parkhurst & Wilkinson.
180-181 Black Mfg. Co.
182-184 George Worthington Co.
185-187 Columbia Rubber Works Co.
188 Climax Saddle Co.
189 Butler & Ward.
190 H. G. Shepard & Sons.
191 Trenton Watch Co.
192 Reed & Curtis Machine Screw Co.
193 Moore Cycle Fittings Co.
194 Howard Watch & Clock Co.
195 Indiana Novelty Co.
196 Fox Machine Co.
197 Manhattan Rubber Co.
198-199 Buffalo Wheel Co.
200 Gilbert & Chester Co.
201-202 Stover Mfg. Co.
203-204 Swiger.
205-206 Shoverling, Daly & Gales.
207-208 Windle Cycle Co.
209-210 Ames Mfg. Co.
211-212 Arnold, Schwinn & Co.
213-214 A. L. Moore Co.
215 Phillips Wheel Co.
216 J. J. Warren Co.
217 Stanley Cycle Co.
218 Rosenfeld & Co.
219 H. Hardy.
220 American Sewing Machine Co.
221 G. W. Cole & Co.
222 Newton Rubber Works.
223-224 Hartford Rubber Works Co.
225 J. H. Williams & Co.
226 Mechanical Fabric Co.
227 Davis & Stevens.
228 Persons-Muller Co.
229 Cushman & Denison.
230-231 American Dunlop Tire Co.
232-235 R. B. McMullen & Co.
236-238 Elastic Tip Co.
339-240 Anglo-American Cycle Fittings Co.
242-242 Excelsior Supply Co.
243 Leng's & Sons Co.
244 Tie Co.
245 Hall-Shone Co.
246 Standard Watch Co.
247 New Departure Bell Co.
248 Boston Woven Hose & Rubber Co.
249 Indianapolis Rubber Co.
250-252 Supplee Hardware Co.
253-254 New York Tire Co.
255-256 Combination Cycle Co.
257-258 Hunter Arms Co.
259-260 Toledo Mfg. Co.
261 F. M. Buckley.
262 Hampshire Cycle Co.
263 Arlington U. Betts & Co.
264-265 New York Belting & Packing Co.
266 Snyder & Fisher.
267 Billings & Spencer.
268 Brown-Lipe Gear Co.
269 Willard & Conroy.
270 Queen City Cycle Works.
271-273 Packer Cycle Co.
274 Owen Mfg. Co.
275-276 John McClave & Son.
277 Eastman Kodak Co.
278 Decker Cycle Co.
279 M. F. Edwards.
280 F. D. Owen.
281 New Haven Chair Co.
282 E. K. Tryon, Jr., & Co.
283 Sager Mfg. Co.
284 United States Projectile Co.
285 Bradley Stencil.
286 Manufacturers' & Merchants' Warehouse Co.
287 A. Schrader's Son.
288-289 Champion Mfg. Co.
290-291 Eclipse Cement Co.
292 Speeder Cycle Co.
293 Allerton Lubricating Co.
294 American Clock.
295 John H. Graham.
296 Standard Cycle Works.
297-299 Worcester Cycle Co.

TOLD IN A FLANDERS' INN.

A wheelman recently entered an inn in a little village of western Flanders. When the landlady saw his bicycle she began to laugh, and it seemed as if she would never stop.

"Well, madam, what do you see to laugh at?" inquired the cyclist. Then the good woman told the following story:

A few years ago, when the bicycle was entirely unknown here, a gentleman arrived at the inn with a machine that I now know to be a bicycle. "Madam," said he, "can you give me something to eat? I am dying with hunger; my horse has run farther than usual; I have four miles yet to go, and it will take me half an hour."

"And where is your horse?" I asked.

"It is here," said he, showing his machine.

I was more dead than alive, not knowing whether he was a fool or insane. The curate, happily, was just passing. I ran to the door and explained to him briefly what had passed. The curate talked with the man who spoke of his horse, saying that it was a good one which never ate anything but was satisfied with a few drops of oil. The curate spoke to me quietly, telling me to go fetch the constable. While the curate was waiting, he commenced to pray. When the constable arrived the mysterious stranger asked him if he came to see his horse.

"Where is your horse?" asked the constable.

"Here it is," replied the cyclist.

"But that is not a horse," said the constable.

"What! you say that it is not a horse?" and the wheelman jumped upon the thing and sped away like a hare.

"It is Satan," said the curate.

"He is a magician," said the constable, and I thought he was a wizard. And we were glad to be rid of the devil and his devilish machine. But a few moments afterward he returned to see if his supper was ready. When I told him that it would be ready in about half an hour, he asked if there were not some interesting sights to be seen in the neighborhood.

"Yes," said the curate, who seemed to be taken with a sudden resolution, "the constable and myself will accompany you."

"My horse will go faster than you."

"All right, go ahead," said the curate; "we will follow you. Take the left and you will find the ruins of an old castle. We will join you there."

An hour had scarcely passed when the trio returned, the stranger being handcuffed. What had happened? The wizard had said the time was not far distant when the bicycle would be used by everybody, and that was all that was necessary, the curate and constable thought that he was a conspirator, and notwithstanding his protests they locked him up in the house and put his horse out of sight. They rang the fire bell; in the wink of an eye the whole village was on foot; the women made the sign of the cross, the children hid under their mothers' skirts, and the men ran armed with pitch-forks. It was not until after three days that the unfortunate cyclist was released, when some letters were received from his natal city stating that what he claimed was the truth.

A QUEER COINCIDENCE.

When Johnny Johnson, the speedy Minneapolis rider, and Tom Eck, the well-known old-time racing man, trainer, and manager, joined forces the combination was dubbed by some bright mind, "Johnson and Tomek," an odd arrangement to say the least; yet chance in one of its peculiar freaks has associated two Chicago people of precisely the same names, and on N. Lincoln Street one may see the sign:

JOHNSON & TOMEK,
FURNITURE.

It can hardly be possible that the record breakers have gone into the wood working business.

Another odd thing in connection with these two names has just come to light in looking over the statistics of the Chicago city directory. In the 600,000 names to be found in this bulky volume, that of Johnson appears the most times while the only one that is quoted but once is that of Eck.

WIND CAUSES SLOW RIDING.

TOMAH, WIS., Oct. 18.—The wind made fast riding impossible at the bicycle races today, which resulted as follows:

Half-mile novice.—W. B. Pengilly, first; J. McKane, second; W. Witkiner, third. Time, 1:25⅘.

One-mile handicap.—C. M. McCoy, first; C. F. Foster, second; Guy Poole, third. Time, 3:10⅕.

One-mile championship, Monroe County.—Won by C. F. Foster. Time, 3:28⅕.

Half-mile, Class A.—G. H. Anderson, first; Guy Poole, second; C. M. McCoy, third. Time, 1:19.

Five-mile handicap.—L. W. Bailey, scratch, first time prize: H. Olson, first prize; C. F. Foster, scratch, second. Time, 17:14.

PROPELLED WITH COMPRESSED AIR.

JEFFERSON, IOWA, Oct. 21.—A new bicycle, operating in a totally different manner from any that has ever been devised, has been invented by Michael Leahy, of Pocahontas Center, this state. Instead of being propelled by sprocket wheels and a chain, it works with compressed air, which is pumped by the motion of the cranks into a reservoir of which the seat composes a part. The weight of the rider forces the air under pressure into cylinders on either side of the driving wheel, where the pressure is converted into power that is applied directly to the wheel. It is said a high rate of speed can be developed at slight muscular expenditure.

A NEW KIND OF TRACK.

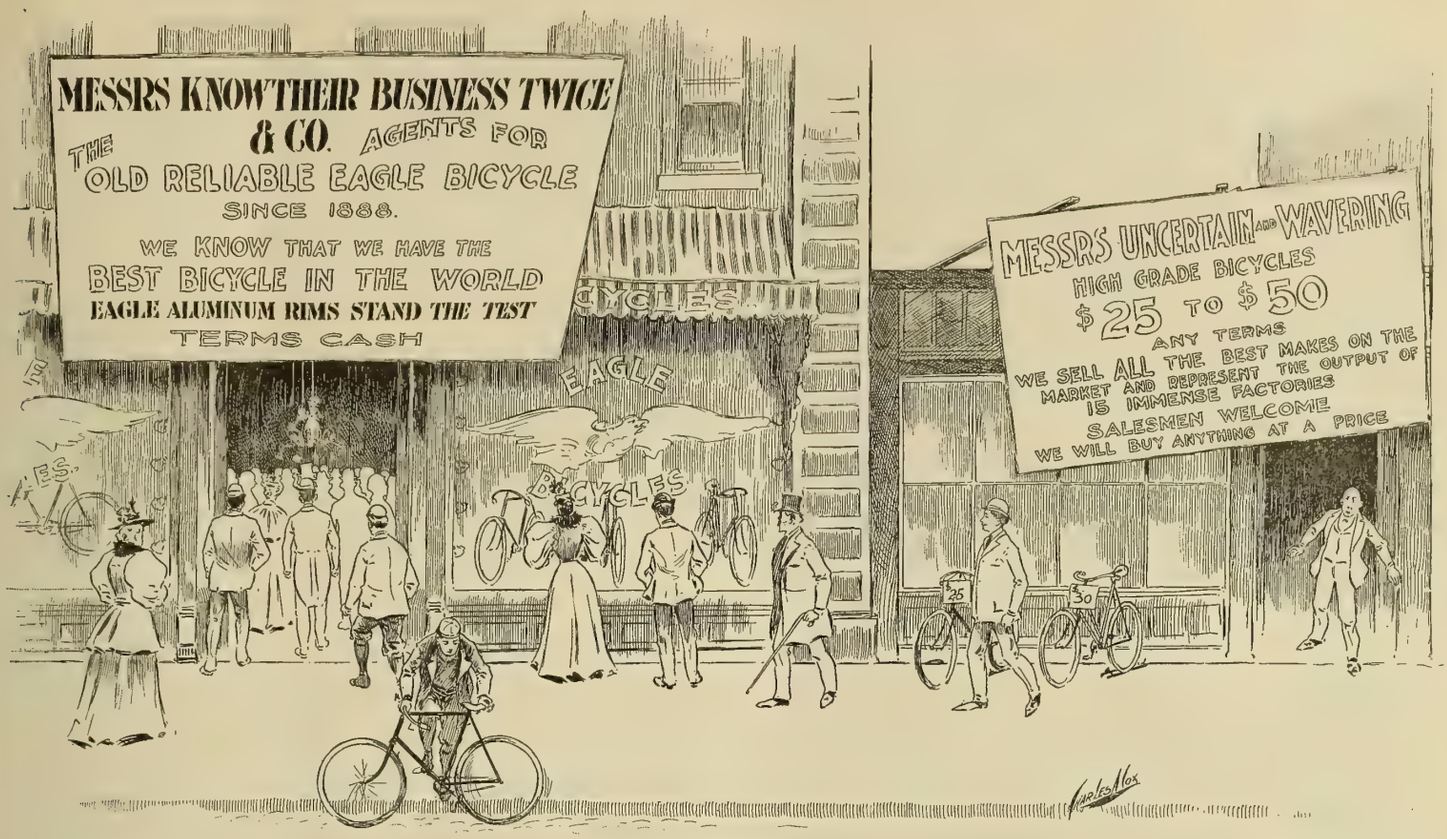
SAN BERNARDINO, CAL., Oct. 7.—There is a proposition on foot in this city to build a one-mile horse track in the shape of a figure 8, in one end of which there will be constructed a modern bicycle track. The place is to be kept in the finest style, and every effort will be made to maintain the track as one of the finest in the country. Attached to the track will be both warm and cold swimming tanks.

A Practical Electric Lamp.

A traveling man who passed through Chicago this week had with him an electric lamp which is certainly the best yet put on the market. His firm will make this lamp the coming year, but is not yet ready to make its plans public. The lamp weighs 1½ pounds, and is of six-candle power. It is 3x4½ inches, and two inches deep. It is charged for 2½ cents, and one charge will burn nineteen hours. It is impossible to break the lamp by an ordinary fall, and the light can not be jarred out.

Crimson Rim Records.

The following records have been placed to the credit of the Sycamore band the past week, and the Syracuse Cycle Co. is correspondingly exuberant: Harry Clark, two-mile unpaced, Class A, 4:30⅘; C. C. Collins, one-mile competition, Class A, 2:02⅘; Harry Clark, one-mile unpaced, Class A, 2:05⅕; Swanborough, Stone, Dixon, and Conibear, on a quad, one-mile unpaced, 1:47⅘.



AND HE WONDERS WHY THEY GET THE BUSINESS.

There is a difference between an ***"agent"*** and a ***"customer."***

Eagle agents are ***not*** merely ***customers,*** they ***represent*** the Eagle Bicycle Mfg. Co.

They find it to their advantage. So would you.

BRANCH STORES:

Chicago: 7 E. Adams Street.
New York: 88 Chambers Street.
Boston: 7 Portland Street.

The Eagle Bicycle Mfg. Co.

Factory: Torrington, Conn.

CHICAGO CYCLING EVENTS.

The Lincolns' Hard Century Race—Westcott's Designs on the Century Record Nearly Succeed—Other Local Affairs.

The first 100-mile road race ever ridden in Chicago was that of the Lincoln Cycling Club, run last Saturday over the Wheeling-Waukegan course. There was a gale of cold wind blowing from the north, and only eighteen men of the thirty-seven who entered for the race started upon the hard ride, which was one of the worst of the season in road-racing affairs. A large crowd gathered to see the start, and interest was felt in the race all along the course. W. J. Richardson was the first rider to start. He had a handicap of 3½ hours, and got away at 6:30 o'clock. The scratch men, W. Scarlett and F. Schmidgall, started at 10 o'clock. There were many accidents along the road, and the riders who quit came back with many tales of woe. Some lost the course and wandered off in the wrong direction, others ran into wagons or had trouble with road hogs, while still others had their wheels give out beneath them. The race was not fast on account of the wind, and there were no exciting finishes, except in the case of R. A. Parsons and A. M. Griffith, who finished only about five feet apart.

How the Riders Finished.

W. Raab won the race in 6:57:00, with a handicap of 1:30:00. Will Scarlett, who started as a scratch man, won first time in 6:47:30, notwithstanding he had run into a wagon and broken his wheel, borrowing from Curtis one that he in his turn had borrowed from Parsons when his own gave out. Griffith and F. M. Lang deserve great credit for the manner in which they both finished the race, as it was their first attempt at century riding.

The following is the order of the finishes:

PO.	NAME.	HDCP.	TIME.
1	W. Raab	1:30:00	6:57:00
2	R. A. Parsons	3:00:00	8:56:00
3	A. M. Griffith	1:15:00	7:26:30
4	F. J. Volkman	1:00:00	6:59:00
5	W. J. Richardson	3:00:00	10:03:00
6	W. Scarlett	scratch	6:47:30
7	C. T. Wittstein	2:00:00	8:56:30
8	F. Schmidgall	scratch	7:09:00
9	G. Stannard	1:00:00	8:24:00
10	F. M. Lang	1:30:00	9:09:00

Sunday's Races and Record Attempts.

The Fitzgerald & Farmer five-mile road race, held on the Oak Park course last Sunday, was won by R. W. Bradshaw in 15:54, with a handicap of three minutes. H. E. Wood, a scratch man, won first time in 15:25, and C. E. Hammerley, the only other scratch man, finished but two minutes behind him and took second time. S. A. Sanderson finished in second place in 16:13, H. J. Schubert finished third, and H. P. Condon, fourth.

The woman's Elgin-Aurora record of 6:56:00, held by Mrs. George Bunker, was lowered to 6:52:15 last Sunday by Matilda Anderson. She was paced by members of the Monitor C. C., and left Chicago at 6:10 a. m., reaching Elgin at 8:47. She finished at Halsted Street and Washington Boulevard at 1:02:15 p. m., lowering the former record more than three minutes.

Westcott at Last Successful.

After his many unsuccessful attempts to lower the century record over the Waukegan course, C. A. Westcott last Sunday rode the distance in 5:40:00, thereby lowering the course record 55 minutes and coming within 10 minutes of the American 100-mile record. He was paced by the three tandem teams composed of Peck and Catto, Jordan and Lobdell, Steele and Fuller. As though it was impossible for the event to come off without some accident, the tandems broke down, and Westcott had to ride a long distance unpaced, but Peck and Catto brought him back from Evanston.

The opening of the new quarters of the America C. C. at 40 Dearborn Street was attended by 200 guests. This is the only downtown cycling organization in the city, and its membership has grown so much that the club became too large for its former rooms at 90 Dearborn Street, and had to find others. The card and reading rooms have become the gathering place of many of the young wholesale business men who are interested in cycling.

ROAD RECORDS SMASHED.

BUFFALO, N. Y., Oct. 20.—Yesterday and today witnessed five successful attempts to lower as many local records and with them also fell the marks of more than one American road record. Yesterday A. B. McDonell, of Rochester, and Charles Iven, also of the Flower City, went for the Buffalo-Corfu twenty-five-mile record, Iven going the distance in 59:15, and McDonell shaving that to 51:55. W. L. Steimal, of the Buffalo Ramblers B. C., did 100 miles over the Erie to Buffalo course in 4:45:10, placing in a new notch the American road record for the distance. When Iven, in his Buffalo to Corfu trial, reached the latter place he decided to continue on to Rochester and made the seventy-one miles between Buffalo aud his home in 3:09:15, cutting down the record of 3:18:10 made by McDonell a week ago. For one day that seems to have been sufficient.

Today, however, Fred C. Fuhrmann, of the Ramblers, left the *Courier* office at 5 a. m. to try for the double century record over the Erie course. He did the trick in 11:58:15 lowering the record of the course from 13:10;40, and also beating Searle's American road record of 12:44:45. Tomorrow E. F. Leonert will go the Erie-to-Buffalo route preparatory to an attempt to better Fuhrman's mark.

So many fake records have been exploited hereabouts of late that now indisputable evidence is required before credence is given to any claims, but the foregoing records, beyond all question, were honestly made. That they will be bettered by local men is a question for they were made in circumstances that could not well be improved. McDonell, Iven, and Steimal were assisted along by a heavy wind that blew with all its autumnal force, while the roads were in excellent condition. The elements could not have been more favorable for fast time.

Fuhrman rode from Fredonia to Erie, about sixty miles, in a snow storm that troubled him a little, but he found the roads good over the entire course, and is satisfied that in no way could he have done better.

EVENTS IN THE BRITISH ISLE.

LONDON, ENG., Oct. 12.—The weather last Saturday was wretched in the extreme, rain falling from a leaden sky nearly the whole day. As a consequence cycle racing was marred everywhere. The attempts at record which were to have been made at the Amia C. C. meeting at Herne Hill were abandoned. The five-mile scratch race for the club championship was won by A. F. Sadler in 13:39⅗. A twenty-five-mile club handicap fell to W. J. Andrews, ten minutes start, in slow time. There were two open events—a half-mile handicap, won by A. Clark, eighty yards, and a mile handicap won, after a fine race, by W. S. Yeoman, ninety yards.

Eight riders started in the fifty-mile race at High Beech for the handsome challenge cup presented to the Essex Union by the Earl of Warwick. E. H. Ainsworth cut out the pace for thirty-four miles, when H. C. Horswill secured the lead, eventually winning in 2:10:05⅗, W. H. Knight being second, and Ainsworth third.

The Barden-Michael match at Cardiff fell through on Saturday, Barden scratching at the last moment. Michael was awarded the first deposit of 600 francs.

A Very Interesting Function

took place last Monday evening at the Cafè Royal, Regent Street, where J. K. Starley gave a recherchè dinner to a company of cycling and daily press men and their friends, in celebration of the tenth anniversary of the Rover, or modern bicycle. Starley occupied the chair, and the loyal toast duly honored, E. R. Shipton, the secretary of the Touring Club, gave "The Cycle." He took a dive into the past history of the bicycle and noted the various important advances made. The Rover, he said, was not a happy accident, but a well-thought-out machine. In the room were two specimens of the Rover, one built in 1885, when Golder broke the fifty-mile-road record upon it, and another built this year for Platt Betts, upon which that racer recently rode fifty miles on the path in world's record time. These machines attracted much attention.

The Simpson Lever Chain

has been simply deluged with hostile criticism during the past week. It is now stated that the speed trials held upon the road the end of last week were performed on a falling gradient and before a wind. Under these circumstances there is nothing very remarkable in the flying straightaway quarter in :20⅘ on the tandem and single safety, the flying half-mile in :44⅘ on the tandem, and the flying mile in 1:39. In the *Cyclist* is reported a comparative test recently made with the identical racers, except that one had a plain chain and the other the Simpson patent. The test took place on a track and showed the appreciable difference of two seconds in a quarter-mile in favor of the machine with the plain chain. There seems but small likelihood of much more being heard of the novelty, although a small crop of other chains are promised at the shows.

Unsatisfactory Racing Contests.

The twelve-hour contest recently held in Guernsey did not prove a success, owing to the bad weather. The track surface of cinders resembled a muddy road. The winner, G. Froome, covered only 148 miles. During the race he collided with a roller, losing several laps, also some teeth.

The Armour Vigoral Shield is not yet done with. The Polytechnic Cycling Club and the Essex Wheelers tied. Next Saturday another race of thirty miles will take place at Wood Green to decide the tie, one man from each club competing.

A cycle carnival at Exeter, and a cycle parade at Wellington have recently been held with great success.

CENTURY RECORD LOWERED.

BUFFALO, N. Y., Oct. 17.—Alexander B. McDonell, who rode into this city at 4:25 o'clock this afternoon, having left Erie, Pa., at 11:30 in the morning, claims to have broken the world's record for the road century, as well as all previous records for the course. He came all the way through without pacemakers, and his time is just thirty-one minutes better than the best previous record of 5:26.

TWO THIRD-MILE RECORDS GO.

NAPA, CAL., Oct. 16.—Two world's records were broken here yesterday by Walter Foster, who rode a third-mile paced in :30 flat, and a third-mile unpaced in :32⅖, lowering the former record by six seconds

THOUSANDS of folks think that any wheel will do for them.

They find out their mistake after a time.

It's just like buying a pair of shoes.

Good leather wears. Poor leather doesn't. To the general buyer both leathers look very much alike.

So in bicycles. Perhaps hundreds of other wheels will look like the Sterling,

But not one of them will give so much solid satisfaction.

The Sterling is the only bicycle that is "built like a watch," special care given to the very minutest detail.

It has been nicknamed the "Solid Sterling."

Everything about it is useful and lasting, as well as graceful and beautiful.

It is not a "fad" machine.

Dealers like it as well as riders do.

How about you?

STERLING CYCLE WORKS,
274-276-278 Wabash Avenue,
CHICAGO.

PACIFIC COAST AGENCY,
314 Post St., San Francisco.

Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Hamilton and his Syracuse

In announcing last week that W. W. Hamilton had made another bold stroke for the Morgan & Wright slab of gold by riding an unpaced mile at Denver in 2:00⅖, we made an important error in not stating that he used a crimson-rimmed Syracuse bicycle. This error was due to his having, for a time, used another wheel.

By glancing at the opposite page the reader will see that since our last advertisement Morgan & Wright tires have captured the remarkable number of fifteen world's records. We have not yet compiled the total number of world's records won this season, but the list should be a "whopper." Of those tabulated this week the quarter-mile, unpaced, flying start, was made by O. L. Stevens, on an America, at Hedrick, Iowa, Oct. 17; one-third mile, unpaced, flying start, by the same man, at the same time and place; two-thirds mile, unpaced, by W. W. Hamilton, on his Syracuse, at Denver, Oct. 16; one mile, flying start, unpaced (this record now belongs to Hamilton), by Harry C. Clark, on a Spalding, at Denver, Oct. 17; one mile, competition, A, by C. C. Collins, on a Syracuse, at Denver, Oct. 17; one mile, tandem, by Anderson and Van Herik, on a Barnes' Tandem, at Louisville, Oct. 14; one mile, quad, by Swanbrough, Conibear, Stone, and Dickson, on a Syracuse, at Denver, Oct. 17; two miles, tandem, by Anderson and Van Herik, on a Barnes' Tandem, at Louisville, Oct. 17; two miles, paced, flying start, B, by Wm. De Cardy, on a Syracuse, at Louisville, Oct. 14; three miles, tandem, by Anderson & Van Herik, on a Barnes' Tandem, at Louisville, Oct. 14; three miles, paced, flying start, B, by Arthur Gardiner, on a Thistle, at Louisville, Oct. 14; four miles, paced, flying start, by the same man, at same time and place; four miles, tandem, by Anderson and Van Herik, on a Barnes' Tandem, at Louisville, Oct. 14; five miles, tandem, by the same men, at the same time and place; five miles, paced, flying start, by Arthur Gardiner, on a Thistle, at Louisville, Oct. 14.

Following is a list of those who have been winning on Morgan & Wright tires since our last advertisement. We believe this list to be absolutely correct, but will be glad to receive corrections:

Rider.	*Wheel.*
Alex. Aitkens	Syracuse
Guy Belt	Imperial
J. P. Bliss	Monarch
W. C. Bode	Fowler
F. W. Buckley	Syracuse
John Clarke	Jupiter
F. Clifford	Syracuse
J. W. Coburn	Syracuse
L. Coburn	Syracuse
Tom Coburn	Syracuse
Will Coburn	Syracuse
C. C. Collins	Syracuse
Tom Cooper	Monarch
J. B. Cottle	Sterling
F. De Cardy	Syracuse
W. De Cardy	Syracuse
C. E. Dow	Sterling
J. J. Dukelow	Syracuse
F. Falburg	Syracuse
H. E. Fredrickson	Sterling
Arthur Gardiner	Thistle
W. W Hamilton	Syracuse
F. R. Hattersley	Syracuse
C. S. Henshaw	Syracuse
L. C. Johnson	Stearns

Rider.	*Wheel.*
Peter Jones	Lovell Diamond
W. E. Kenyon	Thistle
H. C. Kingsley	Buckner Special
Lang and Harding	Syracuse
O. W. McBride	Smalley
Adolph Manson	Lightning
C. Moorehead	Syracuse
H. Monson	Unknown
Barney Oldfield	Falcon
C. Scharff	Syracuse
Smith and Campbell	Syracuse
E. Stade	Syracuse
Free C. Stevens	Syracuse
O. L. Stevens	America
A. H. Stewart	Thistle
H. Sutherland	Dayton
Ed Ramser	Dayton
W. K. Rush	Syracuse
C. E. Tivy	Dayton
Tivy and Widner	Dayton
H. Wa-ken	Thistle
J. W. Warnken	Thistle
C. Wa-son	Sterling
C. S. Wells	Syracuse

In putting out the Morgan & Wright quick-repair tire it was deemed well to give it a distinguishing feature. The valve stem was decided upon. You can always know a Morgan & Wright quick-repair tire by the fact that

Its stem is red.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Fifteen World's Records in One Week.....

One-quarter-mile, unpaced, flying start	:23 1-5
One-third-mile, unpaced, flying start	:33 2-5
Two-thirds-mile, unpaced	1:18 4-5
One mile, unpaced, flying start	2:05 1-2
One mile, competition, Class A	2:02 4-5
One mile, tandem	1:51
One mile, "quad"	1:47 2-5
Two miles, tandem	3:53 4-5
Two miles, paced, flying start, Class B	3:53 2-5
Three miles, tandem	6:01
Three miles, paced, flying start, Class B	5:55 3-5
Four miles, paced, flying start, Class B	7:58 2-5
Four miles, tandem	8:09
Five miles, paced, flying start	9:58 1-5
Five miles, tandem	10:18

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



Two Trips Aro

And Twenty Trips Abroad

One trip around the world as first prize to the dealer who sells the greate
the manager of the Waverley Branch Store selling the greatest number of wheels
Liverpool, London, Antwerp, Brussels, Rotterdam, The Hague, Amsterdam, Colog

A magnificent pleasure trip, with every expense paid by the Indiana Bicycle
Many other surprising features in store for Waverley Agents in '96. Do you hand
—and the dealers selling it next year will have the trade of his locality. We ha

While Others Follo

Just as well ride at the head of the procession. Get the Waverley A
If you are in business for your health you probably don't need our assistance,
to talk to you.

INDIANA BICYCLE COMPA

BRANC

ATLANTA, GA., 42 Peachtree Street.
BUFFALO, N. Y. 602 Main Street.
BOSTON, MASS., 38 Columbus Avenue.
CHICAGO, ILL., 184 Madison Street.

COLUMBUS, OHIO, 150 N. High Street.
CINCINNATI, OHIO, 243 Vine Street.
DAYTON, OHIO, 12 W. Second Street.
DENVER, COLO., 1629 Stout Street.





und the World

o Waverly Agents in '96.

mber of Waverleys, and in 1896 one trip around the world as first prize to
g 1896, **and Twenty Tours Abroad,** taking in all the principal points of interest,
ne Rhine, Mayence, Heidelberg, Strasburg, Paris and other points.

ny. Full particulars of prize trips furnished to our agents only, by circular letter.
best and most popular wheel in the world? There is but one—**THE WAVERLEY**
eral intensely interesting features as yet unannounced.

We Always Lead.

It's worth something to be in front, especially when there is lots of money in it.
you are a **business** man and in business for the money there is in it, we want

INDIANAPOLIS, INDIANA.

USES:

LOUISVILLE, KY., 350 W. Jefferson Street.
NEWARK, N. J. 498 Broad Street.
NEW YORK CITY, 11 E. 59th Street.
NEW YORK CITY, 30th Street and Broadway.
NEW YORK CITY, 67 Cortlandt Street.
PHILADELPHIA, PA., 913 Arch Street.
SAN FRANCISCO, 18-20 McAllister Street.
SPRINGFIELD, MASS., Masonic Building.



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BICYCLES.

THE BEARINGS Cycling Authority Victoria

Waverley Bicycles.

Waverley Bicycles.

Two Trips Around the World

And Twenty Trips Abroad to Waverley Agents in '96.

One trip around the world as first prize to the dealer who sells the greatest number of Waverleys, and in 1896 one trip around the world as first prize to the manager of the Waverley Branch Store selling the greatest number of wheels during 1896, **and Twenty Tours Abroad,** taking in all the principal points of interest, Liverpool, London, Antwerp, Brussels, Rotterdam, The Hague, Amsterdam, Cologne, The Rhine, Mayence, Heidelberg, Strasburg, Paris and other points.

A magnificent pleasure trip, with every expense paid by the Indiana Bicycle Company. Full particulars of prize trips furnished to our agents only, by circular letter. Many other surprising features in store for Waverley Agents in '96. Do you handle the best and most popular wheel in the world? There is but one—**THE WAVERLEY**—and the dealers selling it next year will have the trade of his locality. We have several intensely interesting features as yet unannounced.

While Others Follow We Always Lead.

Just as well ride at the head of the procession. Get the Waverley Agency. It's worth something to be in front, especially when there is lots of money in it. If you are in business for your health you probably don't need our assistance, but if you are a **business** man and in business for the money there is in it, we want to talk to you.

INDIANA BICYCLE COMPANY, INDIANAPOLIS, INDIANA.

BRANCH HOUSES:

ATLANTA, GA., 42 Peachtree Street.
BUFFALO, N. Y. 602 Main Street.
BOSTON, MASS., 88 Columbus Avenue.
CHICAGO, ILL., 184 Madison Street.

COLUMBUS, OHIO, 150 N. High Street.
CINCINNATI, OHIO, 248 Vine Street.
DAYTON, OHIO, 12 W. Second Street.
DENVER, COLO., 1629 Stout Street.

LOUISVILLE, KY., 350 W. Jefferson Street.
NEWARK, N. J. 498 Broad Street.
NEW YORK CITY, 11 E. 59th Street.
NEW YORK CITY, 30th Street and Broadway.

NEW YORK CITY, 67 Cortlandt Street.
PHILADELPHIA, PA. 913 Arch Street.
SAN FRANCISCO, 18-20 McAllister Street.
SPRINGFIELD, MASS., Masonic Building.

Waverley Bicycles.

Waverley Bicycles.

THE AM

Manufactured by

INTERNATIONAL MFG. CO.,

194-198 S. Clinton St., Chicago,

Exclusive Owners of the

Original and Only Patent

ISSUED FOR A

Truss Frame Bicycle

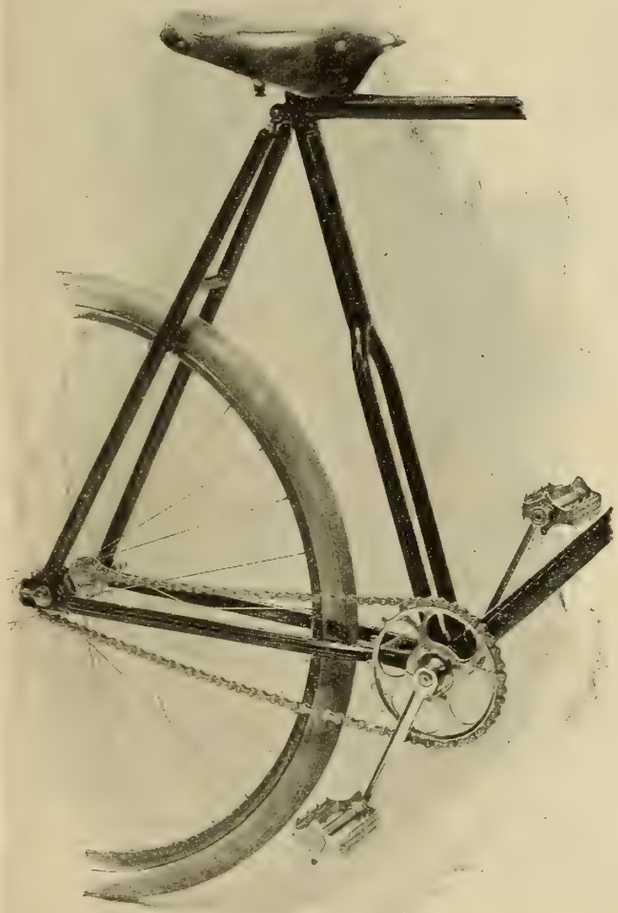
PATENT No. 541,811

Issued to Mr. E. M. GRAHAM, Superintendent of Construction of THE AMERIC

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TRUSS FRAME BICYCLE



Patent No. 541,811

Issued to Mr. E. M. Graham, Superintendent of Construction of The America.

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Issued

THE AMERICA

Manufactured by

INTERNATIONAL MFG. CO.,

194-198 S. Clinton St., Chicago.

Exclusive Owners of the

Original and Only Patent

ISSUED FOR A

Truss Frame Bicycle

PATENT No. 541,811

Issued to Mr. E. M. GRAHAM, Superintendent of Construction of THE AMERICA

THE BEARINGS Bicycling Authority of America





TRUSS FRAME BICYCLE

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Issued to Mr. E. M. Graham, Superintendent of Construction of The America.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, OCTOBER 24, 1895. No. 7.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Office and Factory,
142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

THINGS IN GENERAL.

Wherein is Explained why our Help can find Employment Elsewhere.

To read some of the able (?) advertisements of one or two competitors, one who didn't know might think that a "for rent" sign was on our door, and our plant for sale at a sacrifice on account of the loss of some of our help.

There is an old saying that "there's just as good cod-fish in the sea as ever came out," and this applies to factory help as well as office help.

We notice it is very easy for help which has left our employ to obtain positions with our competitors. The competitors must be glad to get some of our ideas. They are welcome to them. We have plenty more.

A few single ideas didn't make the Fowler what it is. What did it, was the combined force of many harmonious workers carried on toward one end: "Perfection," under the eye of one chief.

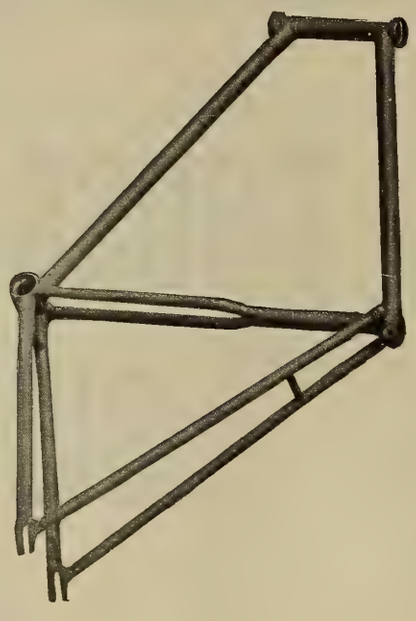
This policy will be continued under the **same management** as before—the management that has guided the Fowler to success and fame through years of hard work and discouragement.

The loss of a few help will **not** send us to the "demnition bow-wows."

The Fowler is the equal of any bicycle, and will always continue to be so.

"THE FRAME TELLS THE NAME."

THE FRAME



TELLS THE NAME!

We want agents everywhere.
Write us.

Address
FOWLER CYCLE MFG. CO.
142-148 W. Washington St.,
Chicago, Ill.

ETYMOLOGICALLY DEFINED.

A Common Sense Statement of Facts Regarding "Originality," Etc.

ORIGINAL; (*Fr.* originel; *L.* originalis.) First in order; preceding all others, etc., etc., etc.

COUNTERFEIT; v. t. (*Fr.* Contrefaire, contrefeit; *L.* Contra and facio; *It.* Contraffare, contraffatto; *Sp.* Contrahacer, contrahecho.) *To imitate; to copy; to make or put on a resemblance, etc.*

BRIEFLY STATED.

The first truss frame bicycle ever placed upon the market, was the Fowler.

This was in 1892.

For three years it was the only truss frame bicycle manufactured.

Three years after its birth, another truss frame bicycle appeared.

Its makers now advertise it as the original truss frame.

We leave it to our readers to judge which of these two is the bona-fide original truss frame and which is the counterfeit.

A glance at the above definitions of the words, "Original" and "Counterfeit," according to the idea of Noah Webster, will, we believe make matters plain to all persons free from that dreaded derangement of the intellectual anatomy commonly known as Mazoosazic Kubaxanzii.

"THE FRAME TELLS THE NAME."

GATHERED INTO THE FOLD.

Following are a few of our most recent recruits in the agency line:

Goode, Reeves & Co., No. 129 North Fulton Avenue, Baltimore, Md. Fowler agents for entire state of Maryland.

Clayton, Lambert & Co., Ypsilanti, Michigan. Agents for Ann Arbor, Ysilanti and vicinity.

Vanderveen & Witman, Grand Rapids, Michigan. Agents for Kent Co., Michigan.

Chas. Pigman, Delphi, Indiana. Agents for Carroll Co., Indiana.

A. J. Crone, Paducah, Ky. Agent for McCracken Co., Kentucky.

Samuel A. Falk, Bryan, Ohio. Agent for Williams Co., Ohio.

J. I. Hoeffel, Defiance, Ohio. Agent for Defiance, Ohio.

"THE FRAME TELLS THE NAME."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

TOLEDO'S TUBE MILLS.

TOLEDO, OHIO, Oct. 21.—For all the amount of tube used in Toledo exceeds 3,000,000 feet annually, she has not as yet one tube mill in running order. No one has made any move until this year, and now three mills are promised. Samuel Snell was the first one to arrange for its manufacture. He has been quoted time after time by local and outside press as in favor of a tube mill in Toledo, but it finally devolved on him to make the first move. He patented a steel tube and contracted with the Toledo Machine & Tool Co. for its manufacture. Several hundred feet have heen turned out but the plant is not yet in a position to do much and will not be for some time.

R. W. Smith, formerly inventor for the Smith Bridge Co., was the next man to see a good thing in steel tube, and for weeks he experimented with machinery and sheet steel in a room partitioned off the Haughton foundry. Finally he arrived at a partial success and now is getting his machinery in shape as rapidly as he can. He has ordered ten tons of steel and has leased factory room at the Smead foundry at Auburndale. As skilled labor and steel is scarce, he has not yet got things in running shape, but will make 1,000 feet per day as a starter.

Both these tubes have their place and the output of these factories will be used in Toledo, but there still remains a

Demand for Cold Drawn Steel Tube.

A company for the manufacture of this tube is being organized but it can not possibly turn out stuff before February, 1896. This new company has just come to a head. W. C. Brewer, formerly secretary of the Yost Mfg. Co., is the organizer and will doubtless be its manager. He was in Birmingham, England, and other tube mill centers last summer and returned full of ideas and secrets of the trade. Several prominent Toledo capitalists are interested, among them M. J. Wilcox, A. K. Detwiler, and J. W. Marshall. A meeting will be held the latter part of this week to effect permanent organization and arrange for incorporation.

The five traveling men who open the season with the Yost company left early this week for their respective territories where they will sell Falcons. Mr. Black went east, Mr. Madison west, Mr. Reierson south, Mr. Hauk to the middle states. and Mr. Shattuck to the New England states. The office force will be transferred the first of next week to the new building recently erected near the old office structure. The new building is a two-story affair, neat and roomy, and the general offices will occupy half the first floor, and the remainder of that floor will be devoted to repair work. The second floor will be used for stock and as an assembly room. The present office room will be devoted to repairs and correspondence thereto.

The Falcon Down Town Store

and riding school being fitted up on Adams Street is a new move by the Yost company. A retail store room and a hall 60x90 feet, have been leased and Al. K. Hoff is to have charge of the place. There will be a bicycle livery and repair shop in the basement and on the first floor. Mr. Hoff expects to have one of the handsomest retail stores in the city. A new floor has been laid in the riding school and the ceiling is entirely covered with red, white, and blue bunting. The hall is accessible by a staircase at the rear of the store, and the Falcon will have as beautiful a home as any in the city.

Scarcely a day passes but one or more bicycle supply salesmen drop into Toledo. Among those noticed in the city last week were, Hugh Leng of the John S. Leng's Sons Co., of New York; Walter M. Towne, with the Anglo-American company, New York; Hubert J. Thompson, with the Toledo Cycle Supply Co., and J. Feighner, the oldest salesman with H. A. Lozier & Co. With no exception whatever, all their men report excellent success. Even some of the new ones who never sold a wheel before, report their share of success. Mr. Feighner is one of the most experienced men in the business, and he says the outlook is brighter than he ever saw before. He will leave for Columbus and other Ohio cities the first of the week. H. A. Lozier employs some thirty-five traveling men, and those not already out will start next week.

Nelson & Hubbell is the name of a new partnership recently formed in Toledo to engage in the wholesale and retail cycle supply business. Both are bright young men with ample backing and the confidence of hosts of local people. One is a wholesale jeweler and the other a man high up in the Second National Bank. They have introduced several new and novel features in the way of advertising and business affairs and start out admirably.

ST. PAUL IS ACTIVE.

ST. PAUL, MINN., Oct. 19.—St. Paul is all agog over B. B. Bird breaking the half-mile record at Denver, placing the figures at :51. Bird rode a Syracuse, and now the crimson rim will be more popular in this section than ever.

Indications show that there will be a decided boom in this part of the country. Farwell, Osmun & Kirk, who do a large jobbing business in the northwest, are making great preparations for the coming season. The Syracuse will still be kept as a leader, and the Empire and Crawford line will be marketed as their medium grades. Arthur Holmes, the manager of the bicycle department, will start shortly on a trip west as far as the coast, while Mr. Bouquet, their local man, has already placed a number of new agencies.

The Hackett Hardware Co. is also going heavily into the bicycle business, and is making arrangements to double its business over last year. M. A. Kennedy & Bros. will consolidate their two stores, and as soon as arrangements are completed will occupy the large building at 3d and Robert streets. This will give them eight large display windows on Robert Street, and two deep, showy spaces on 8d Street, and one of the finest, if not the most extensive sporting goods emporium in the country.

The A. D. Smith Cycle Co., F. M. Smith & Bro., W. R. Burkhardt & Co., and the St. Paul Cycle Co., all report fine prospects for the coming year, and are only waiting for the new models to start in on an active campaign.

There was quite a gathering of cycle traveling men in St. Paul last week. Nick Kauffmann, with the Sandow combination, came to town and the traveling men got up a jolly box party to the Metropolitan opera house where the troupe was playing. They had the stage box tastefully decorated with the colors of the Chicago Cycling Club and of course attracted more than their share of attention. Kauffmann was much surprised and his friends in the box gave him an ovation when he appeared and always led the applause during his act, which embraces quite a number of new features. The party consisted of W. Montague Perrett, of the Dunlop Tire Co.; F. S. Dickerson, of the Henley Cycle Co.; F. J. Ollier, of the Sterling Cycle Works; Louis Geyler, of Jno. H. Graham & Co., New York, and Arthur Holmes and J. Bouque of Farwell, Ozmun & Kirk. Jno. C. Bowe, of the Syracuse Cycle Co., and Chas. E. Weaver, of the Boston Woven Hose & Rubber Co., were expected, but as their train was late could not put in an appearance.

The St. Paul Cycle Co. intends to make a leader of the Sterling in the future, and next year this well known wheel will be pushed more actively than in the past. The company has placed a large order for '96 delivery.

MARCH-DAVIS COMPANY SECURE AN INJUNCTION.

Judge Tuley, of the circuit court of Cook County, has granted an injunction to the March-Davis Cycle Co., restraining A. R. March or the A. R. March Cycle Mfg. Co. from using the name March on bicycles or from making March bicycles. The court order reads as follows: "And now come the parties hereto by their respective counsel and the matter of the general demurrer of the defendants to the complainant's bill of complaint coming on to be heard, it is ordered and adjudged by the court that the same be overruled. And this cause coming on to be heard by the court upon the bill of complaint and upon the affidavits with said bill of complaint filed, and the court being fully advised in the premises doth find the equities of the case are with the complainant and doth order that an injunction issue out of this court commanding the said August R. March and the said A. R. March Mfg. Co., a corporation, that they and each of them do until the further order of this court desist and altogether abstain from producing, manufacturing, selling, or in any way dealing in any bicycle or bicycles bearing the distinctive name and designation of 'March' unless the same are manufactured by the March-Davis Cycle Co. and that said August R. March and the A. R. March Mfg. Co. be and they are hereby restrained and enjoined from using the word 'March' as a distinctive name, trade mark, or designation for bicycles, upon the filing by the complainant of an injunction bond conditioned according to law in the penal sum of $500. Whereupon the defendants pray an appeal to the Appellate Court of Illinois for the first district which is allowed upon the defendant's filing an appeal bond in the penal sum of $250 in twenty days from this date and a certificate of evidence in twenty days from this date."

A Bright Cleveland Firm.

Collister & Sayle are the leading cycling dealers of Cleveland, Ohio, and no more popular cycling tradesmen are in the business today than the two members of this firm. Mr. Geo. Collister, senior member, is one of the oldest cycling dealers in the country, having sold Columbias with the firm of Davis & Hunt Co. for many years, and has a widespread acquaintance throughout the country owing to the fact of his having been prominent in League politics for a long time and serving as a member of the National Racing Board for several years. Mr. Collister is a man who knows a bicycle from A to Izzard. This firm will make the Peerless their leader in '96 and has placed an advance order for 300 wheels, with specified deliveries at early dates.

Fuhrmann rode a Bison fitted with Vim tires when he broke the 200-mile road record.

ORIENTS FOR '96.

The Waltham Mfg. Co. is enlarging its factory and making preparations to make from 15,000 to 20,000 machines next year. The stock has been increased from $100,000 to $300,000, and the Orient's prospects are of the brightest. In an advance circular the Waltham company tells some of the features of the '96 wheel. The circular reads: "Our '96 patterns are better than ever. Some new features introduced are: an entirely original design of bearing giving the greatest possible freedom from friction; a front sprocket wheel detachable by a new method, absolutely safe and capable of being removed without the necessity of taking off crank and pedal; a new universally adjustable bar having a simple and effective clamp, positive in its action and durable in construction; a chain made specially for us to insure its being in keeping with the other high-grade features of the wheel; barrel hubs of our own pattern, machined from forgings with flange spoke seats to avoid the trouble inseparable from tubular hubs; interchangeable gearing from 60 to 84, and other improved details in the machine work and frame construction. We use no sheet metal stampings. All connections are forged steel. The limit of weight has been reached until lighter materials are found to take the places of steel and rubber, and our light roadsters fitted as we describe them will be found to carry all the strains to which fair usage can subject them."



The Orient.

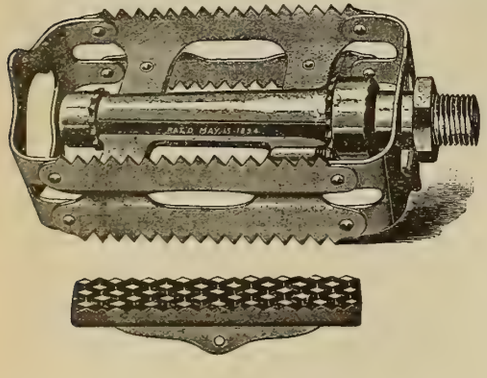
A SATISFACTORY SUBSTITUTE.

Manufacturers have long been looking for a satisfactory substitute for the sulphuric acid pickle which at the present time is in almost universal use for removing borax from the brazed joints in bicycle frames. The borax must be removed before filing can be done successfully, as it is so hard that the ordinary file will wear itself out very quickly if used on it. The acid bath has heretofore been recognized as one of the necessary evils incident to manufacture—an evil because of the extreme danger of damaging the tubing. The light gauges of tubing which are components of the up-to-date bicycles, if left exposed to the action of sulphuric acid only a very few minutes are hopelessly damaged. Dilution of the acid has been tried, but this, in the opinion of one of Chicago's most eminent chemists, is far from being a remedy. So far the only way around the difficulty has been a costly one—the sand-blast, an expensive apparatus to install and by no means an economical one to operate.

The Sidway Mfg. Co., of Washington and Jefferson streets, Chicago, has discovered a compound which seems to solve the problem in a very satisfactory manner. It is a liquld, and the borax is removed in the same manner as in the acid bath—by immersion in the solution which is heated to about 200 degrees Fahr. Only about seven or eight minutes are required to decompose the borax so thoroughly that it can be easily brushed off, and the metal shows not the slightest sign of being attacked. The fact that the solution is kept in an ordinary iron tank is in itself sufficient evidence that no damage to the frame can result from its use. The process is already in use by several manufacturers and is highly endorsed by them.

THE GROTHE PEDAL.

The A. L. Moore Co., of Cleveland, make the Grothe pedal. The frame is made of the very best cold rolled steel, and put together with German silver rivets. These are much better than steel, for the reason that there will never be any rust between the rivets and frame, or on the heads of the rivets, as there would be if they were made of steel, nickel plated. The pin is made from a special grade of steel. The bearings on both the pin and cups are carefully case hardened and make a very hard and durable bearing The pedal has been fully tested by road riders. The pedal is guaranteed as regards material and workmanship, and any parts found imperfect will be replaced without charge.



H. R. Pollow, of the International Mfg. Co., has just closed a large deal with J. H. Fall & Co., of Nashville, Tenn., who have taken the southern agency for the America and placed an order for 1,000 wheels. Fall & Co. have unlimited capital, being rated at $1,000,000, and have twenty traveling men. E. D. Fisher is manager of the bicycle department.

MOVED INTO LARGER QUARTERS.

Seyfang & Prentiss, of Buffalo, manufacturers of the well known Bison, have moved into the large brick building 451-455 Washington Street, Buffalo, and will more than triple their output for '96. They have added an enameling and nickeling plant, besides putting in a lot of new improved machinery. They have now a plant second to none in Buffalo, under the supervision of Mr. Seyfang, who has been superintendent of the Geo. N. Pierce & Co.'s factory since its start in the bicycle business, and Mr. Prentiss, who has been at the mechanical head of the Bison factory since its beginning five years ago. In the '96 Bison 1⅛ inch tubing will be used in the frame, with barrel hubs, and an improved crank shaft with a five-inch tread. They will manufacture three models for '96, a 26-inch diamond frame, 24-inch, and a ladies' drop frame, listing at $100.



C. F. SEELEY ABROAD.

C. Ford Seeley, a young American wheelman who is making an extended tour in Europe, spent a few days in Dublin last week. He arrived at Queenstown on the previous Friday, kissed the blarney stone, did Killarney, and trained up to Dublin. He intended racing at the Newspaper Sports, but, after doing half a mile in 1:04 at Ball's Bridge, he got a fall at one of the corners, and bid good-by to Dublin. Seeley had a good record in the States as a speed man, and at one time held the twenty-five-mile road record. He is riding a twenty-two-pound Columbia, without brake, guards, or gear-case. We had a ride on the machine, and examined it carefully. It is one of the best specimens of American workmanship we have seen, and possesses one or two distinctly original features. By inserting a key in the crank barrel the axle could be taken out in two parts, and a very good rachet arrangement gave a variety of positions for the handlebar.—*Irish Cyclist.*

Bronze-Finished Bicycles.

A bicycle factory of France has secured the privilege of using the bronzing process employed in the French arms factory at St. Etienne, and will apply it to the finishing of bicycles. The bronzing of the fire-arms renders the metallic parts proof against rust, and changes the exterior surface into an oxide of iron of a beautiful dull black, entirely different from enamel, which is a coating of paint hardened in the oven. Whereas enamel will crack and chip off, bronzing will resist all wear, as the bronzing is really a part of the metal itself, and a bronzed tube may be twisted, bent, and hammered without injuring the finish which is said to last for ever. Bronzed bicycles will have a handsome appearance, and the bronzing will save the weight of the enameling, which is about ten ounces, without in any way impairing the strength.

Benjamin Does a Big Western Business.

C. A. Benjamin passed through Chicago this week from a two months' trip through the west for the Barnes Cycle Co. He did a splendid business, disposing of 2,250 wheels. He placed agencies with the Forest Park Cycle Co., of St. Louis; Central Cycle Co., of Kansas City; the Knight-Atmore Co., of Denver; A. W. Caine & Co., of Salt Lake, Utah, and Hooker & Co., of San Francisco. Hooker & Co. will act as coast agents, and have opened a fine new retail store, and purchased a cyclery at the park in 'Frisco. Wilbur F. Knapp has been engaged by this concern and will talk Barnes on the coast.

The Phillips & Buttorff Mfg. Co., of Nashville, Tenn., has been appointed southern distributing agents for the Halladay '96 line. The company will carry a full stock of Halladay wheels, including the '96 tandem.

Windsor BICYCLES

They Are

The Most Beautiful Bicycles
Superbly Built
Gloriously Finished
High Priced and
High Grade

The American.....
Beauties for 1896

Windsor BICYCLES

Provoke
love
at
first
sight

A Rare Combination==
Pleasure and Profit

That's what the Windsor
Agency means.....

Send for advance circular. We want a chance to talk to you. The Windsor agent will be the happiest, most successful bicycle dealer in the town. It's no trouble to sell a Windsor. The rider wants it as soon as he gets his eyes focused on one. We want every dealer to have a fair and square chance for the agency. It is well worth your while to talk to us.

Sieg and Walpole Mfg Co
KENOSHA WIS

Chicago Retail, 285 Wabash Ave.

Windsor BICYCLES

ENGLISH TRADE NOTES.

LONDON, Oct. 12.—The trade is evidently going to keep up well to the end of the year as in the course of a fortnight or three weeks the factories will be busy with preparations for the shows, while up to the present, orders are still coming in. The demand for ladies' safeties is rapidly increasing, and all the papers seem to agree that more ladies are taking to the sport than ever before. I thought that this would be the case, as at the commencement of the season signs were not wanting that the cycle was rapidly coming into favor with the better middle classes.

Chains and rumors of chains are at present going about, and I expect that at the shows they will be as plentiful as gears were last year. This is very trying, and there certainly should be some effort made by the authorities to suppress the threatened epidemic before it becomes really serious.

I hear that one of the largest firms in the trade has now decided to manufacture its own tires, and further, has resolved to fit no other. I question whether, in the face of the popular feeling on the tire matter, they can quite carry out this latter portion of the programme without considerably decreasing their trade.

The Simpson Chain.

The Cyclist has some paragraphs anent some recent trials made upon a track with the Simpson chain and another machine of identical construction, but fitted with a chain of ordinary pattern. Several tests were made by different riders, all trying the machines alternately and against the watch. In every case the ordinary chain proved the faster, the difference coming out at an average of about 100 yards in a mile. Having in view the fuss which is being made of the new chain in certain quarters, these tests are most valuable. It would be more satisfactory if some really good tests were made before new companies are formed. I see that the latest venture is for foreign and Canadian patents, and the capital asked for is no less than $5,000,000.

H. R. H. Princess Beatrice is said to have just taken her first lesson in cycling. The Rudge-Whitworth Co. supplied the machine, and E. M. Mayes, manager of the firm's West End Depot, was the instructor.

Balfour Rides a Bantam.

The Crypto Cycle Co., Ltd., has had a tremendous advertisement this week by the publication in *Cycling* of a portrait of A. J. Balfour, first lord of the treasury, mounted on a Bantam. The *Evening News* had a paragraph to the effect that Mr. Balfour says he thinks the Bantam is the best form of cycle. I don't know whether this ad was paid for, but any way the gentleman's opinion on cycling matters can hardly be said to be worth much.

The *Cycle Trade Journal's* Coventry noter says: "The present boom in cycles is having somewhat the same effect as it had five or six years ago, in causing the establishment of a number of new firms. The number is less this time and those who are starting are practical men as a rule, which certainly could not be said of the majority of the earlier concerns. Those have nearly all failed, as any one must expect to fail, who embarks actively in a business of which he has no practical experience."

Singer & Co.'s new works in Winchester Street, Coventry, are nearly complete and the firm will remove from the old factory in Alma Street next month. The total area covered by the new buildings is some four acres. The offices have a frontage of over 200 feet and are two stories high. The store measures 120 feet long by 69 feet wide, while the fitting shop is 200 feet long and nearly as wide. The old works have been taken by the Pneumatic Tire Co., Ltd.

A New Dunlop Valve.

The Dunlop Tire Co. will use a valve of the Wood principle, but of an improved pattern. The small rubber tube, so well known, is retained, but it now fits parallel upon the metal tube of the valve throughout its entire length, instead of a portion at its upper end being slipped over a coned part of the valve. It is made air-tight at the upper end by means of a separate washer passing over it.

The racing Dunlop tire for next season will have a strip of rubber on the tread only, like a few which have been used this season. No alterations will be made in the non-slipping covers, and, with the exception of the improved Wood valve already described, there will be no difference in the popular tire for next year.

A very ingenious hollow rim has just been introduced by Barton & Loudon, Ltd. It has tubular edges, double bottom, and smooth exterior. In addition to this it has the great advantage of being equally suitable for either wired-on or tires of the clincher pattern. The value of such rims for stock machines is very great, a fact which is certain to be fully appreciated by the trade.

WILL O' THE WISP.

TRADE HAPPENINGS.

DETROIT, MICH.—The Bicycle Company, Limited, has been incorporated by Jas. J. Nolan, Geo. K. Kelsea, and Frank T. Caughey, to manufacture bicycle specialties, and obtain patent improvements. Capital stock, $2,000.

QUINCY, ILL.—The Puncture Proof Tire Co. has been incorporated by Wm. H. Stahl, F. Wood, and C. Arthur Brown, to manufacture bicycle tires. Capital stock, $5,000.

ST. JOSEPH, MO.—The Gun and Bicycle Co., is preparing to commence the manufacture of bicycles, making a specialty of a new combination rams-horn handle-bar. Sufficient orders are said to be booked to keep the factory busy during the winter months.

BROOKLYN, N. Y.—The Lefebre Mfg. Co. has been incorporated by G. E. Roe, L. S. Matthewsman, and E. A. Lefebre, of Brooklyn, and George L. Robinson, of New York City, with a capital stock of $5,000 to manufacture wire bicycle stands in Brooklyn.

NEW YORK, N. Y.—The Singer Mfg. Co., manufacturers of sewing machines, deny the truth of the recent report that they were to manufacture a low grade bicycle in large quantities.

BOSTON, MASS.—The E. Howard Watch & Clock Co., at 383 Washington Street, has decided to commence the manufacture of bicycles, and is now perfecting its arrangements to that end. It will manufacture a high-grade wheel, turning out 3,500 for the next season. It is intended that all agents of this company throughout the country shall handle the bicycles also.

BROOKLYN, N. Y—.The Brooklyn Union Cycle Co. at 75 South Marks Avenue and 1,201 Bedford Avenue, A. D. Gibson, proprietor, is offering the business for sale.

BROOKLYN, N. Y.—G. A. Kirchnor, bicycles, at 450 Bedford Avenue, is offering his business for sale.

HARTFORD, CONN.—The League Cycle Co., which was recently placed in the hands of a receiver, will, it is reported, transfer its patents and machinery to parties in Middletown where a new company is being organized for that purpose.

NEW YORK, N. Y.—Chas. F. Guyon, president of the C. F. Guyon Co., bicycles, etc., at 97 Chambers Street, reported failed, with liabilities at $47,928; nominal assets, $49,175; actual assets, $3,116.

TOLEDO, OHIO.—The Colton Bicycle Co. will largely increase the facilities of its plant, and is now engaged in putting in much additional machinery.

PEORIA, ILL.—The Henning Cycle Co. opened a new store at 423 Main Street.

CHEYENNE, WYO.—The Wyoming Cycle Mfg. Co. is preparing to occupy the Tribune building on Ferguson Street as a manufacturing plant.

LITTLE FALLS, N. Y.—Snyder & Fisher have commenced manufacturing bicycles. Their wheel will be known as the S. & F., and will be sold for $50.

NEW BEDFORD, MASS —Crown Bicycle Mfg. Co. is reported to be negotiating with business men at Tottenville, N. Y., with a view of building a bicycle factory in that place.

CHICAGO, ILL.—The Standard Cycle Co. has been incorporated by C. H. Poppenhausen, William J. Garvy, and Bert Jennings to manufacture cycles. Capital stock, $25,000.

PITTSBURG, PA.—The Bindley Hardware Co. will add a bicycle department. Contracts have been made for several leading wheels, and the company will prepare for distribution among the trade a special bicycle catalogue.

ANSONIA, CONN.—Sperry Mfg. Co. has leased its plant to the Wilcox & Howe Co. for the manufacture of bicycle forgings. The factory will run night and day, with a force of thirty men.

SCRANTON, PA.—John A. Hutchings, R. Johnson, and Chas. Tracy are organizing a company to establish a bicycle factory at Wyoming.

MUKWONAGO, WIS.—The Mystic Bicycle Co. has increased its capital from $10,000 to $25,000. S. C. Chambers has invested more capital in the company.

LEBANON, PA.—David Brightville has commenced the manufacture of bicycles.

CLEVELAND, OHIO.—The Hoffman Bicycle Co. has recently moved into its new factory building, and is preparing to manufacture 6,000 wheels next season.

TOLEDO, OHIO.—The Nelson-Hubbell Bicycle Supply Co. is the name of a new firm, which has commenced business at 342 Summit Street. The firm is composed of Robt. E. Nelson, of the wholesale jewelry firm of Robt. Nelson & Co., and Mr. Hubbell, of the Second National Bank.

BOSTON, MASS.—E. T. Ross, of the Wholesale Cycle Co., of Milford, Mass., will withdraw from that company and open bicycle store at 330 Columbus Avenue. He has been appointed New England agent of the Gendron, Reliance, and Halladay bicycles.

SANTA CRUZ, CAL.—Hall Steck, of San Francisco, is organizing a company to manufacture bicycles.

A PROMINENT QUAKER.

Harry D. Simmons, one of the most popular trade men in the Quaker City, and manager of the Indiana Bicycle Co.'s branch house, first started his career as a bicycle salesman with the Common Sense Bicycle Co., of Philadelphia, when that organization first started, acting as traveling representative. He proved a success on the road and aided greatly in building up a good business. Mr. Simmons foresaw the downfall of the Common Sense Co. before its assignment, and left its employ to accept a position with the Hart Cycle Co. Here his experience and popularity served him in good stead, and when Mr. Simmons accepted an offer to go with A. G. Spalding & Bros. Mr. Hart was loath to let him go. When the Indiana company decided to open a branch house in Philadelphia last winter W. C. Marion came on to make the necessary arrangements, and in looking for a good manager was referred to Mr. Simmons, and the result was that the latter was immediately secured. Shortly afterwards the Waverley store was opened, and since that time it has enjoyed the patronage of the best class of riders in the city. Of all the company's branches, the Philadelphia one is second on the list in the number of wheels sold.



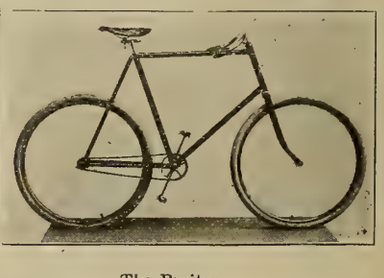
H. D. SIMMONS.

THE PURITAN LINE.

The Puritan Cycle Co. has two lines of wheels for next year—a high and a medium grade line. The $100 wheel is the Puritan, which looks like a winner, while the Hector at $75 will be hard to beat.



The Hector.



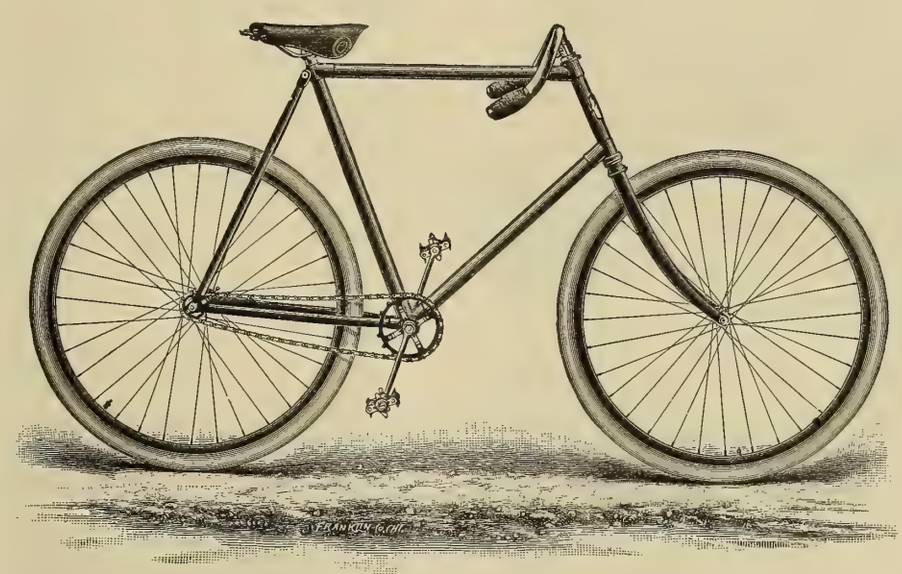
The Puritan.



The Cleveland.....

WE ARE ABOUT READY TO MEET THE TRADE.

Our traveling ambassadors with a trunk load of 1896 models will soon be with you.



If you want to be a leader in the bicycle trade, handle a real leader that has grown into greatness by the verdict of the great people who admit quality only in the test and speed, strength, and durability only in the demonstration.

Exclusive bicycle manufacturers.
Immense factory facilities.
Best equipment in the world.
Finest bearings ever seen.
Best bicycle ever made.

THE CLEVELAND IS A REAL LEADER....

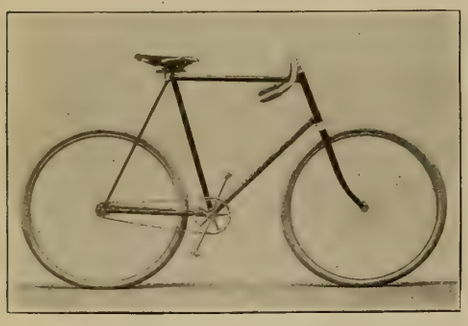
H. A. LOZIER & CO., Cleveland, Ohio.

BRANCH OFFICES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
830 Arch St., Philadelphia, Pa.

GEO. E. LLOYD & CO., Chicago, Ill.
AULTMAN, MILLER & CO., Dallas, Tex.

HAS A LARGE PLANT.

One of the largest and best-equipped of the bicycle factories in this country is that of the Elgin Sewing Machine & Bicycle Co., of Elgin, Ill. THE BEARINGS' representative lately had the pleasure of being shown over this immense plant by the assistant superintendent, Thos. J. Hellier, who, although a young man, is one of the old timers in the bicycle business.



The main building of the group composing the plant is 266x100 feet in size. The office building is 44x38 feet, and is three stories in height. The iron foundry is 150x26 feet; the brass foundry 70x40 feet, the brazing shop 90x40, and the engine-room 58x40. All these various structures are connected with one another in such a manner as to make the handling of materials and parts most expeditious.

There are several smaller buildings, such as store-houses, etc. The power is furnished by a 250-horse-power Hamilton Corliss engine. Sufficient tubing has been bought for the making of over 12,000 '96-model machines, one-half of which have already been contracted for. Three grades of wheels will be manufactured by the company. They will list at



$100, $75, and $65. The high-grade machine will be named the Gunning, and will be built of the best material obtainable, and in style and workmanship will be second to none. The $75 and $65 wheels, called the Elgin Diamond and the Elgin Favorite, respectively, are intended to be leaders in their lines.

The Elgin Sewing Machine & Bicycle Co. will also make wheels and bicycle parts for outside parties, for which the plant affords excellent facilities. The stock of the company is $200,000, and the officers are as follows: R. J. Gunning, president; Geo. B. Haines, vice-president; J. S. McKinney, secretary. Charles Maldeanes is superintendent of construction.

HE WILL MAKE BICYCLES.

John A. Davidson, head of the firm of Davidson & Sons, of Chicago, has many irons in the fire. At an early age he entered the marble business and since the death of his father in 1880 he has been at the head of the largest marble industry in America. In addition to his marble business, Mr. Davidson is connected with with many large and important enterprises. He is president and largest stock owner in the company that owns the Great Northern hotel in Chicago and is the owner of one of the finest theatres in Milwaukee. He is well known throughout the country and counts his friends by the thousands.



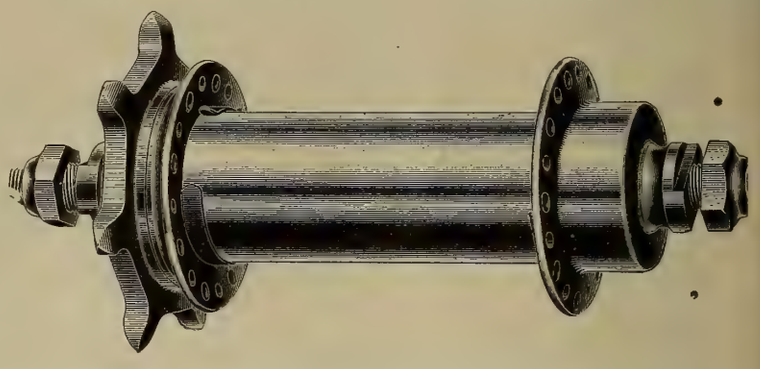
JOHN A. DAVIDSON.

He has now converted a portion of his large manufacturing plant at the foot of Market Street, Chicago, into a bicycle factory and will spare neither money nor pains in making his wheel one of the leaders. He has to advise him, J. D. Lasley, formerly with the March-Davis Cycle Co., and one of the best traveling men in the business.

Miguel Serrano, Jr., of the City of Mexico, has placed a large order with the International Mfg. Co., having taken the America agency for the whole republic. Mr. Serrano is well known in social and political circles, having had entire charge of the Mexican exhibit at the World's Fair.

NEW TUBULAR HUB.

The Mackie-Lovejoy Mfg. Co., of 54 N. Clinton Street, Chicago, is putting in a special plant of hub machinery and making preparations to market a new tubular hub, the invention of A. W. King. This new hub has many improvements and will easily become a feature of the '96 trade. The barrels of both front and rear hubs are made from 24-gauge tubing, the diameter of the front barrel being 1 13-16 inch and the rear 1⅛ inch. The barrels are cut from the best seamless tubing, mandrel finish, and the flanges forced upon the ends of the barrel. The flanges are drawn from sheet steel, the fiber of the stock not being severed or cut transversely as in a turned flange. The sprocket side of the flange of the rear hub is hot or drop forged. The ball cups are made extra heavy and provided with a



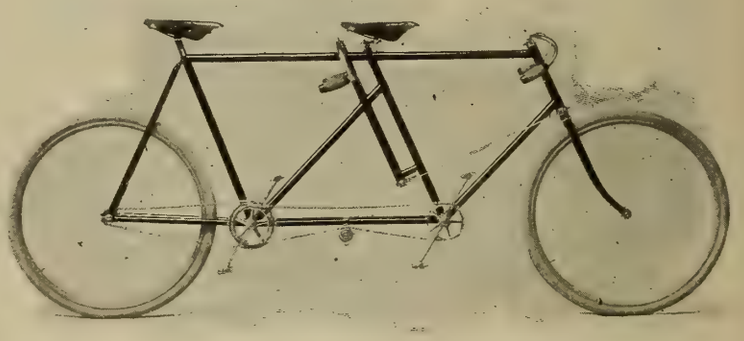
small flange which lines flush up with the end of the barrel. Then the spoke flanges are forced over the cups and ends of the barrel. The dust-caps close down upon the end of the cones, making the bearings as dustproof as it is possible to make them. The caps are one coherent piece with the spoke flanges.

The seat for cones on the axles, directly under the ball race of the cone, is threadless, which results in as accurate a bearing as grinding will permit. The adjustment of the cones is effected by simply turning the end of the axle, fitted with a small square, either to the right or to the left and then tightening the end nuts. There is no accident which could cause the cones to run either tight or loose on the bearings, as the ends of the cones are held by the fork ends as in a vise.

There are two oil holes in each hub which are also used as wash holes to permit of introducing benzine or gasoline into the bearing for cleansing purposes. The oil-holes are located on the inside and at the base of the flanges, and when not in use are protected by neat circular spring-steel covers. Patents have been granted on this hub and others are pending.

A HANDSOME TANDEM.

Tandems will be all the rage next year and nearly every maker is preparing to build the double machines. The Marion Cycle Co. has a very handsome machine as may be seen by the accompanying illustration.



A SMALL STRIKE.

TOLEDO, OHIO, Oct. 23.—Toledo had a small strike the past week. Last Thursday 130 tool makers in the different factories struck for an advance in wages, and remained out for two or three days. The manufacturers held several meetings and tonight decided to give the men an advance of 5 per cent upon the old scale of wages for all factory employes, including the tool makers. What threatened to be a strike of large magnitude was thus amicably settled to the satisfaction of all. The strike did not affect the factories in the slightest degree.

The International Mfg. Co., of Chicago, calls attention to the fact that its line now consists of three new models, viz: The New America, America Special, and Improved America, as well as the old reliable America. These new models are already on the market.

He's a Rider--He Is.

And don't forget it either. When Billy Hamilton, of Denver, took his wheel off the hat-rack the other day, it was the begining of a pace that startled the world. The Crimson Rim, with Billy up, started for the unpaced mile record. Did he get it? Well, well, well. Did he get it? We should say he did.

A Mile in 2:00 2-5

was the reward for pluck and energy. Hamilton set his own pace, too, mind you, and it was a pace that will result in sending his name down to posterity. All hail to Hamilton, ye Sycamores, for his ride is the ride of the year.

THE CRIMSON RIMS ARE THE WHEELS THAT WIN.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

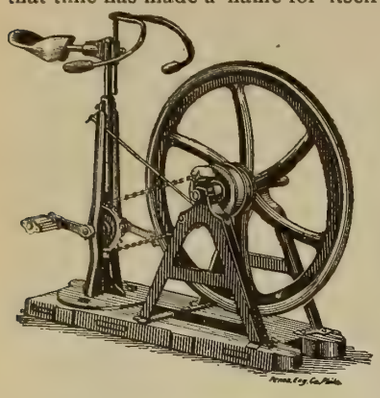
Western Agents,

A. F. Shapleigh Hdw. Co

St. Louis, Mo.

ROBINSON'S HOME TRAINER.

Robinson's home trainer has now been on the market for a year and in that time has made a name for itself as one of the best home trainers yet produced. The accompanying illustration explains the details of construction. Mr. Robinson, in speaking of his machine says: "Last year, being our first, we had all the experience necessary to find the weak points, and have taken advantage of the quiet summer in improving the machine where it was possible, and we now offer to the public a machine that no one can break without using it improperly. We have also changed some of the parts, putting in the best of material and workmanship that can possibly be obtained. It is true that we put on the market, last year, a few machines that were not properly built, and some of the parts, including the chain, were not strong enough; but we can safely say we have overcome all the weak points this year, and can guarantee it to the fullest extent. The machine is made by H. S. Robinson, of Meadville, Pa., and sells at $35.



ABOUT OIL ON CHAINS.

EDITOR THE BEARINGS: In a recent issue of THE BEARINGS, under the heading "Hints on the Care of the Wheel," I notice the writer says "never use oil on the chain." Now I would like to ask if each block and rivet of a bicycle chain does not form a bearing of itself, just as much as the balls and cones of the wheels, and why should they not receive oil just the same as the wheel bearings. There is more strain on a chain than on any bearing of the bicycle, and a portion of this strain comes just when the chain block or inside link is turning on the rivet, and I am inclined to believe that it would turn easier and not wear the rivet as much if it had a little oil.

If the writer of the above mentioned article will oil his chain thoroughly (he need not remove his chain do this; just turn the wheel bottom side up, when he can get at the chain very easily), let the oil work in onto each rivet, and then wipe the outside of the chain perfectly dry and apply a little graphite, I think he will agree with me when I say that a chain treated in this manner will cause the bicycle to run 20 per cent easier than if the chain had no oil whatever.

Then again if one gets caught in a shower or rides on sprinkled streets, his chain gets wet, and if he puts the wheel away the chain will rust if it has no oil. When taken out again the chain squeaks and creaks and runs hard. If the chain is well oiled it obviates this trouble as well as several others.

I often hear riders use the expression "my chain has stretched." If the facts were known, the chain has not stretched, but each of the 100 rivets used in its construction has worn a trifle, more from the want of oil than from use, and has allowed the chain to slacken.

R. E. VAN DYKE, New York.

[The paragraph alluded to by Mr. Van Dyke expressed the sentiments of the writer whose name was signed to it, and not those of the editor. The writer in question doubtless desired to convey the idea that the use of oil as a chain lubricant, viz., for the outside of the chain, was not a good practice, owing to the amount of dust that it holds, in which opinion we are bound to agree with him. It is a well-known fact that every bicycle chain should be taken off the wheel occasionally—say once to every 1,000 miles the wheel is ridden—and should be thoroughly cleaned by being soaked for two or three hours in kerosene, or immersed in boiling water for a like time. After this it should be wiped dry and left in sperm oil for an hour or two, and should again be dried with a soft rag and treated to a coating of graphite, or any one of a number of good chain lubricants that are on the market today.—ED.]

WHITE CYCLES.

Like many other sewing machine companies, the White Sewing Machine Co., of Cleveland, Ohio, has gone into the bicycle business and has made a decided success. The '96 machines are now ready for inspection and those who have seen them pronounce the wheels to be distinctly "in it." The White weighs 22 pounds and lists at $100. The frame parts are all steel-drop forgings, strongly reinforced at the connections. Another feature is the seamless steel fork-sides which are mechanically reinforced. A double fork crown is used. The front sprocket overhangs the crank bracket, bringing the chain directly over the ball race. The tread is five inches.



The White.

At the race at Great Falls, Mont., October 7, Barbee, on a Kenwood, won the Class A championship of Montana. At the same race meet the three-mile open was won by Asseltine, another Kenwood rider.

BRIEFLY:
BETTER
BUY
BICYCLES
BUILT FOR
BUSINESS

--AND PLEASURE AS WELL!

This is the kind WE build and that is the reason why the following well-known agents, who are among the oldest and most experienced in the trade, have selected the Peerless as their leader for '96:

L. C. HAVENER, Worcester, Mass.—Worcester county.

COLLISTER & SAYLE, Cleveland, Ohio—Northern Ohio.

G. P. MACGOWAN, New Haven, Conn.—State of Connecticut.

STEVENS, FREEZE & CO., Boston, Mass.—Boston and vicinity.

KOSTER & CO., Erie, Pa.—Northwestern Pennsylvania.

We still want **good** representation in unoccupied territory. Agents desirous of handling a **selling line** and at **living discounts**, write for terms

THE PEERLESS MANUFACTURING CO.,

Makers of Peerless and Triumph Bicycles. **CLEVELAND, OHIO.**

N. B.—Our $85 Triumph Safety is the best value in the world.

Mention The Bearings

A GOOD COMBINATION.

The illustration shows a new and novel combinatian of trouser guards, chain bolt wrench, screw driver, and four size spoke grip, which is the invention of M. E. Griswold, and is really a very ingenious and desirable combination of several useful cycle accessories. The guard will be placed on the market by the M. E. Griswold Co., and they anticipate a large sale. Mr. Griswold reports a fine trade in the single-tube repair outfits, manufactured by his company, and considering the length of time this repair tool has been on the market, it has met with wonderful success. Several large orders have already been booked for '96 delivery and an immense sale is assured for the coming season. The folding rubber mud guard manufactured by this company, has held its own. The advantage of the elastic rubber strip, which adjusts itself to any style of bicycle frame, has made for this guard a reputation which insures a permanent and growing demand.



A New Peerless Salesman.

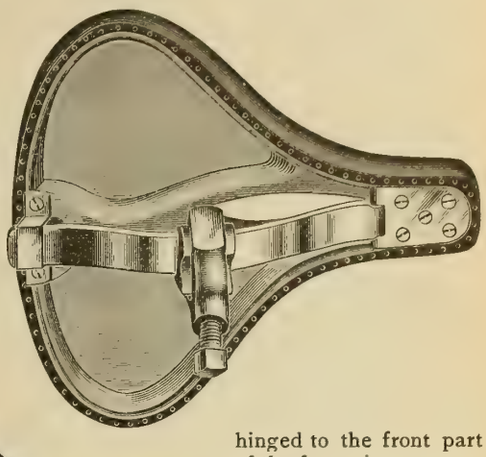
W. O. Turrell, one of the best known salesmen of the Pope Mfg. Co., has joined the Peerless Mfg. Co.'s forces and will act in the same capacity for them. Mr. Turrell brings to his new position not only a thorough acquaintance with the bicycle and cycle trade, but also a trained business experience extending over a number of years during which he has filled important positions.

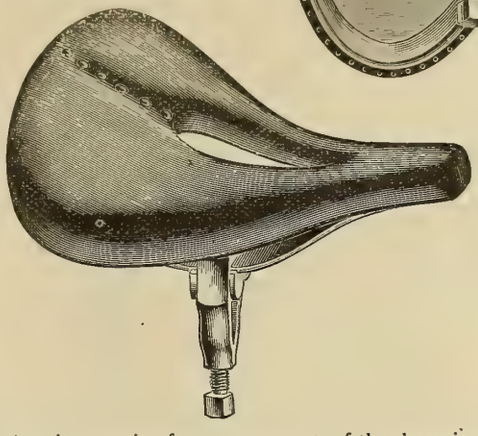
John C. Bowe's Great Hoax.

John C. Bowe, president of the Syracuse Cycle Co., recently perpetrated a great hoax upon ex-Mayor William Cowie, of Syracuse. He had promised that gentleman a crimson rim upon the second anniversary of the Sycamore Club. Upon that day the members of the club sat down to a banquet to witness the presentation. Mr. Bowe got up and made a neat speech and the crimson rim was led in. Instead of a handsome 20-pound Syracuse bicycle, the colored attendant brought in a 56-inch ordinary bicycle enameled bright red and on the forks words: "Wampoo Indian" and "Sycamore Cowie." "Hon. Wm. Cowie" was prettily inscribed on the back-bone. Mr. Cowie has not yet ridden his new wheel.

A RUBBER-CUSHIONED SPRING SADDLE.

The Capitol Mfg. Co., of 125-137 Rees Street, Chicago, has just placed on the market the Climax cushioned spring saddle, which weighs but eighteen ounces, and lists at $4. This saddle is constructed on common sense principles. The frame is made of one piece of bentwood, covered with heavy canvas on which rests the upholstered leather covered seat making it a strong but elastic and resilient saddle. The spring underneath is hinged to the front part of the frame in a manner that permits free action of the same, and is of sufficient stiffness not to make the saddle too springy. The rear and loose end of the spring, rests on a rubber cushion and prevents vibration and shocks. The saddle is shaped to form a comfortable and attractive seat, and meets all requirements in this direction, it permits free movement of the legs, is well ventilated, strong and durable, and at the same time elastic and resilient. It can be tilted to any desired angle, does not heat or chafe, and is made of best material and workmanship, looks well on the wheel and is guaranteed to give perfect satisfaction.





The Tribune

A Gentleman's Wheel.....

Tribune bicycles are sold on account of their merit and fine workmanship and not because they are ridden by hired racing men.

Examine the workmanship and fine bearings of a Tribune before you purchase.

A wheel of tasteful design and high quality stamps the rider as a person of refinement.

Ladies and gentlemen of the best society in every city ride Tribunes.

You can buy most wheels at cut prices but a Tribune will cost you

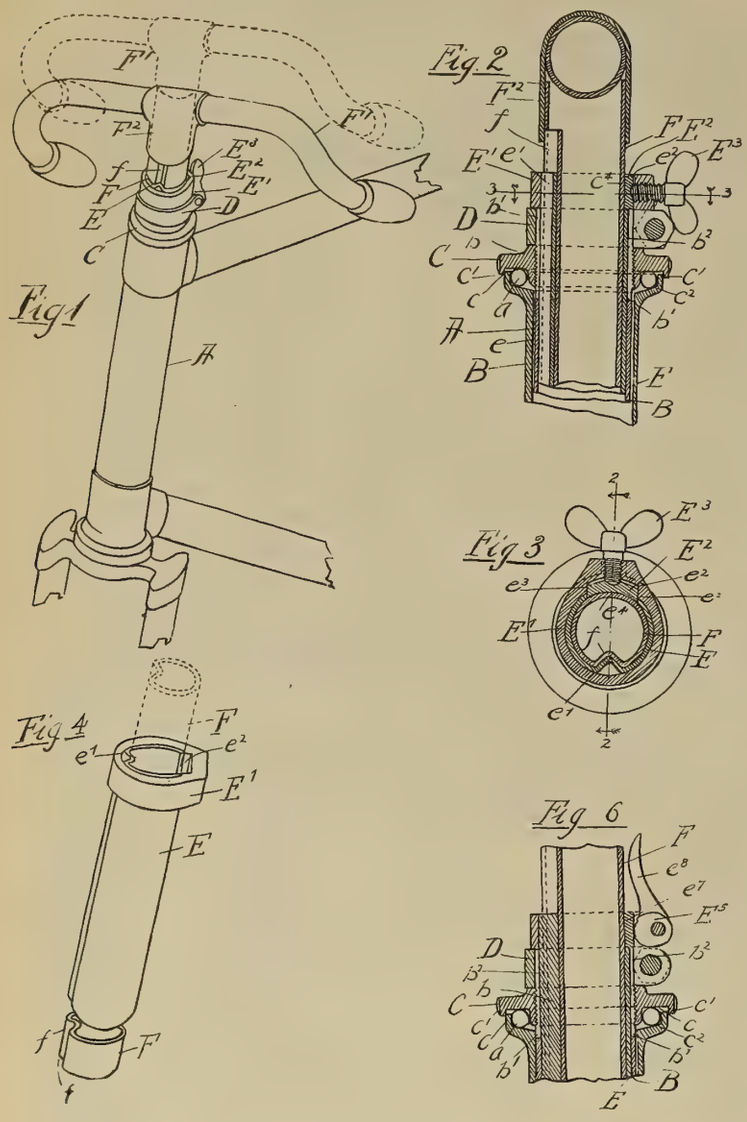
ONE HUNDRED DOLLARS.

Send for catalogue.

The Black Mfg. Co., = Erie, Pa.

ADJUSTABLE HANDLE-BARS.

The demand for adjustable handle-bars grows daily and for the man who invents a bar that will strike the public fancy a small fortune awaits. Our inventors have spent a good deal of time the last two years trying to make a handle-bar that would suit everybody. No two riders have the same position on a wheel, and what would suit one would disgust another. The "monkey-on-a-stick" position first started the demand for a bar that could be used for racing as well as pleasure riding. When the safety first came out every one aped the racing man, and to meet this craze the manufacturers put racing bars on every machine they turned out. While this suited some, the great majority howled for a sensible bar which they could use without breaking their backs. Then the upturned bar was brought into use. This has been a great favorite with the slower classes, but even this was not satisfactory, for there are times when, with a strong wind on the rider's back and a perfectly smooth road, the temptation to scorch is irresistible. Then drop handle-bars are wanted.



F. K. Dunn, a prominent Board of Trade man of Chicago, is an old rider. He rides with medium bars, but finds that this position becomes tiresome, especially when he wants to scorch. So last spring he set his wits to working on a handle-bar that would remedy these evils. He got up a most clever bar and gave it a thorough test on the road the past summer. So pleased was he with it that he thinks that there are many other riders who would appreciate a good thing and so he is ready to sell it to some manufacturer who is looking for a good thing. The accompanying cut gives a good idea of the bar and how it works. As may be seen by the illustration, the bar is of the ordinary type, but by means of Mr. Dunn's ingenious device it can be raised or lowered without dismounting from the wheel or using a wrench. A grooved collar fits around the stem, so that the bar may be raised or lowered without difficulty. A set screw or eccentric clamp is used in the adjustment, so that the handle-bar may be raised or lowered without dismounting. The grooves in the stem and collar hold the bar firm, preventing lateral motion. The position of the handle-bar is maintained at any height to which the bar is raised.

THE ART OF BRAZING.

To many readers the subject of brazing may prove of little interest or value, and to those who can braze, nothing appears more simple, or less worth writing an article about; but such should remember that in these days, when small makers and repair shops are springing into existence almost daily, the opportunity for acquiring special knowledge of this and kindred subjects has, in many cases, never occurred, and to such, the art of brazing is certain to present difficulties, which it is the object of this paper to assist in clearing away.

The term soldering is usually applied when alloys of lead, tin, and bismuth, are used in uniting metals, but when the soldering material consists of an alloy of copper with zinc, which produces brass, the process is styled "brazing."

The Principle of Brazing

is precisely the same as soldering, the difference between the two processes consisting in the nature of the alloy, the heat required to produce fusion, and the flux.

The soft solders are chiefly used for imitating brass, copper, or tin; iron and steel may also be soft soldered, but as the joint thus made is very weak in comparison with a brazed joint, *i. e.*, brass-soldered joint, the latter is invariably used where great strength is required, as in the case of a cycle frame.

For most hard solders borax is the best flux, and this is invariably used for cycle brazing. The object of the flux is to clean and protect the surface to be operated on.

Briefly, the operation of brazing consists in heating the work up to the melting point of the solder to be used; in the meantime the surfaces to be united are kept well fluxed with the borax. When a certain heat is attained, the borax melts like glass and flows into and around the joint. Shortly after this the brass quietly follows, and in some cases disappears entirely within the joint. The essential features

To Secure a Sound Brazed Joint

are clean, well-fitted surfaces, sufficient heat to allow the brass to penetrate every part of the joint, and a careful yet sufficient supply of the flux. The first point of cleanliness is one that can not be too deeply impressed on the mind of a beginner. Rust is the especial enemy to good brazing. What is required is that the two faces to be joined shall be perfectly clean, bright metal. Grease or oil should be avoided, although they are not a bar to successful brazing, the oil being consumed, but it is probable that where the joint is dirty or greasy a more plentiful supply of borax becomes necessary, and although a sufficiency of the flux should always be well assured, it is desirable, in the interests of the frame cleaner, that as little as possible should be allowed to flow elsewhere than into the joint. In cases where it is difficult to make the surfaces perfectly bright, it will be sufficient if they are free from rust.

As to the fitting of the pieces to be joined, where the work is of such a nature that it can not be "socketed" or "dovetailed" together, it is riveted, or bound together with iron wire. The majority of the joints about a cycle are, however, socket joints which are self-supporting as to surface contact, but may require "pinning" to prevent shifting while hot.

The Tighter the Fit the Better the Resulting Joint,

always supposing the fit is not so tight as to prevent the spelter flowing into the joint. A suitable fit for brazing purposes is what may be termed a rather tight hand-sliding fit. If, of necessity, the fit is so tight that a tube requires hammering into a socket or lug, it is advisable to file two or three "flats" on the tube surface, which form channels for the spelter, and assist in starting the flow. Tapping the work with a light rod will often help the spelter to penetrate a tight joint.

Where a tube fits a socket so badly as to be shaky, it must be packed up with thin sheet tin or iron, well hammered out flat, and then curved to shape. Where the joint is attempted with a tube which does not come in contact all around the socket, the spelter will most likely run away, and a bad joint result.

The causes of failure in brazing are: bad fitting, insufficient or uneven heating, want of cleanliness in preparing the work, and a fluctuation in blowpipe flame, causing oxidation of the surfaces, in the form of scale which makes it difficult to get the spelter to run; in fact the scale must be scraped off, or dissolved by the application of more borax, before the joint can be correctly brazed. This question of

Preventing the Formation of Scale

is just the one great stumbling block to most beginners. When once the blow-pipe is started the flow must be kept up steadily, and without interruption, until the joint is brazed. The supply of gas and air must be ample, and the greater the air-pressure the hotter the flame. The critical point is reached when the work approaches bright red heat, for if at this point the gas lever be partially shut off, the air supply is, for the moment, considerably in excess, and the surplus oxygen will combine with the surface of the iron or steel, and produce the scale which is so difficult to remove.

When the spelter flows as it should do—on a perfectly clean metallic surface—it will be seen to run naturally like water all over the surface, which will have the appearance of being liquid gold, but if the work has been injured by oxidation, the spelter will refuse to spread, and generally gathers into globules, and runs away to waste in the fire. When this occurs the surface should be scraped lightly with a piece of iron rod, the heat being meantime

WHO HATH JOY?

WHO HATH COMFORT?

WHO HATH SATISFACTION?

HUMBER QUALITY
MEANS SPEED.

Verily he who rideth a Humber; who tarrieth not, but investeth in Humber quality, for he shall ride and rejoice because of the excellence thereof.

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

HUMBER & CO. AMERICA LTD.,

WESTBORO, MASS.

MENTION THE BEARINGS

SALESROOMS, 318 BROADWAY, NEW YORK CITY.

steadily maintained, a further and more liberal supply of borax assisting to remove the scale.

Both air and gas supply require careful regulating. If the gas supply be poor, and the air in excess, the flame will be "starved," and

The Effect on the Work

will be excessive oxidation. If, on the other hand, the gas supply is ample and at good pressure, and the air blast weak, the flame will be a smoky, inefficient one, of low temperature, and very wasteful. The gas and air should be so balanced that the resulting flame from the blowpipe is in the shape of a well-defined cone, with an outer lip of flame, the cone of blue flame merging into white, and the point of the flame to yellowish red, just short of a smoky flame.

In planning a brazing plant, the air pressure is the most important factor. It is stated that, in order to get the most perfect flame, a blowpipe requires one of gas to eight parts of air. If the air is supplied at eight times the pressure of the gas, then the supply pipes may be of equal area, but if the air pressure is greatly in excess of this proportion, then the gas supply pipe must be correspondingly larger to give the best results.

In cycle factories the air supply is laid on in the same manner as gas, the source being a "Roots" or other power blower, so that the operator has nothing to do but turn on gas and air cocks. In smaller establishments and repair shops the usual apparatus consists of some form of foot blower or bellows of double blast pattern (single blast being useless for brazing purposes), preferably of the combination kind, in which the bellows is contained in the forge stand and operated by foot treadle.

The Usual Form of Blowpipe Used for Cycle Works

has the gas value controlled by a lever handle, so that the workman may regulate the flame. The bore of the blowpipe may be one-half, three-quarters, or one inch, the largest size being preferable.

The brazing hearth is in the form of a pan-shaped tray of sheet iron, or may be built up of fire-brick. It should be of sufficient size to take a complete cycle frame when laid sideways, and should also have sufficient depth to allow protruding parts to be sunk while some other portion of the work is being brazed. The smallest apparatus by which practical work may be done is Fletcher's No. 5 foot blower, which gives a pressure of about thirty inches. A Root's blower, driven by power, will give twenty-four inch pressure, and an ordinary heavily weighted smith's bellows, of small circular form, from eight to ten inches. The pressure of the Fletcher's blower is very favorable for a high temperature, but for anything like large work it is very fatiguing.

A useful attachment to the blowpipe is a stand with universal joint, so that the flame may be directed exactly where required, leaving the operator free with both hands to manipulate the work, a considerable advantage in cases where the work requires to be moved about in the fire.—*The Cycle Trader.*

THIS WEEK'S BEARINGS.

There are twenty-four new advertisements in this week's BEARINGS, while fifty-five concerns have changed their ads. The list is as follows:

The New Advertisers are as follows:

Century Cycle Mfg. Co	1 page	Chicago & E. Illinois R. R	½ page
Garside Combination Lock Co	1 "	Whayne Mfg. Co	¼ "
Record Pedal Co	1 "	Norderer Mfg. Co	¼ "
A. F. Shapleigh Hardware Co	1 "	W. H. Monroe	¼ "
Hulbert Bros & Co	1 "	Puncture Proof Tire Co	¼ "
Queen City Cycle Co	1 "	New Haven Chair Co	¼ "
Richmond Cycle Co	½ "	Betts Headlight Co	¼ "
Cycle Shoe Co	½ "	Pease Piano Co	⅛ "
Crown Cycle Co	½ "	Sidway Mfg. Co	⅛ "
F. F. Ide Mfg. Co	½ "	Springfield Machine Screw Co	⅛ "
Nies Emergency Clamp Co	½ "	Place & Terry	⅛ "
Relay Mfg. Co	½ "	Kolo Diamond Co	1 inch

Changes.

Indiana Bicycle Co	2 page	Reading Nickel Plating Co	½ page
Morgan & Wright	2 "	Grand Rapids Cycle Co	½ "
International Mfg. Co	2 "	New York Standard Watch Co	½ "
Gendron Wheel Co	1 "	Humber & Co	½ "
Monarch Cycle Co	1 "	Geo. N. Pierce & Co	½ "
Pope Mfg Co	1 "	Fenton Metallic Mfg. Co	½ "
Eclipse Bicycle Co	1 "	Central Cycle Mfg. Co	½ "
Newton Rubber Works	1 "	Dodson Cycle Co	½ "
Syracuse Cycle Co	1 "	G. M. Shirk Mfg. Co	½ "
American Dunlop Tire Co	1 "	D. D. Warner & Co	½ "
H. A. Lozier & Co	1 "	Waltham Mfg. Co	½ "
March-Davis Cycle Co	1 "	Bellis Cycle Co	½ "
Sterling Cycle Works	1 "	Stover Bicycle Co	½ "
Union Mfg. Co	1 "	Seyfang & Prentiss	½ "
Union Cycle Mfg. Co	1 "	Winton Bicycle Co	½ "
Adams & Westlake Co	1 "	Yost Mfg. Co	½ "
Sieg & Walpole Mfg. Co	1 "	Warwick & Stockton	¼ "
Arnold, Schwinn & Co	1 "	Schlueter Mfg. Co	¼ "
Barnes Cycle Co	1 "	George Oberne	¼ "
St. Louis R & W. G. Co	½ "	Whayne Mfg. Co	⅛ "
Sager Mfg. Co	½ "	Cutting & Kaester	⅛ "
Moore Cycle Fittings Co	½ "	Spamer Mfg. Co	⅛ "
Spaulding & Pepper	½ "	Fox Machine Co	⅛ "
E. C. Stearns & Co	½ "	S. Mason & Mason	⅛ "
Globe Cycle Works	½ "	Jos. Dixon Crucible Co	4 inches
National Cycle Co	½ "	Goold Mfg. Co	4 "
Kansas City Avery Planter Co.	½ "	S. D. Childs & Co	3 "
Peerless Mfg. Co	½ "		

MAKERS OF THE FAVORITE LAMP.

Sharpless & Watts, 1,522 Chestnut Street, Philadelphia, are manufacturers' agents for parts, such as forgings, tubing, sprockets, stampings, and also the Favorite lamp. They made a large number of these lamps last year and are now putting in more machinery so that they can make four times as many next season. Lard oil, with one part kerosene, is burned in the lamp, which when properly adjusted, is almost impossible to extinguish. Next year Sharpless & Watts will manufacture a full line of parts.

THE SUPPLY OF CRUDE RUBBER.

Rubber has never been a cheap product, and yet, while the consumption of it has fully quadrupled within the past twenty years, and there have been fears that the natural supply would give out or at least gradually decrease, the price has practically remained constant. The United States consumes two-thirds of the output of the world, but those two-thirds amount to 40,000,000 of pounds annually, most of which comes from Central and South America where the best rubber in the world is obtained. The visible supply of rubber has always been limited, which has given rise to fears that in a few years the natural supply would be exhausted. This has led to many experiments in the manufacture of artificial rubber and to the planting of rubber trees in plantations on a very limited scale. But it has been found by private explorations during the past few years that there are

Vast Unworked Forests of Rubber Trees

in the upper part of Brazil on the watershed of the Orinoco, and that in the older regions which have supplied the demand for many years only the borders of the streams have been worked by the natives. The tropical forests have never been systematically worked, most of the supply being gathered voluntarily by the natives, who are constitutionally averse to regular labor. Moreover the trees that are exhausted by repeated bleedings are replaced by others which are constantly springing up, so there need be no great alarm felt that the natural supply will fail to fully meet the demand for many years at prices little, if any, higher than have been paid heretofore.

What Regulates the Cost of Rubber.

It is not the matter of supply which regulates the price of crude rubber so much as the difficulties of collecting it and the costliness of transportation. When the immediately available supply close to the streams has become insufficient, the natives will of necessity penetrate farther into the forests and there find plenty of untapped trees, and steamers will ascend the rivers to the uttermost navigable point to facilitate the transportation of the crude product, until after many years it will be found more profitable to systematically cultivate the trees and harvest the sap in more accessible plantations near the coast and along the banks of rivers navigable at all seasons by large sea-going steamers.

The rubber of Africa is inferior in quality to that of South America, and the lack of navigable streams has made it unprofitable to the natives to carry it to the coast, especially as they have to pay tribute to the various tribes through whose territories they have to pass on the way.

Another factor in the rubber trade is the reclaiming of the waste material in old rubber shoes, boots, etc., which has grown to a regular industry, and one of no little importance, throughout the whole northern portion of the United States.

QUAKER TRADE NEWS.

PHILADELPHIA, PA., Oct. 20.—The company recently organized by Joseph Holbrook and a number of local capitalists for the manufacture of bicycles has been named the Holbrook Cycle Co. The company will have a capital of $25,000 divided into 1,000 shares, the par value of which will be $25. Two-thirds of the stock has already been subscribed, and it will not be long ere the remainder will be taken up. At present several localities for a factory site are being looked after and as soon as one is selected work will be pushed. Plans for the '96 model are now under way, and it is the expectation of Mr. Holbrook that samples will be ready about the first of the year.

Weise & Bowen are arranging plans for next season's business, and it is needless to say that the Stearns wheel will be handled in the same capable manner it was looked after this year. This firm sold the Yellow Fellow exclusively, and did one of the biggest trades in the city. The only drawback met with was the difficulty in getting orders filled, the demand being far greater than the supply most of the time. A large number of tandems were sold.

Thomas Benner, father of the now famous Benner Brothers, left Philadelphia for Syracuse on Tuesday morning whither he went to make arrangements for next season and sign contracts that will make the Lilliputians full fledged members of the Syracuse racing team. Benner was accompanied by his two sons who were taken along in order that they could be measured for racing wheels. As members of the "Crimson Rim" team the boys will travel the entire national circuit and should prove a big attraction at all race meets.

The Pennsylvania Bicycle Co., of 1345 Arch Street, has secured the upper floors of its large building for manufacturing purposes and is now engaged in fitting up a factory and arranging for next season's output of the Pennsylvania. Manager LeCato has made this wheel popular in Philadelphia, but not satisfied with this success it is his intention to advertise extensively and introduce the machine in all parts of the country.

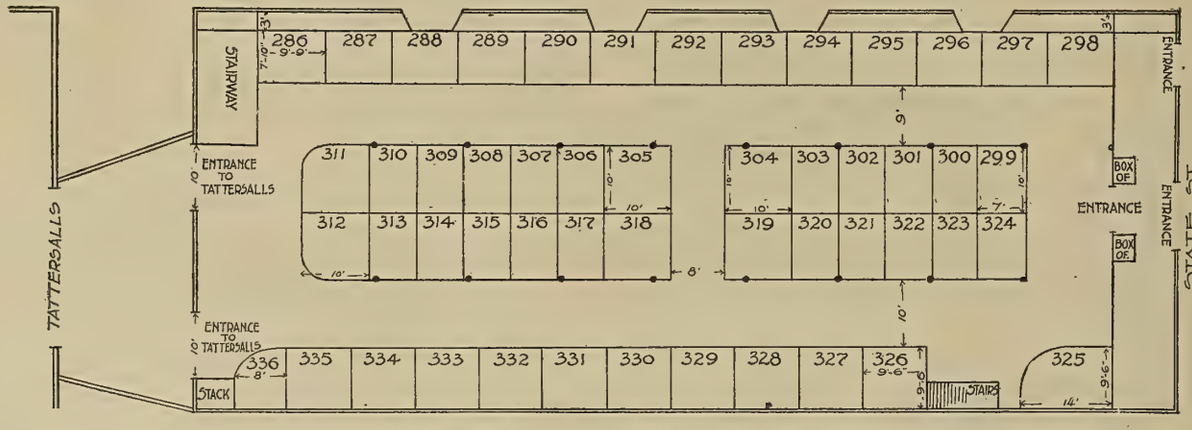
R. J. Walker, the agent for the Wilhelm and Eclipse bicycles, who recently paid a visit to the Eclipse factory at Elmira, N. Y., declares it a model factory in every sense and fully capable of turning out more wheels "that stand the test" than ever before. That local cyclers recognize the strength and lasting qualities of the Eclipse is demonstrated by the large trade of the past spring, summer, and fall and under Mr. Walker's business-like management the wheel promises to become still more popular next season. Eclipse tandems also received a large sale here this year.

Recent Patents.

547,886.—Bicycle bell; Alfred Nicholas, Birmingham, England, assignor to Joseph Lucas and Harry Lucas, same place; filed August 8, 1895; serial No. 558,604. (No model.) Patented in England November 15, 1894, No. 22,049.

547,990.—Frame connection for bicycles; William J. Grinden, Brooklyn, N. Y., assignor to J. H. Williams & Co., same place; filed January 14, 1895; serial No. 534,737. (No model.)

548,042.—Velocipede or cycle pedal; Augustine C. Davison, London, England, assignor to Walter Measure, Needham, Mass.; filed May 14, 1895; serial No. 549,291. (No model.) Patented in England Oct. 19, 1892, No. 18,678.



Additional Allottments at the Chicago Cycle Show.

548,047.—Tire for vehicle wheels; James M. Gilmour, New York, N. Y.; filed August 22, 1895; serial No. 560,148. (No model.)

548,094.—Pneumatic-tired wheel, Thomas Rouse, Upminster, England; filed August 5, 1895; serial No. 558,288. (No model.) Patented in England May 14, 1895, No. 9,314.

548,117.—Vehicle tire; Charles E. Duryea, Peoria, Ill., assignor to the Indiana Rubber and Insulated Wire Co., Marion, Ind.; filed November 28, 1894; serial No. 530,248. (No model.)

548,139.—Bicycle wheel; Charles A. Purvis, Gravois Mills, Mo.; filed June 19, 1895; serial No. 552,931. (No model.)

ADDITIONAL ALLOTMENTS AT CHICAGO.

The National Cycle Exhibition Co. has made the following additional allotments of space for the Chicago cycle show:

286	Tonk Mfg. Co.
287	Kokomo Rubber Co.
288	Beebe Tire Co.
289	Rockford Tool and Sundry Co.
290	Auburn Cycle Co.
291	Racine Bicycle Boat Co.
292	W. K. Peters.
293	Cline Cycle Co.
294	Henry Sears Co.
295	Henry Sears Co.
296	M. H. Kiebel.
297	Betts Patent Headlight Co.
298	Place & Terry
299	E. Arnstein.
300	Wolff & Co.
301	Speeder Cycle Co.
302	Buescher Cycle Co.
303	Richmond Cycle Co.
304	Richmond Cycle Co.
305	Miami Bicycle & Mfg. Co.
306	Miami Bicycle & Mfg. Co.
307	Munger Cycle Co.
308	Munger Cycle Co.
309	Stearns & Co.
310	Stearns & Co.
311	Davidson & Co.
312	Davidson & Co.
313	M. E. Griswold.
314	F. F. Ide Co.
315	F. F. Ide Co.
316	F. F. Ide Co.
317	C. J. Godfrey.
318	C. J. Godfrey.
319	G. N. Pierce & Co.
320	G. N. Pierce & Co.
321	G. N. Pierce & Co.
322	Schlueter Cycle Mfg. Co.
323	Schlueter Cycle Mfg. Co.
324	Schlueter Cycle Mfg. Co.
325	Spalding & Bros.
326	Kalamazoo Cycle Co.
327	Manufacturers' & Merchants' Warehouse Co.
328	Manufacturers' & Merchants' Warehouse Co.
329	Demorest & Co.
330	John Caldwell.
331	Taylor Trunk Works.
332	Turner Brass Works.
333	Indianapolis Rubber Co.
334	Indiana Novelty Co.
335	U. S. Cycle Implement Co.
336	U. S. Cycle Implement Co.

Harry Dekker ("Bill Nye") has resigned his position with the Liberty Cycle Co. and will have charge of the advertising department of the Eclipse Bicycle Co., of Elmira, N. Y.

"An honest tale speeds best, being plainly told."—Shakespeare.

The New York Standard Watch

is

The	In	For
Best	The	The
Watch	World	Money.

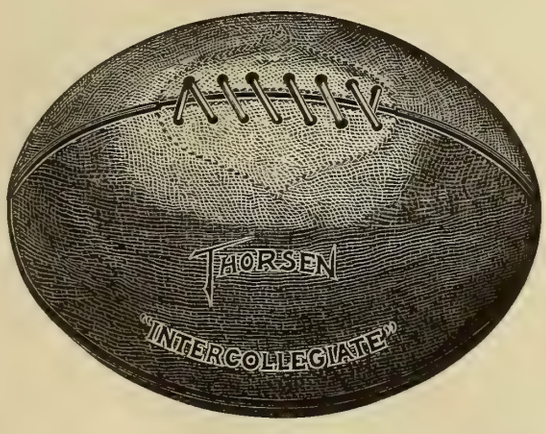
Manufactured by

The New York Standard Watch Co.,

Makers of

The "Standard" Cyclometer.

THORSEN FOOT BALLS





HIGHEST QUALITY.
IMPORTED GRAIN LEATHER.
WITH PUMP, $5.00.

BICYCLE CLUBS WRITE FOR SPECIAL TERMS ON

VICTOR AND THORSEN FOOT BALL GOODS.

THORSEN & CASSADY CO., 141-143 Wabash Ave., Chicago, Ill.

A NEW FRAME.

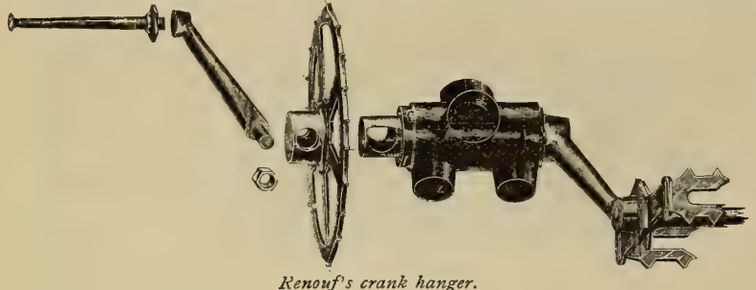
P. L. Renouf, inventor of the Humber frame, has spent the past week in Chicago, visiting the factories and getting an insight into American cycling. He has with him several of his inventions, and is showing them to the trade. Probably the most important one is his new frame, which certainly has many fine points. In this frame the seat mast tube extends four inches below the crank hanger. There are two chain stays on the chain side, making an oval. This is the strong feature of the frame. The oval is brazed to the frame at three points and greatly stiffens the front frame. It relieves the strain which is thrown on several places instead of one and does not add more than a quarter of a pound, while being three



Renouf's new frame.

times as strong as the old style. The continuous chain-stay supports a gear case, which can be put on without widening the tread.

Another invention of Mr. Renouf's is his crank bracket. The crank on the chain side is somewhat similar to the ones used on the Spalding and Victor, the crank taking the place of the cotter pin. To remove the crank, all that is necessary is to unscrew a nut, give the crank a little tap



Renouf's crank hanger.

and the deed is done. The sprocket is held in place by the crank, making it possible to change a gear in one minute. In the bearings in this crank hanger the cup is turned the opposite way from the usual style, putting the balls farther apart and bringing them directly under the chain.

Another good thing that Mr. Renouf has with him is a band brake invented by a man named Gardiner. The band brake fits inside the sprocket and when the rider back pedals, it puts the brake into operation, its effect being felt instantly.

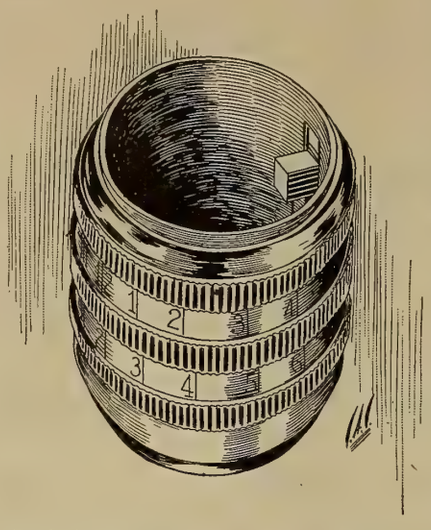
Chicago's Visitors.

Among the visitors to Chicago this week were: John C. Bowe and W. D. Hawley, of the Syracuse Cycle Co.; George N. Pierce, of G. N. Pierce & Co., of Buffalo; B. H. Chapman, of the Columbus Bicycle Co.; C. A. Benjamin, of the Barnes Cycle Co.; Sterling Elliott, of Boston; George W. Houk and Samuel H. Haines, of the Eclipse Bicycle Co., and F. A. Brandt of the Black Mfg. Co.

Morgan & Wright have issued a catalogue written in the Hollandish language. They are also preparing catalogues in the Russian, French, and German languages. Home firms who are exporting wheels fitted with Morgan & Wright tires to European countries will be supplied with these catalogues.

A DESIRABLE BICYCLE LOCK.

Something decidedly new and unique in the shape of a bicycle lock is the Garside combination lock, which is built on the head of the machine in a manner that makes it not only unobtrusive but really ornamental. As it is actually a part of the frame of the wheel, it does not have to be carried in the rider's pocket and can never be lost. The lock fastens the front wheel in any position, thereby effectually preventing any would-be thief from riding it away. By the simple turning of the rings it can be locked in a second, and as it has 200,000 combinations and the owner carries the key in his head, it is equally impossible for any one else to pick the lock or for the key to be lost. Five seconds or less will suffice for unlocking the device. The lock is positive in its action, and will not wear loose and rattle or get out of order. In operation it is remarkably simple and effective—so much so that it has never been adversely criticised—but, on the contrary, has been endorsed by all who have seen it, and is being adopted by leading manufacturers, who have already contracted for 40,000 during the present month. It is put on the market by the Garside Combination Lock Co., 627 The Rookery, Chicago.



SHORT TRADE NOTES.

The National Sewing Machine Co., of 124 Pearl Street, Boston, is agent for Suffolk County, Mass., for the Marion Cycle Co.

Eclipse bicycles may be distinguished next year by their emerald green rims, the Eclipse company having adopted that color.

George Hilsendegen, of Detroit, will make a wheel of his own next year He has already made several large contracts for '96 wheels.

A. B. McDonnell, on a Viking, has broken the 25 and 100-mile records. The former he has reduced to 51:55, and the latter to 4:55:00.

Frank Wenter, president of the Gladiator Cycle Works, of Chicago, is a candidate for re-election as drainage trustee. He will probably be supported by many Chicago wheelmen.

S. W. Hall, the bicycle leggins manufacturer, of 50 Jackson Street, Chicago, will send a pocket dictionary and his illustrated catalogue to any person sending him 4 cents for postage.

All the factories in Buffalo are running full time, the entire season's output is contracted for, and though retail trade at present naturally is rather dull the prospects for next season are good.

The A. F. Shapleigh Hardware Co., of St. Louis, has contracted with the Empire Cycle Co., of Syracuse, for 1,500 Empires. This is one of the first large contracts placed for these wheels.

James Dickinson, the speedy rider who has been in the employ of the Barnes Cycle Co. during the past season, has accepted a position in the factory of the Brown-Lipe Gear Co., Syracuse, N. Y.

Within the last fifteen days the Monarch Cycle Mfg. Co. has made the following foreign shipments of Monarch bicycles: France, twenty-six; Denmark, eight; Finland, four; Australia, twelve; Holland, fourteen.

Orlando L. Stevens, of Ottumwa, Iowa, who is riding the America fitted with Morgan & Wright tires, at Hedrick, Iowa, October 17, captured both the quarter and one-third mile flying start unpaced world's records in :23⅛ and :33⅔ respectively.

The Gendron Wheel Co. has issued a little pamphlet of advance illustrations of its Gendron and Reliance bicycles. The booklet is very tastily gotten up and admirers of Gendron wheels should send in their names at once for one of the miniature catalogues.

The Fleming & Dobyne, Mfg. Co., of Harvard, Ill., will make wheels the coming year, it being the company's intention to turn out from 1,500 to 2,000 machines. The wheels will be called the Shenandoah and the Shenandoah Belle, and will be strictly high grade.

The races held at the Green County fair, at Carrollton, Ill., October 17, were attended by nearly 7,000 people. E. L. Simpson won first prize in the half-mile event in 1:18, Vernon Clark finishing second, E. Pearce third, Oscar McFarland fourth, and John Ranney fifth.

It is interesting to note the growth of the saddle factory of Hulbert Bros. & Co., New York City, where they manufacture the Mesinger saddle. The early part of '95 they commenced making these saddles in nominal quantities, and so far they have doubled their capacity each month. Of course, they do not hope to continue doubling their present product, but

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 14

....CHICAGO, OCTOBER 31, 1895....

Union Wheels for '96

A SHORT "POME" ON A GRAND SUBJECT

"Spin on, O merry lathe and drill,
And work, O men of care and skill;
Your deft mechanic craft display,
To build the wheel that crowns the day—
And public choice its seal shall fix
On UNION WHEELS for '96."

Every one interested in cycles should be on our mailing list.

UNION CYCLE MFG. CO.

We are settling agencies.

239-243 COLUMBUS AVE., BOSTON, MASS.

THERE IS A TIDE IN TIRES WHICH TAKEN AT THE FLOOD LEADS TO THE FRONT.

IT IS FLOOD TIDE NOW



IN

Single Tube Tires

MANUFACTURED BY THE B.F. GOODRICH CO., AKRON, O.

LICENSEES under letters patent No. 486915 & 497971, dated May 23, 1893.

3 GRADES FULLY GUARANTEED.

BEST MATERIAL FINEST WORKMANSHIP.

THE GOODRICH

NO BETTER ARE MADE. NO BETTER CAN BE MADE.

ROAD SEMI-ROAD AND RACER.

FOR EVERY DAY SERVICE. STRONG. DURABLE. RELIABLE.

"999"



ROAD AND SEMI-ROAD ONLY.

A FIGHTER; ALSO A WINNER ON CHEAP WHEELS.



TECUMSEH

ROAD AND SEMI-ROAD ONLY.

WE KNOW HOW TO MAKE SINGLE TUBE TIRES.

WORKMANSHIP guaranteed equal to the best in this country or any other.

"MADE BY THE B.F. GOODRICH CO." MEANS THE BEST.

NOTE

OUR FACILITIES ARE SUFFICIENT TO INSURE PROMPT DELIVERY

SELLING AGENTS.

THE COLUMBIA RUBBER WORKS CO.,

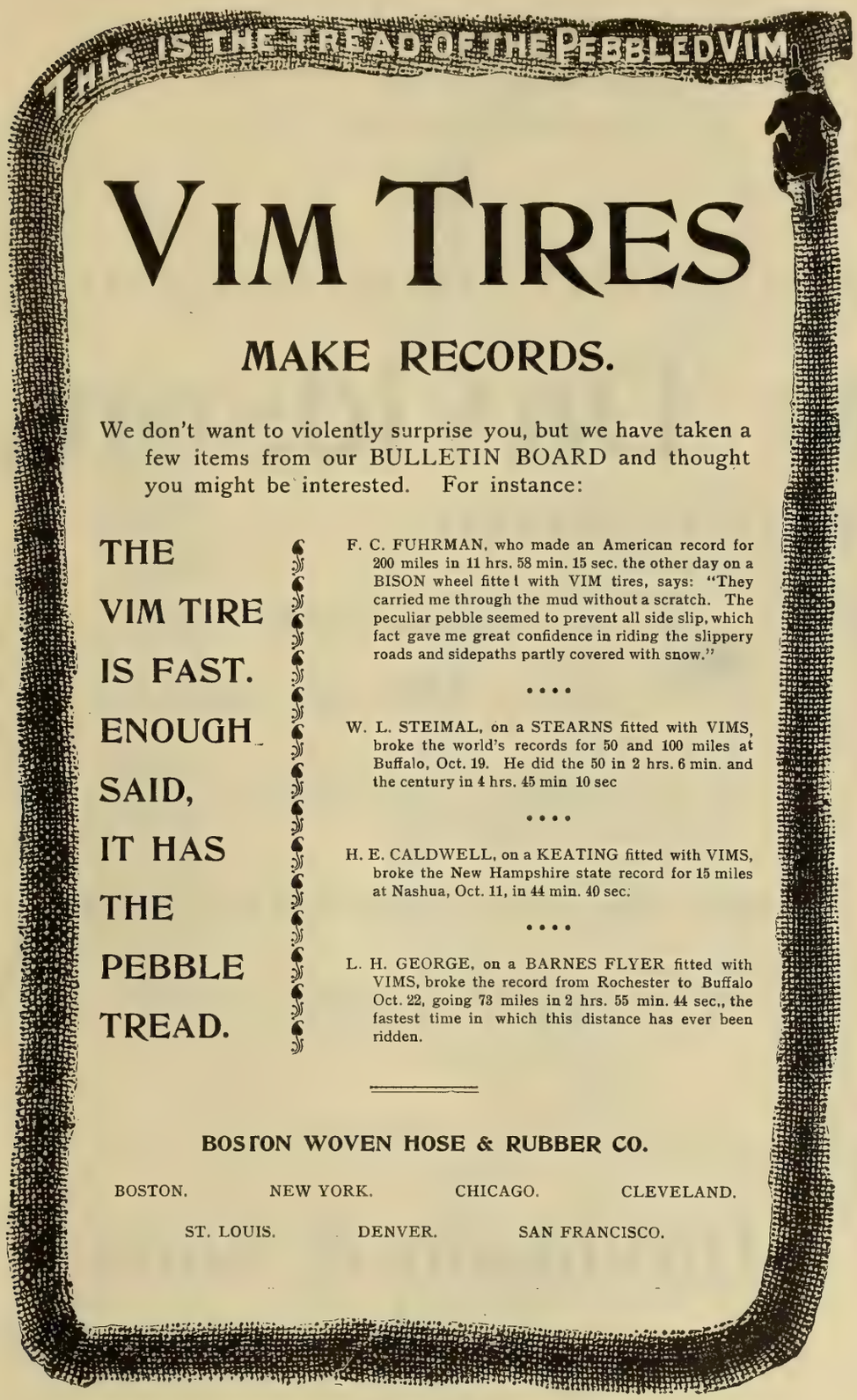
NEW YORK. 66 READE. ST.

CHICAGO. 159 LAKE. ST.

THE B.F. GOODRICH CO.,

AKRON RUBBER WORKS

AKRON, O.



VIM TIRES

MAKE RECORDS.

We don't want to violently surprise you, but we have taken a few items from our BULLETIN BOARD and thought you might be interested. For instance:

THE VIM TIRE IS FAST. ENOUGH SAID, IT HAS THE PEBBLE TREAD.

F. C. FUHRMAN, who made an American record for 200 miles in 11 hrs. 58 min. 15 sec. the other day on a BISON wheel fitte t with VIM tires, says: "They carried me through the mud without a scratch. The peculiar pebble seemed to prevent all side slip, which fact gave me great confidence in riding the slippery roads and sidepaths partly covered with snow."

• • • •

W. L. STEIMAL, on a STEARNS fitted with VIMS, broke the world's records for 50 and 100 miles at Buffalo, Oct. 19. He did the 50 in 2 hrs. 6 min. and the century in 4 hrs. 45 min 10 sec

• • • •

H. E. CALDWELL, on a KEATING fitted with VIMS, broke the New Hampshire state record for 15 miles at Nashua, Oct. 11, in 44 min. 40 sec.

• • • •

L. H. GEORGE, on a BARNES FLYER fitted with VIMS, broke the record from Rochester to Buffalo Oct. 22, going 73 miles in 2 hrs. 55 min. 44 sec., the fastest time in which this distance has ever been ridden.

BOSTON WOVEN HOSE & RUBBER CO.

BOSTON. NEW YORK. CHICAGO. CLEVELAND.

ST. LOUIS. DENVER. SAN FRANCISCO.

"And now is the winter of our discontent

Made glorious summer by"--

a peep at

The Davidson...

One grade only.

The very highest.

In four styles—Men's Road Wheel, Ladies' Wheel, Diamond Frame, and Combination Tandem.

"YOU WILL SEE THEM EVERYWHERE."

Flush fittings. No unnecessary bolts or nuts. No crank keys. It is a marvel of beauty, simple and stanch in construction.

WE WANT GOOD AGENTS.

Davidson & Sons

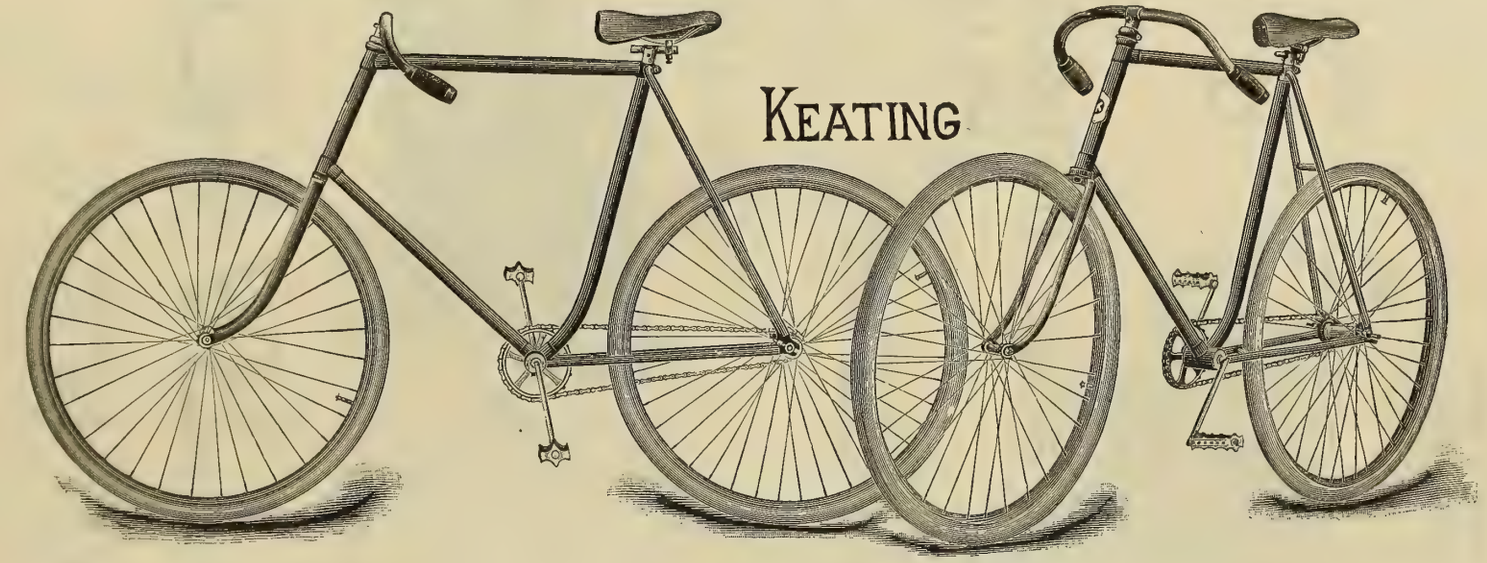
Foot of N. Market St., CHICAGO.

365 DAYS AHEAD OF THEM ALL

19 LB.

KEATING

19 LB.



19 LB.

KEATING

19 LB

'96
ADVANCE
SHEET
'IS
READY.

As speedy as
a lightning thought,
as light as a

SUMMER DREAM

but strong and graceful in its
completed beauty is the
KEATING.

LARGE TUBING,
BARREL BRACKETS
AND HUBS.
PATENT FRAME.
ADJUSTABLE BARS.
ADJUSTABLE SEAT-POST.
CONVERTIBLE PEDALS.

KEATING WHEEL CO.
HOLYOKE, MASS.

SEE THAT CURVE?

KEATING WHEEL CO.
HOLYOKE, MASS.

The Bearings of Cycling Authority of America

Mention The Bearings

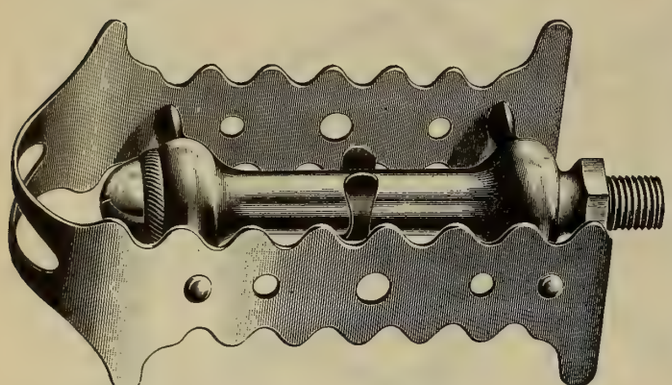
R. H. WOLFF & CO.,

Foot East 118th St.
New York,

...MAKERS OF...

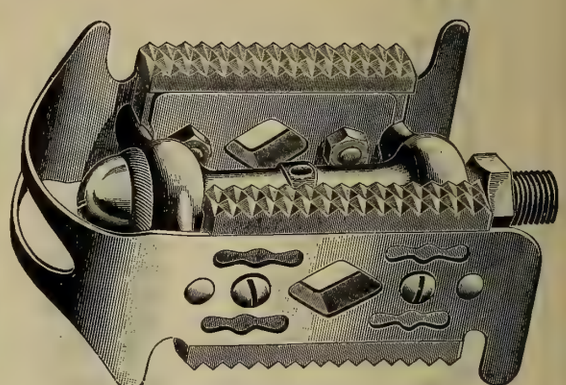
WOLFF-AMERICAN

HIGH-ART CYCLES



MEN'S RAT-TRAP PEDAL.

We want only High Grade Agents to handle our line for 1896. Will you write us?



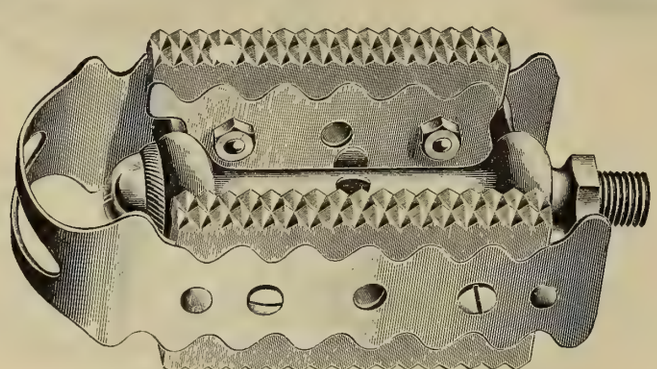
LADIES' PEDAL.

.. MAKERS OF...

WOLFF-AMERICAN

PATENT INDESTRUCTIBLE PEDALS

$4.00 Per Pair.



MEN'S COMBINATION PEDAL.

This pedal is all that its name implies. You can have them on your wheels if you desire. We manufacture for the trade.

R. H. WOLFF & CO., New York.



THE HIGHEST DEGREE

ATTAINABLE IN THE MANUFACTURE OF BICYCLES IS FOUND IN THE

ADLAKE

· BICYCLE ·

Features for '96:

Large Tubes,

Large Bearings,

Large Hubs,

and

Light Weights.

A MARK

THE ADLAKE A THE ADAMS & WESTLAKE CO. CHICAGO

OF HIGH DEGREE.

THE

Adams & Westlake Co.

MAKERS, CHICAGO.

Sameness is a Monotony Variety a Spice.....

Each Jobber wants something different from his Competitor.

It is necessary to the preservation of profits. We furnish each jobber something different—that is why we make the

Largest Variety of Bicycles of any Factory in the World.

WE DON'T MAKE SIMPLY two, three, or four styles and expect all our customers to handle the same patterns—which makes the question of a sale by them rest entirely on price. Each one can talk something beside price, because he has something different in design. This gives to each one this whole broad world of ours as EXCLUSIVE territory, instead of tying him up to a state or two. Isn't this worth something to YOU?

This Is not all that we can do for you either.

THE Warman-Schuh Cycle House

MAKERS OF

The Cataract

The White City

AND

W. S. C. H. CYCLES

"What fools these mortals be"--in fact, unless they ride a Cataract.

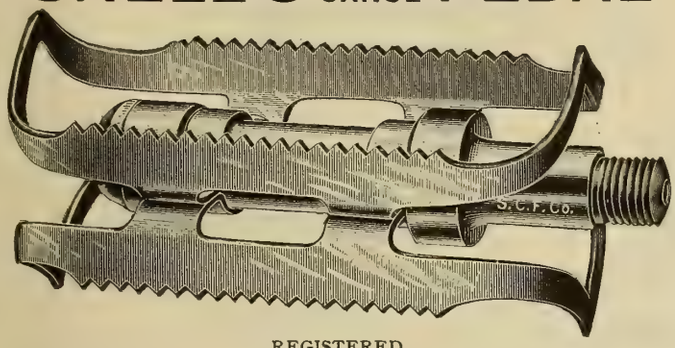
116-128 North Lincoln St.,
616-622 Austin Ave., and
101-105 North Lincoln St., cor. Kinzie.

Chicago, Ill.

S · C · F · Co

1896

NONE CAN COMPARE WITH SNELL'S CANOE PEDAL

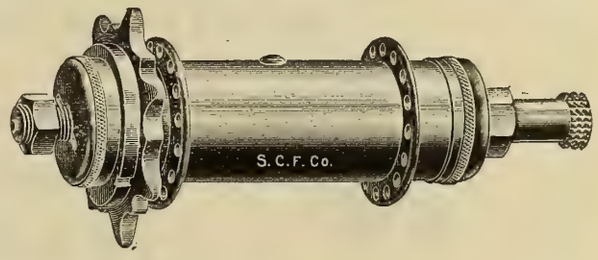


REGISTERED.

HIGH GRADE, DUST PROOF, LIGHT WEIGHT, NEAT IN APPEARANCE, RUBBER ATTACHMENTS.

CAN GUARANTEE DELIVERIES.

NONE SO GOOD AS THE SNELL BARREL HUBS

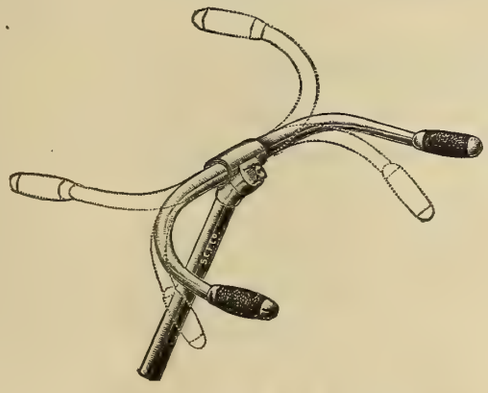


LATEST DESIGNS.

DUST-PROOF PROPERTIES.

HANDSOME IN APPEARANCE.

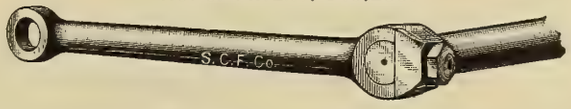
ADJUSTABLE HANDLE-BAR



SPECIAL PRICES TO FACTORIES.
WRITE FOR PARTICULARS.

PATENT CRANK

NO. OF PATENT, 543,283.



THIS CRANK IS SECURED TO THE AXLE BY MEANS OF A LOCK CLAMP.



DOES AWAY WITH COTTER PINS.
NO MORE SWEARING.

NO. 101 PEDAL WITH '96 IMPROVEMENTS. CAN QUOTE LOW PRICES TO QUANTITY BUYERS.

SEAMLESS FORKS FROM 1 INCH AND 7-8 INCH TUBING.

WRITE US FOR SHEET STEEL GOODS. STEEL DROP FORGINGS.

WRITE FOR SAMPLES AND QUOTATIONS TO

THE SNELL CYCLE FITTINGS Co

SNELLTOWN, TOLEDO, OHIO.

We will give $100 in Gold....

For a Think

TO ANY BICYCLE AGENT IN THE UNITED STATES, CANADA, OR MEXICO THAT SUGGESTS THE MOST FITTING NAME FOR A HIGH-GRADE BICYCLE.

The Conditions Are:

That the name must be typical of the finest workmanship, best material, and highest finish. In fact, a name for a PEER—that for quality and construction is unsurpassed.

The name must be written plainly under the regular business letter head or on the back of agent's business card.

If more than one suggests the name selected, the gold will be equally divided. Mail to

Arnold, Schwinn & Co.,

Bicycle Makers..... **Peoria and Lake Sts., CHICAGO, ILL.**

Isn't it strong argument?
Isn't it sound business logic?
Isn't it a fair proposition?

That with our thirty years' experience in building high-grade sewing machines, with a world-wide reputation as to the excellence of our production in the manufacture of bicycles, we should still make this question of quality our most prominent feature? There is no argument about this whatever.

We are engaged in building bicycles as a permanency, not as a side issue, but as long as there exists either a voluntary or forced demand; bicycles unquestioned in quality, with every "up-to-date" feature, the embodiment of beauty, graceful design, lightness, and durability. Wheels that must prove a credit to ourselves as manufacturers and equally creditable to dealer and rider. Do not be influenced by the argument that our experience as manufacturers of sewing machines is no evidence that we can be equally successful in building wheels. Rather keep in view the important fact that we have added to our sewing machine plant a building 105 feet front and six stories in height for the exclusive manufacture of "White" bicycles. Our force of mechanics employed in this department are with ample experience, our machinery is the latest, and altogether our facilities unquestioned.

"WHITE"

BICYCLES

FOUR STYLES

Models "A" and "B" for Ladies' and Gents' use

List $100

Models "C" and "D" for Ladies' and Gents' use

List $75

Exclusive territory under contracts; protection assured. Our handsome catalogue soon ready.

Address

White Sewing Machine Co.

Bicycle Department....

124-126 Euclid Avenue, Cleveland, Ohio.





! or ?

Don't you think it would be more to your interest, Mr. Dealer, to handle a recognized success than to try conclusions with an unknown quantity? Wouldn't you rather sell a machine that is generally acknowledged to be the most extensively advertised and the most popular bicycle, and made by a company that has achieved the greatest success in the history of cycle manufacture, than to try to sell the unknown product of one of those unreliable concerns, many of whom have not yet demonstrated that they know anything about building bicycles? Wouldn't you rather sell an exclamation point (!) than an interrogation point (?) ? The former possesses such beauty of design, exquisiteness of finish, strength, speed, and generally admirable and salable characteristics that you can not but give an exclamation of glad surprise, wonder, and delight, while a look at the other simply causes you to say to yourself, "What is it?" The exclamation point (!) is the Monarch, a bicycle that you can depend upon in any emergency—a bicycle made of the very best material by experienced mechanics in the finest equipped factory in the world—a bicycle that has achieved the most phenomenal success on the racing circuit—a bicycle that you can sell—in short, a bicycle in every sense of the word. In the interrogation point (?) are included, "We are years ahead," "Have no superior," "They lead the world," "All high grades excelled," "Without a peer," and others of that ilk too numerous to mention.

Hadn't you better write us at once, Mr. Dealer? Don't put it off too long, or your neighbor will secure the agency for the Monarch, and you will be compelled to handle a "What-is-it."

MONARCH CYCLE MFG. CO.

Lake, Halsted, and Fulton Sts., Chicago, Ill.

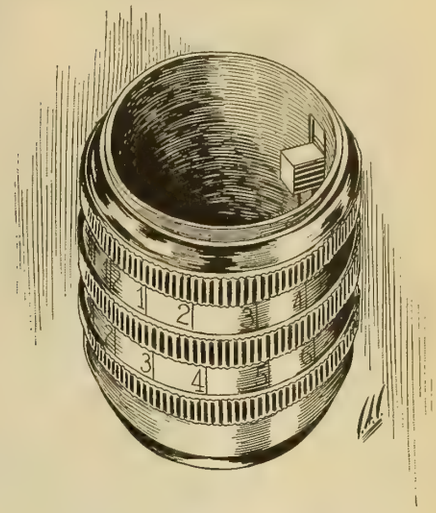
Branches: NEW YORK, SAN FRANCISCO, PORTLAND, SALT LAKE CITY, DENVER, MEMPHIS, DETROIT, TORONTO.





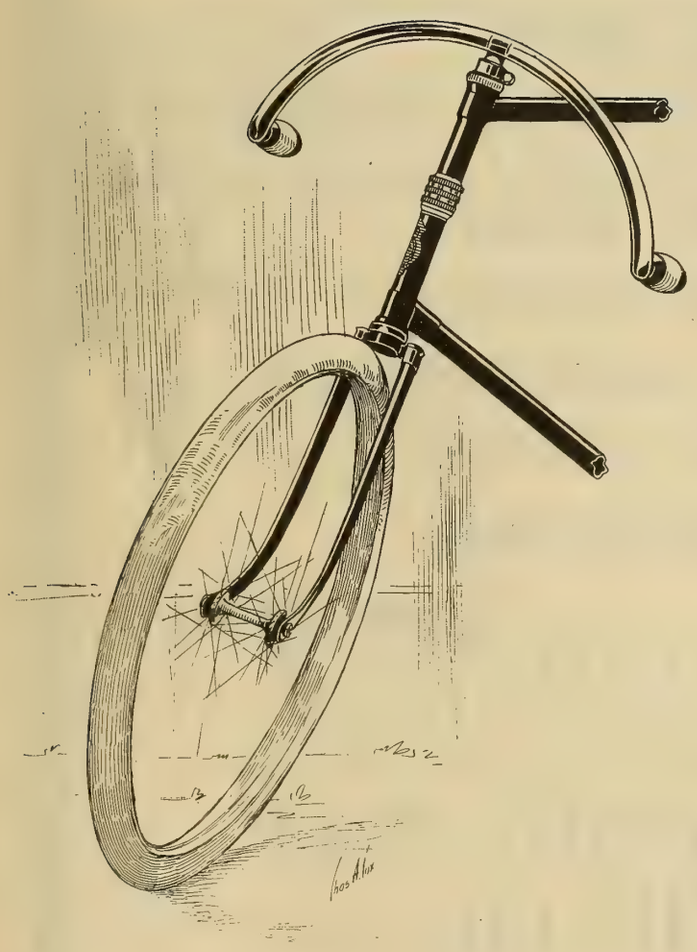
THE LOCK IS ON YOUR WHEEL;
THE KEY IS IN YOUR HEAD--
BOTH ARE WITH YOU.

ACTUAL SIZE.



WEIGHT LESS THAN 3 OZ.

The Garside Combination Bicycle Lock



U. S. Patents allowed. Foreign Patents pending.

Effectually protects a wheel against tampering or theft.

Built on the head of the machine and a decided ornament.

Locks the front wheel at right angles. It can not be broken, picked, or cut.

Positive in its action. Will not rattle, wear loose, or get out of order. ***Innumerable combinations.*** Can be locked in one second, and unlocked in less than five.

A wonderfully simple invention that has received the unqualified indorsement of every bicycle manufacturer, repairer, dealer, or rider who has seen it.

An adverse criticism of its merits has never been made. Adopted by leading manufacturers. ***Over 40,000 contracted for in the present month.***

ADDRESS ALL COMMUNICATONS TO

The Garside Combination Lock Co.

627 "THE ROOKERY," - - - CHICAGO.

BICYCLE MATERIAL.

We have the following stock for sale, deliveries to be made between now and January 1.

750,000 FEET WELDLESS TUBE,
all popular '96 sizes.

25,000 PAIR WELDLESS FORKS.

1,000,000 SWEDGED SPOKES AND NIPPLES.

2,000,000 STEEL BALLS.

25,000 LIGHT '96 PATTERN SPROCKET FORGINGS,
from 16 to 22 teeth.

5,000,000 WOOD RIM WASHERS.

15,000 SETS WOOD GUARDS.

1,000,000 OIL CANS. 50,000 WRENCHES.

50,000 PAIR CORKALINE GRIPS.

50,000 BALL LUBRICATORS.

20,000 PAIR WOOD RIMS. 25,000 CHAINS.

Also a large and complete line of other bicycle material and sundries of every description, including Brazed Forks, Sheet Steel Stampings, Saddles, Tires, Repair Kits, Cements, Bells, etc.

ELASTIC TIP CO.

370 ATLANTIC AVE., - - - - BOSTON, MASS.

THE ANDRAE

NEVER DISAPPOINTS



THERE ARE NO SKELETONS

In the Andrae closet—in fact, there are no closets as there is nothing to conceal, nothing to hide away; it needs no mantle of charity to cover chance defects.

THERE ARE NO DEFECTS.

Time, with his insidious finger, has poked and pried at ANDRAE CYCLES for years and fails to find a single vulnerable point, a single weak spot. Use them anywhere, for any purpose.

THEY NEVER DISAPPOINT.

JULIUS ANDRAE & SONS CO.
MANUFACTURERS
MILWAUKEE

BINNER -CHI-

WE MAKE WHEELS TOO!

"Eldredge"

and.....

"Belvidere"

STRICTLY HIGH GRADE.

National Sewing Machine Co.

BELVIDERE, ILL.

....OUR AGENTS....

Herman Boker & Co.	New York City.
Supplee Hdw. Co.	Philadelphia, Pa.
E. W. Walker & Stutz Co.	Goshen, Ind.
The McIntosh-Huntington Co.	Cleveland, Ohio.
Phillips & Buttorff Mfg. Co.	Nashville, Tenn.
Morley Bros.	Saginaw, Mich.
Meyer, Bannerman & Co.	St. Louis, Mo.
C. E. Armstrong & Co.	Clinton, Iowa.
Marshall-Wells Hdw. Co.	Duluth, Minn.
Rector & Wilhelmy Co.	Omaha, Neb.
Young Brothers Co.	Salt Lake City, Utah.
Dunham, Carrigan & Hayden Co.	San Francisco, Cal.
Gleason & Schaff	Chicago, Ill.

Everything and Anything to Build Wheels.....

Wood Rims by the 1,000.

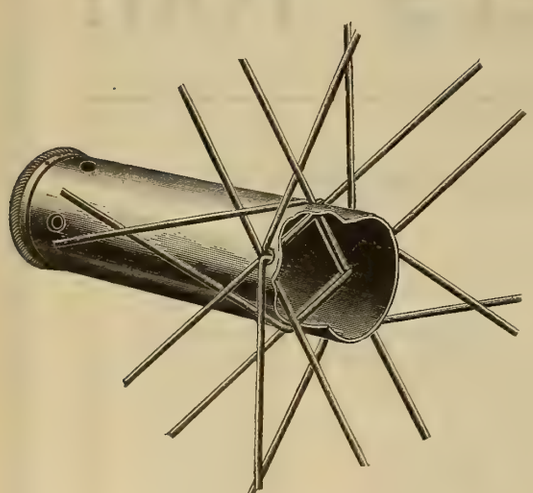
Wood Rim Washers by the 1,000,000.

Write for prices.

W. C. Boak, 61 Terrace, Buffalo, N. Y.

Mention The Bearings

THE NEW BOLTE TUBULAR HUB



FIRST: It is simple in its construction and lighter and stronger than any other.

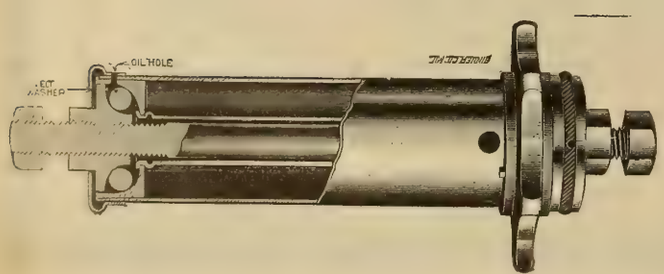
SECOND: Oiling directly on bearing and absolutely dust proof.

THIRD: Best material and workmanship in hubs, cases, and cones.

FOURTH: Only eight spoke holes, thus leaving metal where it is most needed.

FIFTH: It gives a good wide spread to the spokes and firm brace to the rim, preserving, nevertheless, a narrow tread.

WE ARE PREPARED TO MAKE CONTRACTS FOR ANY QUANTITY.
SEND FOR SAMPLES AND QUOTATIONS.
WHEELS COMPLETE FURNISHED ON APPLICATION.

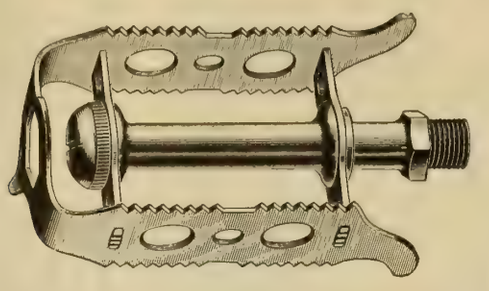


BOLTE CYCLE MFG. CO.

186, 188 & 190 E. WATER ST.
MILWAUKEE, WIS.

Mention The Bearings

HERE IT IS!



OUR

KENSINGTON PEDAL

SPAULDING MACHINE SCREW CO.

BUFFALO, N. Y.

Mention The Bearings

Mr. Agent:

We've a little say to say to you, and we can say it quickly. It's on '96 goods. Shall we say it to you? Say!

The Liberty Cycle Co.

Makers of "Liberty" Cycles. **4 Warren St., New York.**

Mention The Bearings

...1896...

"THE HENLEY"

M'F'D BY M.C. HENLEY — HENLEY — RICHMOND, IND.

HENLEY BICYCLE WORKS,

RICHMOND, IND.

Mention The Bearings

AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY



AVERY BICYCLES

ARE FAST.

HERE IS ANOTHER RECORD.

H. C. WOOD ON AN AVERY

October 17, lowers the state

TEN-MILE ROAD RECORD

forty-four seconds, making the distance in 26:34.

HIGH GEARS RUN EASY ON AVERY BICYCLES.

You will want them for 1896.

KANSAS CITY AVERY PLANTER CO., KANSAS CITY, MO.

AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY AVERY

Mention The Bearings



NAME-PLATE and TRADE-MARK.

A Guarantee of a Strictly High-Grade Bicycle.

FENTON

Is the synonym of Beauty, Strength, and Lightness.
Practical Improvements and Perfect Adjustments.

OUR WHEELS

Are Easy Running, Stanch, and True.

THE IDEAL OF EXCELLENCE FOR

1896

CHICAGO CYCLE SHOW,
Spaces 106 and 107.

NEW YORK CYCLE SHOW,
Spaces 41 and 42.

Southern Distributing Agents, Gray & Dudley Hdw. Co., Nashville, Tenn.
Western Distributing Agents, A. L. Deane & Co., Denver, Colo.
Chicago Distributing Agents, J. H. Fenton & Co., Chicago, Ill.

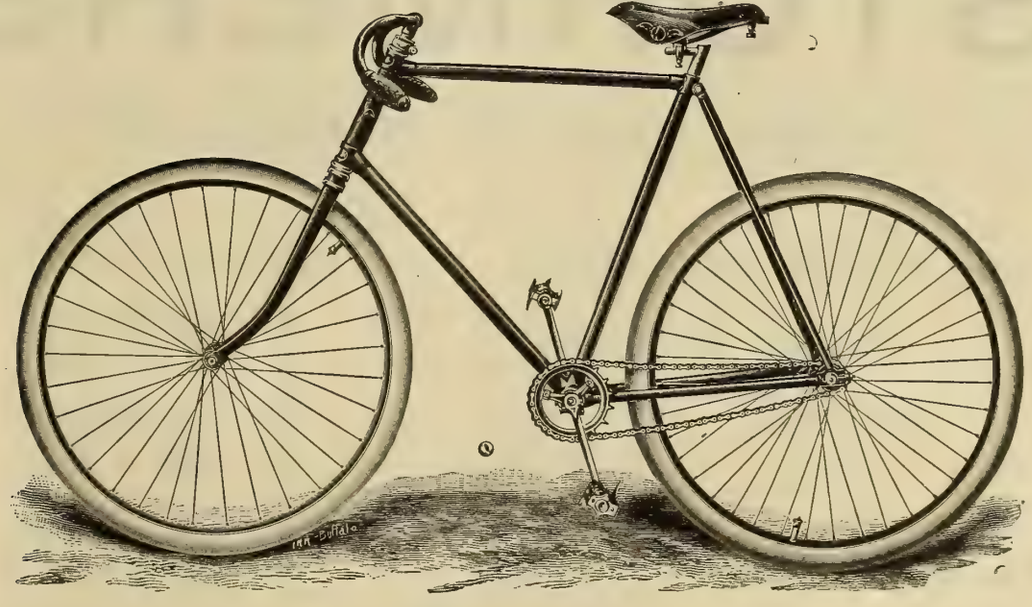
P. S.--FENTON WHEELS HAVE BLUE CROWNS.

Fenton Metallic Mfg. Co.

JAMESTOWN, N. Y.

Another World's Record on the Globe!

RIDE A GLOBE AND BECOME A RECORD BREAKER.



October 23, B. Cleveland, mounted on a Globe, made a quarter in :21 flat.

Agents be wise.
Apply at once for unoccupied territory

GLOBE CYCLE WORKS, Buffalo, N. Y.

S&P

A horse with poor feet=no horse. A bicycle with poor tires=no bicycle.

SPAULDING & PEPPER CO.

CHICOPEE FALLS, MASS.,

Tire Makers ❦❦❦ Tire Makers

Can furnish several kinds and styles of Single=Tube Tires

AND

THE L. C. SMITH DOUBLE=TUBE DETACHABLE TIRES

which they control.

THE L. C SMITH TIRES "ARE ALL RIGHT."

All tires guaranteed to be equal to any in every respect.

S&P

Mention The Bearings

STORMERS

A FULL LINE BY THEMSELVES.

Order a sample line and see if you ever saw a more salable line.

$60
$75
$100

ACME MFG. CO.,

READING, PA.

Mention The Bearings

ARROWS



FOR 1896

EXCEL

For the sake of not being alone in this cold-blooded world, we admit, though permit, only few equals.

THERE ARE ABSOLUTELY NO SUPERIORS.

In your selection of a standard for next season remember that ripe years of experience are the nurture and base of substantial improvement, and are indispensable in the purchase, selection, and manipulation of materials for the production of practical and satisfactory bicycles. The Arrow is a lofty concentration of all that applies to the production of a wheel. In it you have a full guarantee on your investment, and absolute peace of mind as to grade.

Contract for next season now.

CENTURY CYCLE MFG., Co

SHELBYVILLE, IND., U. S. A.

Then the bearings on

1896 Orients

They are the TRIPLEX--something new in angles, and must be tested to be appreciated.

NO BINDING
NO GRINDING } Noiseless and easy revolutions, close adjustment.

None like them and none so good.

We want your name and address.

The Waltham Mfg. Co.,
240 Broadway, New York.

Mention The Bearings

A WORD TO THE WISE.

IF YOU HAVE ANY DOUBT THAT

THE DAYTON

IS THE

BEST WHEEL

ASK ANY OF THE LIMITED NUMBER OF RIDERS WHO HAVE BEEN FORTUNATE ENOUGH TO HAVE IT FOR A MOUNT IN '95. INVESTIGATE FOR YOURSELF BEFORE MAKING YOUR SELECTION FOR '96. CATALOGUE MAILED PROMPTLY.

DAVIS SEWING MACHINE CO.

Chicago Office, 338-340 Wabash Ave.

DAYTON, OHIO.

Mention The Bearings

HIGHEST GRADE is the

ZENITH

LOOK FOR STARS

6 BRIGHT STARS IN OUR ZENITH

GAZE ON US

WATCH THE ZENITH

KEEP YOUR EYES ON OUR ZENITH

SEE THAT PLATE

Large Tubing, Large Hubs, and Large Balls.
Tool Steel Bearings, Absolutely Dust Proof.
Reversible Handle-Bar. Narrow Tread.
Easily Detached Cranks, Simple and Strong.

Watch this space next week for our photo.

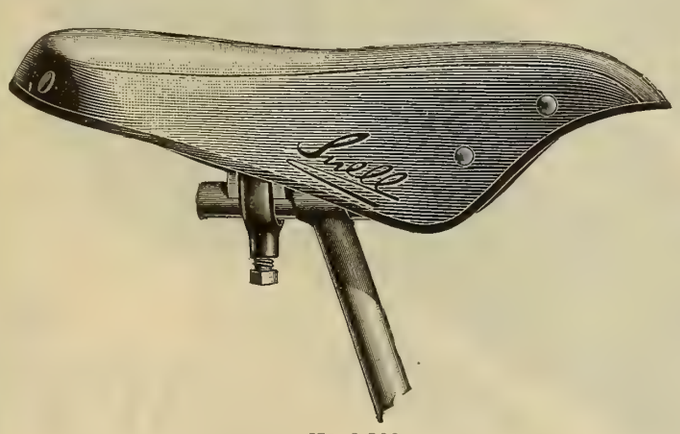
ZENITH CYCLE CO.

Now is the time to write us for Advance Sheet. We want Agents everywhere.

BINGHAMTON, N. Y.

Mention The Bearings

"SNELL" SADDLES.



No. 1,500.



No. 1,501.

These patterns are designed with special attention to the latest requirements of the trade. They are well finished in every respect in black leather. Both patterns are easily adjustable.

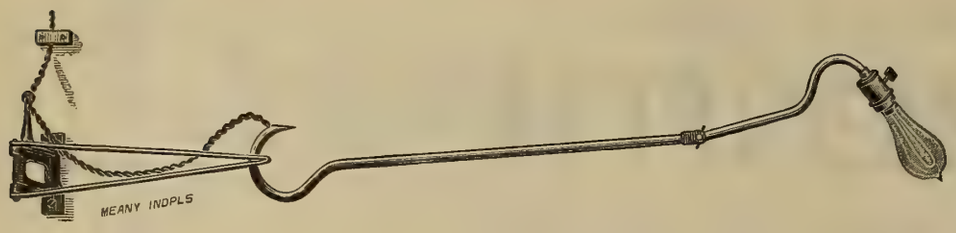
WE CAN MAKE IMMEDIATE SHIPMENTS AND OUR PRICES ARE VERY INTERESTING. WRITE US.

Address SADDLE DEPARTMENT.

SNELL CYCLE FITTINGS CO., TOLEDO, OHIO.

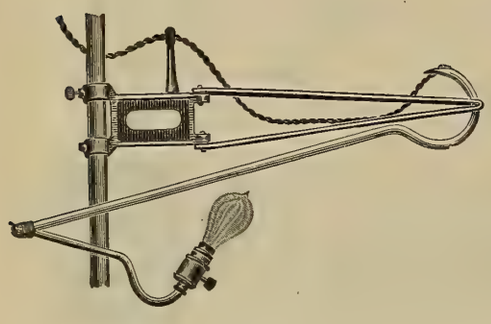
Mention The Bearings

Faries' Universal Electric Lamp Holder



SOMETHING NEW.
PUTS THE LIGHT INSTANTLY
RIGHT WHERE IT IS WANTED.

Bicycle Factories, Repair Shops, and Offices Should Use Them.



MANY SIZES AND STYLES.
SPECIAL PRICES ON LARGE ORDERS.
CATALOGUE DESCRIBING SAME AND GIVING PRICES
MAILED ON APPLICATION.

Faries Mfg. Co., Decatur, Ill., U. S. A.

Mention The Bearings

Experts of 17 Years' Experience Make It.



WE WANT YOU....

to become our agent and to ride a Lyndhurst.

'96 Lyndhurst exceeds even OUR expectations

McKEE & HARRINGTON
Established 1879.
173-179 GRAND ST., NEW YORK.

Mention The Bearings

WORLD'S COMPETITION RECORD

Ten Miles made on the Road in $23:06\frac{2}{5}$



In the Chicago Cycling Club's 10-mile race last Saturday, P. B. Wilson, on a Napoleon, won first time and third place in 23:06 2-5, breaking the world's competition road record and lowering the course record 47 3-5 seconds.

In the same race, out of 29 finishers, Napoleon riders won third, fourth, fifth, seventh, thirteenth, fifteenth, twentieth, twenty-first, and twenty-second places. First, third, and fourth time prizes were won on Napoleons.

SUPERB TIME MADE ON A SUPERB WHEEL.

Jenkins Cycle Co., 20 Custom House Place, Chicago.

WINNERS FOR AGENTS. WINNERS FOR RIDERS.

ERIE BICYCLES

BEST MATERIAL.
PERFECT CONSTRUCTION.
FINEST FINISH.

AGENTS WANTED IN EVERY LOCALITY TO SELL 1896 MODEL $100 MACHINES FOR

$75.00

SEND FOR 1896 CATALOGUE.

QUEEN CITY CYCLE Co

BUFFALO, N. Y.

'96 Halladay '96

'96 Halladay '96

"How It Happened"

The salesman took the tandem to the buyer's store—
The buyer saw the tandem—
The buyer liked the tandem—
The buyer placed an order for a lot of tandems—
And that is "how it happened."

"SHALL WE ENTER YOUR ORDER FOR TANDEMS?"



LET US ADD YOUR NAME TO THIS ENTERPRISING LIST:

GEO. WORTHINGTON CO., CLEVELAND, OHIO.
For Western New York, Pennsylvania, Ohio, Michigan, and New England States.

RALPH TEMPLE CYCLE CO., 2208 MICHIGAN AV., CHICAGO, ILL.
For Illinois, Iowa, Wisconsin, Minnesota, North and South Dakota, Utah, and Kansas.

O. S. POTTER & CO., 511 MARKET ST., SAN FRANCISCO, CAL.
For entire Pacific Coast.

BURTIS & ZIMMERMAN, FREEHOLD AND ASBURY PARK, N. J.
For State of New Jersey.

E. C. MEACHAM ARMS CO., ST. LOUIS, MO.
For St. Louis.

DICKINSON ARMS CO., LITTLE ROCK, ARK.
For State of Arkansas.

R. KUPPERSCHMIDT, MEMPHIS, TENN.
For Memphis and vicinity.

MORGAN & CO., FORT WAYNE, IND.
For northeast corner Indiana and adjoining counties in Michigan and Ohio.

NATIONAL SEWING MACHINE CO., 124 Pearl St., Boston, Mass., Agents for Suffolk County, Mass.

Marion Cycle Co., Marion, Ind.

MANUFACTURERS.

'96 Halladay '96

'96 Halladay '96

"'96"

Outing BICYCLES.

HOW WE SELL THEM.

Exclusive Territory.

Under our own name.

Direct to retailers.

No branch stores.

Write us for further information.



A FEW POINTS.

Barrel Hubs. Large Tubing.

Adjustable Handle-Bars.

Dust-proof Bearings.

Combination Crank and Axle.

Fairbanks Rims. M. & W. Tires.

PRICE $85. LADIES' MODEL SHOWN NEXT WEEK.

Do you know of another $85 wheel that will give you the above equipment? We could not make it better, even if we listed it at $100. Secure our agency, it is a money maker.

HAY & WILLITS MFG. CO.,

INDIANAPOLIS, IND.

Ajax Cycles

Announcement.

Our superb new Models for '96 are now ready, and we shall be glad to send dealers our advance catalogue.

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50 miles	=	= 2:02:45	Unpaced.
100 miles	=	= 4:40:09	

The most remarkable performances of the century accomplished by A. B. McDONELL on a Viking. Riding without pacemakers, he breaks paced records by minutes, beating even the track figures.

McDonell's latest unpaced effort was made last Monday when he reduced the paced record between Rochester and Buffalo to 4:40:09, a cut of 5 minutes and 1 second. The unpaced king rides a VIKING.

Watch for Later Developments.

DS ON A VIKING



A. B. McDONELL
The Fastest Road Rider in the World.

Union Mfg Co., Toledo, O.

WC

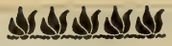
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Watch for Later Developments.

WORLD'S RECORDS ON A VIKING

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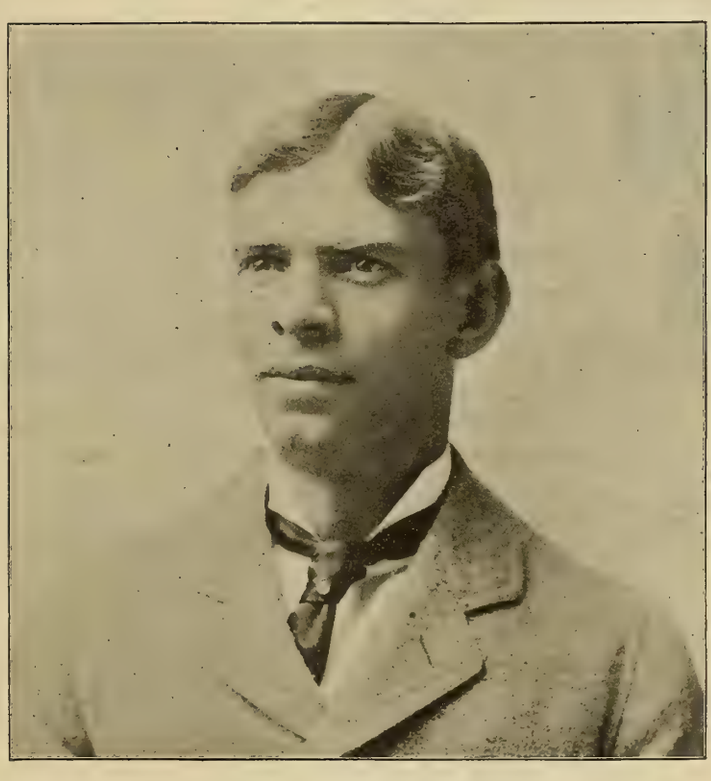
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4 miles.....time, 7:58 1-5
5 miles.....time, 9:58 2-5

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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 14
CHICAGO, OCTOBER 31, 1895.

PILGRIMS SEE ZION.

Racing Men Receive Poor Treatment from the Race-Meet Promoters at Salt Lake City.

SALT LAKE CITY, UTAH, Oct. 26.—The western pilgrims have entered Zion, have seen the River Jordan, have been treated as they will wish to be treated in the real Zion in time to come, but yet leave Salt Lake City, the home of Brigham Young—not a relative of Trainer Young, however—with a bad taste in their mouths. The Zion Wheel Club, of Salt Lake City, has made the visit of the wheelmen very pleasant and they leave with the best of feelings for the people of Salt Lake City, with the exception of those who gave the meet. The second day of the meet was called off because the wealthy promoters lost $300 the first day. The meet sanction was given in the name of the Becks Hot Springs Association, but was not run by that association but by Messrs. Beck and Bamberger, whose assistant is H. W. Early, with whom all correspondence was held.

The Zion Wheel Club did not Give the Meet,

but did do all in its power to make the meet a success and entertained the wheelmen royally.

Most people would have called the first day of the meet a success, but not these people. A two-day meet was to be given, the first day on Friday and the second day on Saturday, of course. The first day the people stayed away to wait until the second day, when offices would close early and when all could come out without taking time from business. The racing men, in their special car, were met at the depot by the members of the Zion Wheel Club, were escorted to their hotel, taken to view the sights on Thursday, taken to the theater by a party of over fifty of the club members, shown around town to the points of interest on Saturday, given a ball on Saturday night, and taken to church, the Mormon tabernacle, on Sunday, and had a special train arranged for them to Ogden, so that they might stay in and enjoy Salt Lake the more. All this was done by the members of the Zion Wheel Club and this club had

Not the Slightest Monetary Interest in the Meet.

The club had offered to take the sanction and run the meet when the weakhearted promoters tried to throw it down. But the grasping promoters thought they saw money and would not give the wheelmen the chance to make that money.



EARL KISER.

The Becks Hot Springs track is owned by Bamberger and Beck, who own eight-tenths of the stock, the wheelmen owning one-tenth, or having paid for nearly that amount. When the track was built the wheelmen were asked to pay for one-tenth of the stock so as to become interested in the success of the track. This they have been doing by the month, but they will discontinue now. The members of the association are not owners, as the track has never been turned over to them by the builders and they have no connection with this meet. There are fifteen of the wheelmen who are stockholders and they will meet and formally

Withdraw from all Connection with the Track

at once. The Becks Hot Springs Association, it is safe to say, will never be able to secure another sanction for a meet. C. A. Emise is the representative of the L. A. W. Racing Board for Utah and has all the powers of a Racing Board member. He gives the sanctions and will have this association placed on the black list at once. This fact was conveyed to Mr. Bamberger by telephone the night the races were called off, and the reply came, "We do not want another sanction and do not care whether another bicycle race is held on the track or not." This in itself shows the shortsightedness of the man, for the track and grounds, which are among the most complete in the country, cost $9,500 and for the sake of saving

The Loss of a Very few Hundreds of Dollars,

all chance of another sanction for races on the track is thrown away.

This is not the first time that the wheelmen have been roughly treated by race-meet promoters on this track. The owners are cute enough to secure sanctions under different names and different combinations of names so as to escape the payment of prizes, providing money is not made on the meets. There are at present unpaid claims against the promoters of meets on this track for $200. One claim for $50 was paid before the meet of October 5 would be allowed to go on. Mr. Emise required the settlement of this claim which was held by Weiler, before the races of that day would be allowed to go on. The claim was not settled even then until the last hour of the day of the races, just in time for the meet to be held. Two men who gave the meet at that time hid behind the screen of not being the promoters of the other meet, which, however, was promoted by others of this syndicate.

The wheelmen of Salt Lake fear that this failure will give the city a black eye as regards future meets, but have been assured that, in view of the fact that it was not the wheelmen who gave the meet, they will not suffer in the slightest. Simon Bamberger and John Beck were the promoters of the present meet and H. W. Early, their assistant.

Record-Breaking Preparations.

It now looks as if at some time less than a month distant the San Jose track, the record track of the west, the Springfield of California if you will, is to have the grandest aggregation of record breakers ever brought together on this continent or in the world. The Humber team, a dozen strong, has left Westboro for the south and will reach San Jose during the month of December; the Morgan & Wright team, according to the Denver papers, has engaged that track for trials at records on the way west, while one of the men on the circuit has received word that this team will be in San Jose. The Spalding team is reported to be at New Orleans and on the way west for trials at records. This will place, at the very least, forty men in the party, with still more to hear from. With the coast people there should be threescore men there for December.

In the Percentage Table this Week,

Bald has increased his score five points, Cooper has been beaten by just enough men to offset his victories in figuring the percentages, and Murphy has closed with Cooper another four points. Kiser has ridden better than at any time on the western circuit, and has gained back part of the score that he lost last week, previous to which he was tie with Bliss. Wells and Terrill are very near to the tube and coming out of the bulb. In points Bald has increased his score to 171 and Cooper has added only seven, the two being now thirty-three points apart. Now that Cooper's mind is at rest as to his going to the coast (for a time this was doubtful and Tommy

worried), he is riding well and strong and may be expected to close some of the gap separating himself and Bald. Murphy has tightened his hold on the third place and now has ninety-seven points, an increase of nearly twenty points within the three weeks of the western circuit. Bliss gained points sufficient at Denver to place him ahead of Gardiner, L. C. Johnson, and Jenny. The men are all riding well.

More California Meets.

Telegrams from California give news of an increased number of meets in the southern part of the state sufficient to give fifteen days of racing in California, ten of the number in the southern part of the state, and within an hour or two ride of Los Angeles. Sacramento will come into the circuit; San Jose has cut its meet down to two days; Santa Rosa may be dropped, and many other points are talking of coming into the circuit. Papers on the coast are wiring all along the line for information. The Ogden meet will be held on Monday, the 28th, and the party leaves there by special sleeper for 'Frisco on that night, arriving Wednesday morning. A trip through Chinatown will be taken before leaving 'Frisco for San Jose.

When the party visited the great Salt Lake yesterday Young broke another record. The dare devil went into the water to bathe and stayed there for a half hour, luring the others on. Finally Terrill, Temple, Bald, Spooner, and some of the local men thought there must be something in the statement of Young that the water was not half bad and so followed him in, only to freeze to death in about one minute. When Young came from the water after his half hour, he was a chunk of ice. He was sick that night, but was satisfied in the thought that he had made others show their nerve. The water stood at 50 degrees and the party was the first to enter the water in the month of October and as late as this for some time.

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	171	$6,4 0	Sims	27	$750
Cooper	138	4.053	McLeod	23	487
Murphy	97	3 253	B. B. Bird	19	895
Cabanne	84	3 255	Rigby	19	686
Titus	55	2,246	E. C. Johnson	19	475
Bliss	48	1,451	C. S. Wells	19	560
Gardiner	47	1.764	Scott	18	504
L. C. Johnson	46	1.640	Kennedy	16	325
Jenny	45	1,688	Helfert	15	483
Kiser	43	1,475	De Cardy	15	415
Maddox	40	1.285	Terrill	15	490
Ziegler	35	1,170	M. Wells	13	260
Brown	33	1.010	Allen	12	405
Coulter	30	860	L. A. Callahan	11	425
MacDonald	25	707	Butler	11	300

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started.

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Columbia	3	132	220	210	10	.741	.669	+ 072
Spalding	2	83	139	139	0	717	.717	.000
Humber	1	71	97	71	26	.698	.694	+.004
Monarch	2	114	186	171	15	652	.650	+.002
Cleveland	2	29	29	29	0	.555	.555	.000
Stearns	4	114	115	108	7	.509	.505	+.004
M. & W.	7	153	167	167	0	.485	.485	.000
Orient	1	29	45	45	0	.527	527	.000
Sterling	2	83	73	73	0	.432	.432	.000
Syracuse	2	54	84	30	4	.369	.370	—.001
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	316	.000
Lovell	2	4	11	11	0	.315	.315	.000
America	2	23	16	16	0	.315	.315	.000

—F. Ed Spooner.

THE SALT LAKE MEET.

Salt Lake City, Utah, Oct. 25.—The western pilgrims were given a very royal welcome in this city and are the pets of Zion. Thursday night it was a banquet, at which the men were not present, not having been notified of it for some reason; Friday night, the theater; Saturday night, a ball; Sunday, a visit to the great Mormon tabernacle, and Monday, a special train over to Ogden for the races. Every sight in the city is being visited, and the men are enjoying themselves as they have not done at any meet for some time.

The national circuit meet at Hot Springs track opened today. The day was perfect and the races replete with surprises, but the meet

Was a Financial Failure,

and owing to the fact that they lost $300 on the day's races, the meet promoters called off the races on the second day's programme.

In the third-mile open Cooper won for the first time in days. He has been sent to the coast, and is now at rest in mind and body. The worry of the last week has slowed him. Bald was in poor position in this race but in the mile event managed a clever win, while Kiser beat Murphy for second.

Terrill rode well in the two-thirds-mile handicap and came past six men in the last quarter, winning handily. The mile open was balled up by two tandems that failed to connect, and the time was but 2:15.

Crowded at the Tape.

The third-mile open race was a surprise. Nine men started with all the Western Pilgrims up. Each was introduced as he came out on the track. Wells started the ball rolling by a sneak at the first bank. Wells was gaining a length or two and was coming along finely, when Cooper went after him, and Murphy after Cooper. Bald, when coming down the striaght, was in a poor position for the sprint. Murphy gained on Cooper, who had passed Wells, and Bald shot in between the two just as the tape was crossed. The three men crowded each other frightfully at the tape, and Wells was a close fourth, with Kiser pushing him hard, and Terrill sixth, the crowd of six men being two laps ahead of the field of local men. The time was :44.

Tandems Fail to Connect.

The one-mile open race had five starters and was a great disappointment for the people. Two tandems were to be used in pacing, and the men objected, as they had had experience with such pacing and poor pick-ups. The referee succeeded in gaining his point and the two tandems paced, or tried to do so. The first carried the men at a good pace, with Kiser in position back of the tandem. When the second tandem tried to pick up there was a failure to make connection, and the men slowed down until the tandem backed up to them. Kiser made the rush at the last turn, and Bald came up on him. Kiser held to his sprint finely, finishing a half length back of Bald and beating Murphy by a foot at the tape. The time was 2:15.

Terrill Won by a Foot.

The two-thirds-mile handicap, Class B, had Wells at forty-five yards and Terrill and Kiser at fifty-five yards as back-mark men. Wells could not overhaul the lead of the local men and slowed down. Kiser and Terrill were in the bunch when Kiser was forced over the pole and into the center. Terrill never closed until just as the stretch was reached, when he came well past a half-dozen men and won by a foot, with Hassard second, and Jensen and Schefski tying for third.

Summaries.

Third-mile open, Class B.—Cooper, first; Bald, second; Murphy, third. Time, :44.

Half-mile open, Class A.—Jensen, first; C. Smith, second; Holtzell, third. Time, 1:04⅘.

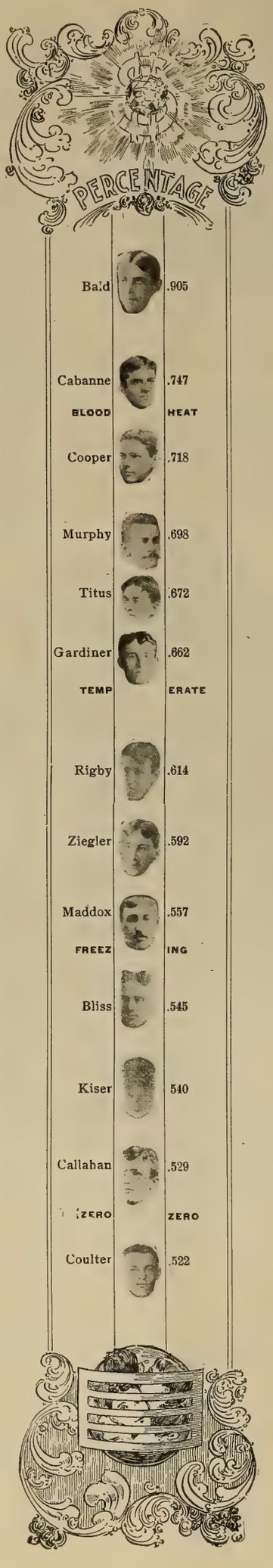
One-mile open, Class B.—Bald, first; Kiser, second; Murphy, third. Time, 2:15.

Quarter-mile, state championship.—Charles Smith first; M. Collinson, second; F. H. May, third. Time, :33⅘.

Two-thirds-mile handicap, Class B.—Terrill, 55 yards, first; Hassard 90 yards, second; Jensen, 90 yards, and Schefski, 70 yards, tied for third. Time, 1:18⅘.

Two-mile handicap, Class A.—Frank Freeze, 175 yards, first, F. L. Proudfit, 200 yards, second; Herbert Sands, 175 yards, third. Time, 4:42⅕.

One-mile novice.—H. F. Sands, first; A. Reiser, second; Leo N. Foster, third. Time, 2:18⅕.



LAST MISSISSIPPI VALLEY MEET.

Ogden, Utah, Oct. 28.—The last meet of the national circuit east of the Sierras, this season, occurred today in this city, where the track is overshadowed by lofty mountains. The track was in fair condition and the attendance rather good.

Both of the open races were interesting battles. In both the order was the same, but under different conditions. Kiser had a warm day and carried out the prediction that he would ride when the weather cleared. The Dayton lad finished second in both the one-mile and the half-mile events today. Both races were unpaced

and were ridden in good time. In the half-mile, one man after another went out for the lead, and Bald worked through just in the nick of time, having a warm fight with Kiser, who twenty yards from home seemed a winner.

Surprised Everybody.

The two-mile handicap was a surprise for the circuit chasers and for the people, Caine, a Salt Lake man, coming from the bunch which had formed at the mile, and winning in a hard drive with Weiler, Wells running third. Murphy had twenty yards, and he and Kiser were paced by Terrill to the bunch, when Murphy and Kiser jumped. The three were not in the finish.

The mile open was a shuffle in the finish, nine men being bunched twenty-five yards from home. Bald skinned through the bunch somehow, and won by a length in the jump from Kiser, with Murphy running third. Every man was

Crowded in the Finish,

and a half-dozen nearly came to earth. Bald came through as slick as grease to the winning position, and was protested for his nerve. The referee saw the act and would allow no protest.

The party left tonight for the coast in a special car, and on Wednesday will arrive in 'Frisco, where a reception is planned for them. News comes today that twelve days of racing have been arranged in Southern California, the dates extending to the 1st of January.

Summaries.

One-mile open, Class B, without pacemakers.—Bald, first: Kiser, second; Murphy, third. Time, 2:21⅘.

Half-mile open, Class A.—Sands, first; Jensen, second; Proudfit, third. Time, 1:10⅗.

Half-mile open, Class B.—Bald, first; Kiser, second; Murphy, third. Time, 1:04.

One-mile open, Class A.—Proudfit, first; Cortez, second; Jensen, third. Time, 2:20⅕.

Two-mile handicap, Class B.—A. W. Caine, 250 yards, first; Weiler, 180 yards, second; Wells, 100 yards, third. Time, 4:32⅖.

Two-mile handicap, Class A.—Proudfit, 110 yards, first; Sands, 90 yards, second; Sears, 90 yards, third. Time, 5:15⅗.

MILWAUKEANS REPORT PROGRESS.

MILWAUKEE, WIS., Oct. 26.—There is a possibility that the mail carriers whose routes are in the outlying districts of Milwaukee will soon make their deliveries on bicycles. Supt. A. W. Marchne, of the free delivery department at Washington, is now making a tour of the country inspecting the free delivery offices, and it is understood by some of the local postoffice officials that he is strongly in favor of the use of the wheel on routes which cover a large amount of territory and which do not send or receive a large amount of mail. Superintendent Marchne is now in New York, where bicycles are to be supplied to the carriers in the outer districts, and he is expected to arrive in the western states in a few weeks. There are several of the Milwaukee carriers who use the wheel to some extent now, but its use here is not the result of a rule established by the local postoffice officials. The severe winters are the only drawback which prevent the bicycle from being used extensively here and in other cities.

Bright Outlook for the Cycle Show.

The prospects for the bicycle show which will be given by the North Side C. C. some time in January are very bright. All cycling clubs in the city are doing their utmost to assist in arousing interest in the exhibition, which will be a novelty in Milwaukee. Gerhardt Aussem, a member of the committee, states that very little floor space is left. Among the firms who have taken space in the club's hall where the show will take place are the following: Morgan & Wright, Union Cycle Co., Andrae Cycle Co., and the Chief Cycle Co., and it is expected that the remainder of the space will soon be taken. The committee in charge of the show consists of the following members: Louis Pierron, Phillip Roth, E. Harnish, Walter Dusold, H. Pierron, and Gerhardt Aussem.

List of State Records.

M. C. Rotier, secretary-treasurer of the Wisconsin Division of the L. A. W., has compiled a list of state records for the past year. Nearly all of the records were made during the year, aud some of them are nearly equal to world's records. The racing season here has been very successful this year. Meets were held at nearly all towns with the exception of Milwaukee. Following is a list of the records: Class A—quarter-mile competition, W. F. Sanger, of Milwaukee, at Janesville, August 30, time :31; half-mile competition, Louis Reed, of Ripon, 1894 state meet, time 1:09; one-mile competition, W. C. Schrader, of Milwaukee, at Waukesha, August 27, 1895, time 2:12; one-mile tandem competition, W. C. Schrader and A. F. Bingenheimer, of Milwaukee, at Janesville, August 29, 1895, time 2:15; five-mile competition, W. C. Schrader of Milwaukee, at Marinette, August 17, 1895, time 11:22½. Class B—one mile, paced, against time, W. F. Sanger, of Milwaukee, at Stevens Point, September 6, 1895, time 2:06½; quarter mile, paced, against time, Harry Crocker, of Milwaukee, at State Fair Park, September 25, 1895, time :26 flat; half mile, paced, against time, Harry Crocker, of Milwaukee, September 25, 1895, at State Fair Park, time :59 flat.

Another Wisconsin boy demonstrated that the riders of this state range among some of the fast riders in the country. Orrin D. Jones, son of Col. George R. Jones, of Waukesha, entered the races in the state league meet near Hot Springs, Ark., last week and took the best prizes in sight. He won the state championship medal, took a diamond ring as first prize in the one-mile open, and won a diamond pin as first prize in the 2:34 class. He also took second prize in the five-mile state championship.

Harry Crocker, who holds several of the state records, will not be seen on the track after this season. He will resign his position with the Telegram company and go to Cleveland, Ohio, where he will go into business. Edward Roth will take his position with the Telegram company.

Looking for a Suitable Track.

Cyclists who are interested in a scheme to hold a couple of big meets here next season are already beginning to look for a suitable track where such events can take place. The three principal race courses in the city are too far from the central portion to make them practicable for bicycle tourneys. The Milwaukee Baseball Club, whose park is advantageously situated, has been asked to construct a third-mile track. It could easily be done if a proposed plan for enlarging the park is carried out. M. J. Killilea, the president of the club, says that such a step might be taken if it could be shown that the club would thereby derive a financial benefit. The cyclers claim that in view of the fact that Milwaukee is rising as a sporting center, and that there are now a number of good riders here, the investment could be made to pay.



NOTES FROM THE CAPITAL.

WASHINGTON, D. C., Oct. 26.—Fully twenty-five members of the various colored bicycle clubs met at the home of C. A. Gray, 622 O Street, northwest, the other afternoon for the purpose of organizing the Washington branch of the American Union of Cyclers. Organization of the local branch was completed at the meeting by the election of the following officers: S. E. Lacy, president; Lee Cormish, vice-president; L. H. Phillips, recording secretary, and C. A. Gray, corresponding secretary. Another meeting will be held at the same place next Sunday, when a constitution will be adopted. One of the prime objects, as stated in the constitution, is to protect the rights of wheelmen and to encourage and facilitate touring and regulate the government of all amateur sports on the wheel.

If the Dupont Cycle Club boys had made the weather to suit themselves they could not have had a better day for their road race than the delightful afternoon on which it was held. It was all that could have been fancied or wished for, and something like 500 people turned out. All but six of the thirty-seven entries came to the mark. The man to capture the first prize was B. F. Grimes, unattached, who had a handicap of 9:30. He came in eighteen seconds ahead of F. G. Thompson, who had a handicap of 7:30. These two were quickly followed by T. A. Mudd, Jr., J. W. Garrison, W. H. Walcott, F. L. Skinner, E. L. Burton, and then came four in a bunch, with W. F. Sims, who started from scratch, at their head. The others were strung out, some of them not coming in for ten minutes. Sims' time for the distance was 59:37, which just equaled the record held by Ganse. While Sims won the time prize it is very doubtful if he will get it, as a protest has been filed against him for accepting pace.

In his annual report to the secretary of war the chief signal officer pays a tribute to the utility of the bicycle in effecting speedy repairs to the military telegraph lines. He says it has proved more rapid, as well as more economical than the horse and wagon. In one case a break in the lines was located two miles from the station in twenty minutes less time than would have been consumed in obtaining a mount. At another station, Taylor's Ranch, Utah, the bicycle saved its cost in one year. Different types are required to suit various conditions, but a 25 to 30 pound pneumatic tire machine does the best general work. The signal service has also perfected an automatic bicycle reel by which telegraph wire is rapidly reeled out and recovered on the field. The same device has been fitted to an outpost cable cart, and the army will now be supplied with an equipment superior to that of any other country. There are now more than 800 miles of military telegraph lines running through mountains and desert country.

WINDLE BREAKS QUARTER-MILE RECORD.

CHILLICOTHE, OHIO, Oct. 29.—W. W. Windle, paced by a quad, rode a half-mile here today in :48, breaking Johnson's professional record by three seconds, and just tying Walter Foster's Class B record made at Napa, Cal. The quarter was made in :22⅗, breaking the record of :23 flat held by Johnson. The third-mile was covered in :30⅗, just three-fifths of a second slower than Foster's record of :30 flat.

A. A. Hansen announces that on November 10-11 he will make another attempt to lower the world's twenty-four-hour road record. He will make the trial on the boulevard around Lake Harriet at Minneapolis.

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GEO. K. BARRETT, EDITOR.

A CHANCE TO HELP A FRIEND.

The following letters explain themselves. Wheelmen who have votes to cast will do well to follow the advice of Chief Consul Jaquish and Chairman Connelly. Those who have no votes themselves should see that their friends who have cast them in the right way:

EDITOR THE BEARINGS: I inclose herewith copy of letter from Mr. W. A. Connelly, of Danville, Ill., which explains itself. I wish to join with Mr. Connelly n recommending Mr. Alexander J. Jones to the support of wheelmen at the coming election for the office of drainage trustee. Mr. Jones is himself an ardent and enthusiastic cyclist, and he has always been found on the right side of the roads' improvement question. He did all that could have been done for the Illinois Division Hard Roads Bill in the last legislature, and is as much entitled to credit as though he had been successful in securing its passage. Wheelmen should support candidates for office who have been favorable to such measures when the opportunity presents itself, regardless of party questions. This is a matter vital to the interests of the entire state and not to those of wheelmen alone. We should be ever ready to express our disapproval of those who work against such measures, and should hasten to give our support to all who favor them.

CHICAGO, Oct. 30, 1895. L. C. JAQUISH,
Chief Consul Illinois Division, L. A. W.

L. C. JAQUISH, Chief Consul, Chicago, Ill.

Dear Sir: In the election of drainage trustees in Cook County, an opportunity presents itself for the League of American Wheelmen, as individuals, to render assistance to one who is worthy of their confidence, and who has proven himself a willing ally of the organization in the furtherance of the good roads' movement. Hon. A. J. Jones, as a member of the Legislature, was ever ready to do all that in his power lay to assist the legislative committee of the L. A. W. in its work before that body. Not only as a member of the lower house did he give evidence of his sincerity in this regard, but as a legislative correspondent he was one in whom the legislative committee had the fullest confidence and who greatly aided in the work at all times and under all circumstances. I have known him for years, since first he worked as a reporter under me. His integrity can not be questioned, his zeal he has proven, his assistance we have had, and at a time when it must have been without thought of reward. We can in no better way prove our loyalty to ourselves, than in standing by those who have lined up on our side. If political action is to be one of the means by which we are to push the work along, it can be instanced in no better way than in helping to place in charge of what is destined to be the great "Water Highway" of Illinois, one fully in unison with the organization.

DANVILLE, ILL., Oct. 29. WILL A. CONNELLY,
Chairman Legislative Committee Illinois Division, L. A. W.

NEW TRACK AT NEW ORLEANS.

The completion of the new cement track at New Orleans will, a few years hence, be looked back to as marking a new era in cycle racing in the south. In common with other southern cities New Orleans is a little slow to adopt new things. For years and years cycling in the Crescent City has thrived poorly. The past season—the present season yet in New Orleans—has seen a great increase in the sale of wheels and in cycling interest. This increased interest has resulted in the building of a track that is without doubt the most scientifically constructed and fastest bicycle track in the country. It is a pity that some of the top-notchers were not present to demonstrate to the cycling public the capabilities of the track. As it was Coburn and Randall, after a day of racing and donkey work, went a half mile in within three-fifths of a second of world's record and could have done better. Doubtless the track will become the Mecca of record breakers during the winter months when riding in the north is impossible. This will give an impetus to cycling, not in New Orleans alone but in the entire south such as it has never had before. The cycling interests are already in such good hands that some of the best and most influential citizens of New Orleans are among the followers of the pastime. In the races at the opening of the new track a large representative of the city council, the heads of the police department, the mayor of the city and the governor of the state were in the grand stand.

What the citizens of New Orleans may lack of northern "hustle" is made up in thoroughness to which is added a sterling hospitality that makes a visit to the city one long to be remembered.

DOES STEEL CRYSTALLIZE?

Cycling Life, in a recent issue, dethrones an old-established theory with the sweeping statement that vibration in steel does not cause crystallization. According to this new authority, the loss of tensile strength in metal subjected to severe and repeated strains, is due only to the fact that the elastic limit has been reached or exceeded, or to use our contemporary's language, "the new theory is that fracture occurs from the fact that the elasticity of the metal has been repeatedly exceeded." This statement is an axiom, and applies to any fabric, metallic, textile, or of any other nature. In metals, when the elastic limit is reached, under tensile strain, permanent elongation takes place, and the breaking point is, proportionally, but a few pounds in excess of the limit of elasticity. An experience of three and one-half years in bridge-building has confirmed the writer in the belief that steel, under heavy vibratory strains, does actually crystallize—not in large fat crystals that may be mounted in rings or studs to dazzle the beholder's eye with their brilliancy, but in irregular polyhedral forms which may be seen under a powerful microscope. He has seen eye-bars and tie-rods, which have been broken after many years of service in railway bridges, and, under a strong glass, the metal at the points of breakage has always shown a distinctly crystalline structure. Vibration causes a molecular disturbance which gradually destroys the fibrous character of wrought metal and brings it more nearly to the level of cast.

In support of our theory we would quote Charles E. Hadley, of the Indiana Bicycle Co., who, in an article in the same issue of *Cycling Life*, speaks very plainly of crystallization as the result of vibration.

THE GREAT MOTOCYCLE CONTEST.

Ere another week shall have passed the great motocycle race promoted by the Chicago *Herald* will have become a matter of history. The enterprise with which this contest, the first of the kind projected in this country, has been promoted becomes apparent when it is stated that entries have been received from more than sixty different inventors, many of whom will start more than one vehicle. Motocycles will as surely supersede the horse and vehicle of today as the railroad has superseded the pony express. Every care has been taken to give to the public full details of the working, speed, and general merits of the various devices entered in the contest and the very substantial prizes which the winners will receive will be awarded according to official rules as follows: First—utility, adaptability, excellence of design, cost and economy of operation; second—speed.

The course comprises boulevards, the best in the world, block pavement in no very good state of preservation, good, country, gravel roads, sand—in short, every description of road. The course is that used frequently by Chicago century riders, known as the Waukegan course. It will be interesting to note the comparison of times between the cyclists and the motocycles when the contest shall have been finished.

M'LEOD'S WONDERFUL MILE.

TORONTO, ONT., Oct. 29.—Angus McLeod, the Canadian Class B champion, rode a straightaway mile, unpaced, flying start in 1:33⅖, at Sarnia, Can., last Saturday. The course was on the banks of the St. Clair River. The distance was accurately measured, and the time taken by an official timer of the association. The wind and weather were both favorable, but the time is most remarkable nevertheless.



CYCLING MATTERS IN PENNSYLVANIA.

The Titus-Cabanne-Murphy Decision Hangs Fire—A Railroad Overreaches Itself—Talk of a Local Cycle Show.

PHILADELPHIA, PA., Oct. 26.—The National Racing Board is supposed to be an active body, but if its dealings with the cases of Cabanne, Titus, and Murphy can be taken as a criterion it is certainly very slow in its movements. Chairman Gideon and his associates are as far away from a decision as they ever were, and if a decision is really handed down it will not be for some time to come. The charges against the men for alleged crooked riding are regarded by many to be somewhat "fluky," and as time goes by and nothing is done by the board this view of the case is considerably strengthened.

"Gid" started on a trip with his wife and Mr. and Mrs. Mott, of Baltimore, last week through Maryland, which is to occupy two weeks and give the chairman a much-needed vacation. This will

Postpone a Disposition of the Case

two weeks longer. Now, if the evidence against the accused men was in any way serious is it not likely that Gideon would wait for a decision before going away? Enough time has already been wasted on the matter and it would naturally be Gideon's desire to have everything straightened out as soon as possible. Putting this and that together it looks very much as if the Racing Board will not suspend the men as quickly as was at first hinted but will try and crawl out of the whole affair as gracefully as possible. The utter denial by St. Louis parties that they had furnished evidence to D. W. Robert against Cabanne

Knocks Everything into a Cocked Hat,

and demonstrates that Robert overreached himself to such an extent that he is liable to severe and uncomplimentary censure. Prominent Philadelphia cyclists view the case in this light, and the indications are that they come very near to the truth.

That the railroads will suffer a loss in their passenger receipts by charging for the carrying of bicycles was demonstrated on a small scale yesterday. About 200 local wheelmen, who desired to witness the Pyle road race at Wilmington, rode to Broad Street station of the Pennsylvania Railroad with the intention of riding down in the train to Wilmington. They learned, however, that that road had commenced to charge for carrying bicycles and that an additional charge of 30 cents would be made for a bicycle. This a majority of

The Cyclers Refused to Pay,

and some of them rode to the Baltimore & Ohio depot at 24th and Chestnut streets, where they took the train for Wilmington, while others rode the thirty miles on their wheels. On the return trip all but a few used the B. & O. again, that company not making a charge for bicycles and by so doing increasing their passenger receipts.

The famous Benner Brothers, the midget racers of this city, will go south next month, and in addition to seeing the Atlanta exposition will take part in the wheelmen's carnival to be held there and in the races at Jacksonville, Fla.

A law went into effect in New Jersey last month for the benefit of wheelmen that can not help but be prolific of good results. For some time past unscrupulous persons have been in the habit of scattering tacks, glass, and other articles on the public roads expressly

For the Purpose of Puncturing Tires.

This was especially the case around Merchantville, near Camden. Many complaints were received, which resulted in the enactment of a law making such acts a felony and the offender liable to a fine of $25.

Tom Hicks, the new highway supervisor of this city, is an enemy to wheelmen and their rights, and the next time he runs for office he may be given a set back by the united efforts of wheelmen. Many complaints have been lodged with him by wheelmen about the condition of the streets, but he tells them point blank that he does not propose to do things to suit bicycle riders, and when a street is repaired it will be

For the Benefit of the Public,

and not for the exclusive use of bicyclists. Hicks is a prominent politician, and as wheelmen are beginning to show themselves in politics he should take the hint and do all he can to help them. Otherwise he may retire against his wishes some of these days.

The Wissahickon Wheelmen are talking of holding a cycle show here this winter, and, judging by the interest being taken in the affair, it seems likely to materialize. It is proposed to have a large-sized exhibition immediately after the New York show at Madison Square Garden.

At the opening races of the new Santa Monica track near Los Angeles, Cal., October 19, all Class A races were paced by a Dayton tandem ridden by Mussey and Ruess. Of the mile open, Class A, the Los Angeles *Herald* says: "The pacers took them around in great style. The bunch could not hold on, and when the tandem spurted down the backstretch only one man hung to it. When they crossed the tape the second man was 100 yards behind, and the third man nearly a sixth of a mile back. Time, 2:15, which was very good considering the strong head wind blowing."



MASSACHUSETTS LEAGUE POLITICS.

A Red-hot Time over the Nominations—Action of the Nominating Committee Severely Criticised—Representatives Named.

BOSTON, MASS., Oct. 26.—This is the season of the year when Massachusetts politics are red-hot. It seems impossible for Massachusetts to escape having a bitter and warm fight over each election, and this year this tendency is very marked to say the least.

The trouble began at the board meeting in Springfield in September when Spencer T. Williams accused Secretary-Treasurer Charles S. Howard of malfeasance in office. At this same meeting the question of inviting the national meet to Boston in '96 came up. On a proxy vote the question was lost, thus bringing matters to an immediate head between the division and the Boston A. C. C. It was demonstrated by the chief consul, who called for an informal vote on the matter, that if proxies which were presumably uninstructed had not been used, the division would have voted to extend the invitation. This was but an indication of the strength of the A. C. C. faction, and when it came to the election of the nominating committee, the committee was essentially an A. C. C. body.

Ten Nominees Resigned.

It has been the custom in former years for this committee to make public its nominations some days if not weeks before the expiration of the time allowed them. This has always given an opportunity for political aspirants to receive independent nominations. This year's committee did nothing of the sort. On the contrary, they held their finding till the very last moment possible before printing the same in the *Bulletin* as they are required to do by law. Several of the regular nominees have resigned from the ticket—in fact, ten of the twenty-eight men nominated—their grievance being what they term "the inexcusable action of the committee in holding the names till the last minute." The nominating committee has sent to Secretary Howard a communication containing enough names to make up these vacancies.

A Question of Legality.

Now there is a question as to whether these names can go on the official ballot or not. Secretary Howard says he has no power to thus place them on the official ballot, because the nominating committee has no power to make nominations after October 20, when, by the constitution, it goes out of office for the year.

The committee takes the position that so long as its work remains unfinished, it is in power; and if, by reason of resignations, the ticket goes to the ballot short, the committee has the power to substitute names.

Can Not Substitute Names.

The secretary claims that four of the best legal experts in the city say that under the constitution of the division he has no right to cause the substituted names to go on the ticket; that the committee ceases, so far as its power goes, when it has made its list and published it, and October 20 has come and gone.

It is said that the members of the nominating committee are about to issue a circular to the voters of the division concerning this point and send it out signed, the "Nominating Committee."

Can Act as Individuals.

The legality of this has also been questioned, and on the same basis. It is claimed that the nominating committee has no right to do this as a committee. Of course as individuals they have a perfect right to do this or anything else to gain votes. But as they ceased to be an official committee October 20, they have no legal right to sign any utterance as the "Nominating Committee of the Massachusetts Division, L. A. W."

To Gratify Personal Grudges.

The ticket of the regular nominating committee has been severely and sharply criticised because it contained the names of so few men whose records have shown that they have the best interests of the division at heart. And too many of the men who have sat on the board for several successive terms, and have represented Massachusetts at the national assemblage, have been dropped from the ticket with no other apparent reason than the gratification of personal grudges, and their places filled by men whose names are very unfamiliar except in their immediate localities. The hottest and most bitter fight is for the office of secretary-treasurer. C. S. Howard, who has been for four years the incumbent of this office and who has been largely instrumental in bringing the division to its present high standard both in numbers, influence, and finance, has not been nominated by the state nominating committee. His place has been filled by the name of A. D. Peck, better known as "Lon" Peck.

But There is Another Ticket

in the field representing the entire state, made up of men whose experience and service entitle them to the recognition of Massachusetts voters. Both tickets unite in naming for chief consul Sterling Elliott—who, by the way, will undoubtedly be the next L. A. W. president—and for vice consul D. E. Miller. Howard is nominated for secretary-treasurer on the independent ticket, or, as it is called, "L. A. W. club ticket," since it has the official indorsement of eleven such organizations.

Of the twenty-eight nominees for representatives-at-large, twenty have sat on the board and ten have been to the national assembly as delegates.

The Representatives Named

by the L. A. W. clubs, well-known in state and local circles, are:

J. Fred Adams; Stephen Burns, of Springfield; Howard B. Emery, of Dorchester; Harry Estey, of Worcester; J. C. Kerrison; A. O. Knight, of Worcester; James McGinley; Frank McKee; George A. Perkins, of Cambridge; Arthur W. Robinson, of Charlestown; John B. Seward; F. P. Sibley, of Winthrop; Hoyland Smith; George W. Tarbell, of Boston, and A. B. Totten, of Taunton.

OVER THE DE SOTO HILLS.

October 13 a party of St. Louis wheelmen, headed by L. W. Conkling and W. A. Shockley, of the St. Louis Refrigerator & Wooden Gutter Co., visited Chicago, and were escorted over the boulevards by the Chicago Cycling Club. The St. Louisans had a most enjoyable time, and upon leaving invited the C. C. C. men to pay them a return visit. This invitation was accepted and on last Saturday nineteen Chicago club men left Chicago over the Illinois Central for St. Louis. Upon their arrival Sunday morning they were taken in hand by the St. Louis men and after a hearty breakfast a start was made over the famous De Soto course.

The weather was warm and a strong wind made hill climbing hard work, but all but two of the Chicago men reached Bulltown in time for dinner. The hills astonished the Chicagoans, but they climbed nearly all of them. James Levy, of Chicago, was the only man to climb every hill. There were several breakdowns, but no one was injured.

A train was taken back to St. Louis, and Conkling escorted the visitors to the Planter's Hotel where the Chicagoans were treated to as fine a supper as that famous hostelry can set out. The 9 o'clock train was taken for home and Chicago reached the next morning in plenty of time for every one to get to business. This visit will be made an annual affair.

A WONDERFUL RIDER.

If Alexander B. McDonell, of Rochester, N. Y., can substantiate his claims he will prove to be the best road rider in the world. The wonderful unpaced performances of this youngster the past two weeks have caused a great sensation in all parts of the country. Last week he startled every one by riding twenty-five miles on the road, unpaced, in 51:55, which is far below Titus' track record of 55:06, made with tandem pacemaking on the Springfield track. To make this time he had to average about 2:04 to the mile. This was made on the road between Rochester and Buffalo,



McDonell riding unpaced. He claims to have been checked at all points. The men who timed him are well known in both cities. If McDonell made this ride—and there does not seem to be any reason to doubt his word—he is one of the wonders of the age.

Just to show that he had the speed he lowered the one-hundred mile record between Rochester and Buffalo—to 4:40:09, riding unpaced and cutting 5 minutes and 1 second off the paced record last Monday. He rode fifty miles in 2:02:45. The ride was made under difficulties, as he encountered snow and rain in his ride. McDonell rode a Viking.



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Half mile, competition, Chas. Murphy	**:58 1-5**
One mile, exhibition, Chas. Murphy	**1:52 2-5**
One mile, exhibition, P. J. Becker, "A"	**1:54 3-5**

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MANY RECORDS BROKEN.

Fast Rides by Osmond and Chinn on the Road—Stocks Changes the Hour Figures—Other English News.

LONDON, Oct. 19.—The week has been an exciting one for those interested in records. The work of booming the Simpson lever chain has gone on, and has stirred into activity certain makers and riders who do not believe in its alleged merits. On the Coventry road, F. W. Chinn has ridden a flying half mile in :45, paced by F. J. Osmond and Felix Greville on a tandem. Chinn and Osmond on a tandem, geared to 94 inches, have covered a level mile in 1:36⅗, doing the half in :46⅖. Later on they accomplished a quarter (flying) in :22⅖, and the half in :45⅗. These speedy performances are better than those made on the road with the lever chain last week.

On Monday J. W. Stocks, on the Catford track with A. E. Powell timing, started to beat the fifty-mile record of 1:48:58⅗. He used a Humber safety fitted with the lever chain and geared to 98 inches, and although unable to last until fifty miles



Stocks Certainly Achieved a Notable Performance.

Reeling off his first mile in the remarkable time of 1:58⅖, Stocks got ahead of the British bests at two miles (3:52⅖) and at ten miles (20:10⅕) headed world's bests. Well paced by quads and triplets, Stocks continued his wild speed, completing 29 miles 45 yards in the hour, beating Bouhours' hour's world's record of 28 miles 1,510 yards. At 30 miles he commenced to suffer from saddle soreness and at 44 miles, although still inside world's records, Stocks retired. His chief times were: 20 miles, 40:57⅗; 25 miles, 51:27⅘; 30 miles, 1:02:01⅖; 35 miles, 1:13:06⅖; 40 miles, 1:24:20⅕; 44 miles, 1:34:11⅘.

The British hour record beaten by Stocks stood to the credit of Platt Betts and was made under unfavorable conditions in the gold vase race on the same track. The chain on Stocks' machine rattled very much and showed signs of kicking as it left the back chain wheel.

Mecredy on the Lever Chain.

R. J. Mecredy appears to be the first independent press man to try and report on the Simpson novelty. After interviewing Pellant upon the recent trials, he tried a 24-pound Humber safety geared to 98 on Balls Bridge track, Dublin. The gravel track was in a sodden condition and Mecredy has not a good word for the chain. Other racing men who tried it could not work up any enthusiasm. Still Mecredy is not used to a high gear.

On Tuesday evening, at Catford, Gibbons Brooks had another cut at the standing start mile record, after two unsuccessful attempts on the previous evening, and succeeded in doing 1:53⅗. He used a plain chained Rudge-Whitworth.

Also on Tuesday A E. Walters, riding a safety, covered fifty miles on the North Road in 1:55:50, and 100 miles in 4:21:45—both road bests on record for the type of machine.

Next day J. Parsley, on a tricycle, beat Toft's tricycle record over the London to Brighton and back course made last year by over three minutes. Parsley's time was 6:08:28.

C. P. Sisley's new monthly, the *Cycle Magazine*, made its appearance this week and has been favorably received. It is very tastefully gotten up well illustrated, and presents four-fifths as much reading matter as Jerome's *Idler*.

Too Much Wind.

At Wood Green last Saturday there were a number of attempts at record. Habershon and Banyard, on a tandem tricycle, failed to beat Hoffman and Poole's records up to fifty miles. E. L. Winbolt accomplished new record times for the tricycle as follows: Half mile, 1:07⅕; three-quarter mile, 1:41⅗, and one mile, 2:17⅘. There was an open mile handicap won by W. T. Hall, 110 yards, and some club races which call for no mention. The failure of the record attempts by W. Ellis, Gibbons Brooks, and certain multicycle crews was chiefly due to the boisterous wind which prevailed.

Last Tuesday, Sir David Salomons, mayor of Tunbridge Wells, invited over 5,000 people to see a display of horseless carriages. Great interest was evinced by the crowd, a contingent having come from Paris. The Kentish mayor is of opinion that our law restricting the pace of traction and similar engines does not apply to mechanically driven pleasure carriages. There is already one firm in London which makes a specialty of automotive carriages.

ADVERTISEMENT.

E. C. BALD, CHAMPION OF 1895.

Champion E. C. Bald, of the Columbia racing team, who has lowered the colors of every man in B class to such an extent that he is called "the man in a class by himself" and "he who wins as he pleases," is in a way a most provoking individual. He started in this year with the idea that he could ride by any man in B class, and he has shown to everybody's satisfaction that he can do it, as, for instance, was plainly evinced at the great Springfield tournament of the year, where he simply won everything there was to win, until the big Columbia balloon grew tired of sailing aloft and planting against the sky in big black letters "Won on a Columbia," and at last, as if surfeited with victories, tore from its moorings and sailed away rejoicing.

But the provoking part about Bald is that after he gets a fair lead over the others, he goes off on a vacation—has a good time—waits until they have gone here, there, down the Canadian circuit, and everywhere, and finally caught up with him on circuit races—or they may even get a good lead, when out he comes with that easy winning way of his, and then the papers read each day with the heading, "Bald wins as usual," "Bald's usual two wins," and "The champion is again way ahead of the circuit chasers." Then all the hurrah that has been going on while Bald has been taking things easy for two or three weeks is suddenly hushed, and it is rumored that this, that, or the other fellow is much affected by the climate or suddenly taken ill, etc. All these reports have to be taken with a grain of salt.

Bald's record this year is nothing short of marvelous and his racing career has won for him the most enthusiastic admiration of the cycling world.

It is Amusing.

It's strange how they get in and hump
When Bald takes a vacation;
And how they work and push and pump
To get near his location.
It's funny!

It's strange how when vacation's o'er
And Bald gets in the rush,
He soon runs up another score
That makes them blush and hush,
It's amazing!

The Hartford single-tube tires have already been explained in a nut shell as follows:

No. 80, the standard fast road tire.
No. 77, the tire for all-around use.
No. 70, the tire for rough service.
No. 75, racing—fastest tire on earth.

Tire No. 77 is intended particularly for tandem use, being made of an especially constructed fabric made to withstand the hardships of rough roads, rough riding, rough usage, and particularly fashioned for resistance of puncture.

Bearings unintentionally did Bald an injustice last week. Even the most successful of his competitors has only succeeded in beating Bald in eight events, while Bald defeated him twenty-five times. Bald shall continue his triumphal course, whatever the opposition. The man to beat Bald and his blue-rimmed Columbia has not yet materialized.

Common-Sense Economy.

Buying a bicycle is very much akin to buying a horse. When you buy a good horse you pay a good standard price, and not only get a good animal, but one that can be depended on for strength, comfort, speed, if necessary, and safety in emergencies. There are good horses and bad horses, just the same are there are bicycles that are built and bicycles that are thrown together and made of old iron. There is no economy in buying a cheap horse, no matter how fine he may look on account of having been brushed up well beforehand or because he seems to be "just as good" as the animal which cost a little more. Experience has shown that a horse that comes from the best stock farm in the country, with a pedigree and the reputation of being from famous stock, is the kind of beast that can be trusted for all kinds of service and even look well with bad treatment. You feel satisfied with yourself for having bought the best and look back with a sigh of relief to the fact that you were not inveigled into buying the animal which you came so near purchasing for the simple reason of saving a few dollars. Probably an acquaintance who did buy him has found to his regret that "all is not gold that glitters" and that the beast which seemed such a good bargain has turned out to be a stumbler, a bolter, a kicker, and what not, until he finally broke down altogether and had to be sold for little or nothing, proving that a cheap purchase is not a good purchase—an extravagance, rather than economy.

In this age of bicycledom, when the whole world is or would be awheel, it doesn't take long for the man who starts out to purchase a bicycle without knowing one from another to find that there are just two classes of bicycles—Columbias and others, and that there is economy in every cent that is expended for a Columbia. It has taken years to bring them to their present high state of perfection. They are built by the oldest bicycle company in the country and the largest in the world. They are made, tested, and put together piece by piece by men who have devoted years of labor to the perfection of every detail, and the Pope Manufacturing Co., is proud of the Columbia bicycle, as is every one who owns or rides one. Columbias are standard for the world, and the conservative man finds economy, satisfaction, and safety in them.

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Chicago Office
335 Wabash Ave.

HARTFORD, CONN.

FOSTER'S WONDERFUL RIDING.

He Begins the Importation of Records to California—Surprised Even Those Who Know Him.

NAPA, CAL., Oct. 19.—The riding of Walter Foster, of San Francisco, who has been here for some time past training for record breaking, is truly wonderful, especially when it is remembered that two years ago not a few looked upon him as a back number. Today he is the holder of the record for the paced third and the unpaced third. Foster rides a Rambler, and will try to lower several existing marks next week, if the sanction he obtained for this week is extended to November 1.

Records began to come to California on Tuesday, when Foster lowered the paced third to :30, and the unpaced third to :32⅗. The former was made with the assistance of a quad, manned by Tony Delmas, Allan Jones, Clarence Davis, and Roma Dow. Davis is suffering from a badly bruised leg, and is not riding in his usual form. Dow is a new man on the quad and will have to go into Class B for pacing Foster.

On Wednesday Foster tried to lower the mile record, but could do no better than 1:48, owing to a wind which blew down the backstretch in heavy blasts. After a short rest and a rub down he came on the track prepared to go for the flying quarter, unpaced record of :23⅗, held by Stephens. He got a splendid start and when he passed the starter he was going at a terrific gait and did not slacken his speed until he had crossed the tape. After the usual consultation the timers announced :24⅗ as Foster's time. He was loudly cheered by the spectators when he passed the grand stand after the ride.

The Track was too Heavy

for fast work on Thursday, owing to a heavy fog on Wednesday night, but Foster was feeling in fine trim and decided to try for the record anyway, but he could do no better than 1:48.

He went out to the track a little earlier than usual today, as his sanction expires tonight, and he was bent on getting the record before nightfall. That he was successful is a great surprise to even those who know him well. He started in by riding a mile in 1:48, and after a rest rode another in the same time, and then went to lunch. After another rest he tried again and brought the record down to 1:47 flat, but, not satisfied with this time, tried it again, and lowered his own record two-fifths of a second.

There was quite an assemblage at the track when he started for the last time today, and as the quad and its trailer swept past the crowd a mighty cheer went up. At the quarter pole the time was taken at :25⅕, and at the half the watch marked :52; the three-quarter pole was reached in 1:20 flat, and the mile was ridden in 1:46⅗. The pace was not fast enough for Foster, and he had to call for more speed a dozen times, but the quad team did not seem capable of any more exertion than they were displaying, so at the seven-eighths pole Foster shot out and beat the big machine over the tape by three feet.

The town is wild tonight over the work of Foster, and the wheelmen were given a reception at the Palace Hotel by the proprietors.

CYCLISTS LOST IN THE WOODS.

MINNEAPOLIS, MINN., Oct. 26.—Some anxiety is being felt by the continued absence of George S. Smith and Theodore Ehrmentraut, both residents of Minneapolis, who left here nearly a month ago riding bicycles, their destination being Crane Lake in the pine country some forty miles north of Tower, Minn. The parents of Ehrmentraut reside in St. Paul and Smith is an employe of the Great Northern railway. The intention of the two at the time they left Minneapolis was to ride through the northern country awheel, a very difficult matter when the condition of the roads is considered. Both carried shotguns and a considerable amount of ammunition, but scarcely any other baggage. The intention was to make some sort of stopping place every night, but in the woods stopping places are a long ways apart, and nothing has been heard of them since they struck out from Tower nearly three weeks ago.

Cycling over some of the roads that run north from the shore of Vermillion is something that no man would care to attempt twice, and the Smith-Ehrmentraut combination may have gotten into trouble. Once well into the woods, roads become mere trails, with stumps and chuck holes every rod, such as would make wheeling very difficult if not impossible.



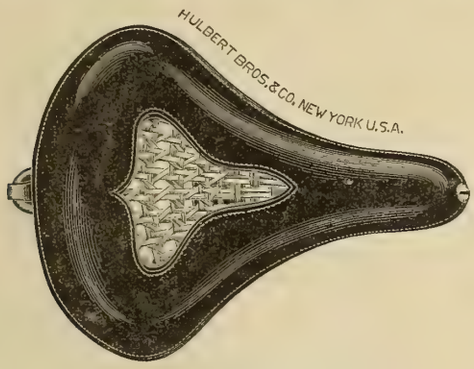
J. L. Yost passed through Chicago last Tuesday on his way home from Denver.

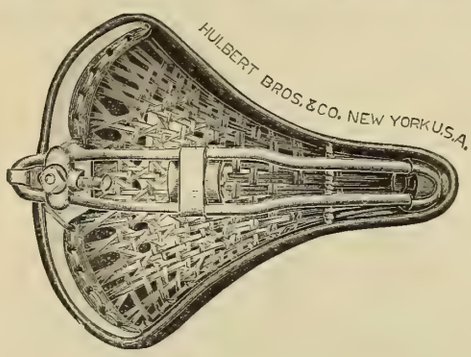
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BANKER WAS RATTLED.

He Runs a Poor Third in the Grand Prix de Paris—Best Races Ever Held in France.

PARIS, Oct. 18.—The final of the Grand Prix de Paris took place last Sunday at the Municipal track. All through the week the weather had been cold and wet, and it was feared that, as on the previous Sunday, rain would again spoil the racing. As it was, a glorious fine day with warm sunshine favored the meet and 20,000 people journeyed to Vincennes to witness the races. The gate receipts amounted to $5,300 to which must be added some $1,000 taken during the week, thus making about $6,300 to be divided among the poor of Paris, a much larger sum than the executive expected.

Banker's defeat in the Grand Prix was a big surprise; so much the more so because the American crack had won his heat in brilliant style, while Morin, the winner, seemed ill at ease in his series and had a lot of trouble to shake off Verheyen, the German crack. Although Morin's victory was a popular one, it must be said that

Banker's Defeat Caused General Disappointment.

Banker, as everybody knows, was anxious to win the handsome trophy. The long spell of wet and cold weather had prevented him from training as



MORIN, THE CONQUERER OF BANKER.

regularly as he would have liked, but the real cause of his defeat was over-anxiety. He felt that he had two good and clever riders to compete against in the final and he became very nervous.

After the race George, in his genuine and frank way, shook hands with the winner and tendered him his congratulations. He can certainly afford to be generous for he has won forty-nine firsts in Europe this season.

The programme comprised several other interesting races besides the great event, among others a thirty-kilometer paced race which fell to young Lartigue, who, considering his age—just sweet seventeen—rode a remarkably plucky race. This second Michael beat the world's record for twenty-eight kilometers, and would have lowered the thirty kilometer record had the pacemakers not retired before the finish.

Hatte Won the Grand Prix des Amateurs

defeating Dunwody after a hard fight. The way Hatté responded to Dunwody's attack in the run home showed that he does not lack courage, and more will be heard of this promising young amateur.

The meeting commenced with the Grand Handicap International over 900 meters, with prizes of 500, 300, 200, and 100 francs, in which no less than fifty-five riders competed. M. Farman (fifteen meters), H. Fossier (sixty), Dernaucourt (fifty), Mordier (forty-five), Mercier (twenty-five), Muringer (fifteen), Luciani (sixty-five), and Blin (sixty-five) won their respective heats. Kanaska, the American rider, rode in this handicap but failed to get a place. In the final, the limit men "loafed," which enabled Farman, Mercier, and Muringer to catch up to them before the first circuit was completed. At the bell lap Farman slipped away from the bunch and legged it so fast that nobody could overtake him. Fossier was the next man to cross the tape, closely followed by Dernaucourt and Muringer.

Next came the semi-finals for the Grand Prix de Paris. The Velodrome was then packed to overflowing, not a seat could be obtained anywhere, and

Hundreds of People Were Refused Admittance.

As on the previous Sunday the competitors—this time they only numbered seventeen—rode round the track in Indian file and were vigorously applauded. A few minutes later Banker, Muringer, Barden, and T. Reboul faced the starter for the first heat. Barden was looked upon as the "dark horse" in the race, but he failed to justify the confidence placed in him. Banker led off, closely followed by Muringer, with Barden in third position. In the backstretch the Englishman placed himself on a level with the American, but did not think it "time to go." Banker was then seen to slacken up in order to get behind Barden. The latter had a good lead on entering the straight when Banker shot ahead, drawing Muringer with him, and Barden was soon passed by them both. The American won so easily and with apparently so little effort that his winning the final was, to many, a foregone conclusion.

Protin Shut Out.

Courbe d'Outrelon won the second heat by a fluke, which probably barred the Belgian crack, Protin, from competing in the final. Protin, Antony, Jacquelin, and Courbe d'Outrelon rode in this heat. The latter jumped at the start and soon secured a lead of about forty meters. Seeing that the others were in no hurry to follow, he continued his sprint and legged it so fast as to give him the race. Jacquelin was the first to go after him, but as neither Protin nor Antony would help him in making the pace he stopped. Courbe won by thirty meters and Antony beat Protin on the post for second place.

The finish in the third heat, which included Morin, Verheyen, Louvet, and Baras, was a very exciting one. Morin, Verheyen, and Louvet came into the straight at a rattling pace when

Morin's Machine Gave a Lurch

which made him nearly lose his balance and lost him a lot of ground. He just managed to beat Verheyen on the post after a hard fight.

The fourth and last heat was won by Bourrillon, Huet finishing second, in front of Dumond, Maurice Farman, and Gougoltz. Farman got in a pocket at the last corner and could do nothing.

A few minutes interval and then the bell rang for the final. A buzz of excitement ran through the crowd of spectators as Banker, Morin, Bourrillon, and Courbe d'Outrelon appeared upon the track. Banker cut the pace from the start but was soon replaced by Courbe. Morin, who had been maneuvering to get behind the American, succeeded in doing so in the second lap and for the rest of the journey stuck to his back wheel like a leech.

The Men Began to Sprint on the Backstretch.

The group was well on the straight before Morin drew clear and challenged Banker. The fight was a short one; the Frenchman shot ahead and won easily, whereas the American appeared to weaken. The effort evidently pumped him out, for he rolled like a ship without a rudder and Bourrillon had no difficulty in beating him for second place.

Banker's riding in the final contrasted noticeably with his fine performance in his heat. There is no doubt that over-excitement and nervousness were the cause of his defeat.

Morin naturally came in for a grand ovation. The band played the "Marseillaise" while the spectators waved hats and handkerchiefs and shouted themselves hoarse with their

Cries of "Vive la France."

He was cheered, embraced, photographed, interviewed, complimented, etc., and finally conducted to the presidential stand, where he was presented with the prize, and introduced to all the "big guns" present.

Morin gets $1,200 as first prize, Bourrillon $400, Banker $160, and Courbe d'Outrelon $80.

The race which followed was the Grand Prix des Amateurs, distance 2,000 meters, the preliminary heats of which had been run off the previous Sunday. Hatté, Pisart, Dunwody, Masson, Searle, and Ducoudray qualified for the semi-finals and the three first for the final. Hatté led from start to finish, and sprinted the whole last lap, easily shaking off Pisart, the Belgian crack, and Dunwody, who finished in the order named.

The meeting closed with the Prix de l'Union, a thirty-kilometer race with pacemakers. Quadruplets, triplets, and tandems make their appearance on the track and roused the curiosity of those who were assisting for the first time at a cycle race. From the start

The Pace was Terrific.

Jacquelin quit at the third kilometer, and Dubois, Fossier, Cancel, and Siolliac were lapped at the seventh. At the tenth kilometer T. Reboul, who had been leading since the beginning, gave up, and Lartigue, Bouhours, and Linton alone remained in the van. Shortly afterward Lartigue managed to leave his opponents, and when the twenty-eighth kilometer was reached he was three seconds inside record time (36:03⅗, against Lesna's 36:06⅕). Two laps before the finish the pacemakers were called off the track, and for this reason the thirty kilometer record was not broken. Lartigue's time was 38:39⅘ for the thirty kilometers. He finished 200 meters in front of Bouhours, who was followed at 100 meters by T. Linton.

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THE BEARINGS
The Cycling Authority of America



The Hero of Plumbettville

By W. C. Watkins



There was a great time in store for Plumbettville. There was to be a ten-mile handicap cycle-road race and a sham battle of one of the two regiments which the city supported. Plumbettville is not the true name for the place; for if it were too many might place the characters in this tale, the subject of which is of recent occurrence. Plumbettville had prospered much of late years. Financial depression had touched it probably more lightly than any other city in the country. The census showed an increase of population, and the town laughed with its prosperity. Cycling had more than kept pace with the general advance. A fortunate smooth-pavements crusade in the city was followed in the county by a good-roads mania. With good streets and good roads there came many beautiful suburban resorts to which wheelmen were always welcome. Then there was a fine park with many drive-ways and a lake surrounded by a mile of cycle track as fine as anything outside of a regular affair. On these roads all bicycles were as free as any other vehicle, with the result that the sport grew apace.

The cycle race was the uppermost topic of conversation in Plumbettville. There had been cycle races before but never one that promised so well in point of attendance and enthusiasm. The events that had gone before but whetted the desire to know more of the local flyers.

There was one thing that bothered the meet promoters, and that was that Colonel Cottontop had set the time for his troops to rendezvous at exactly the hour that the race was to start. He was remonstrated with, but being an old timer and set in his ways, he refused to change his order. He would be shot before he would change the arrangement of his command for all the bicyclers in Christendom.

The unfortunate part of it was that the sham battle would rage over a portion of the territory used in the cycle race. This section was the most popular of Plumbettville's suburbs and with reason. Two roads paralleled each other for several miles with a distance of not over 200 yards between them. One was an old pike that lead to the west and the other a finely macadamized driving road lined with suburban homes and resorts. It lead out through the park and was the chosen route of all on bicycles or horses. By means of the two roads and those intersecting, an excellent parallelogram could be obtained for the cycle race, and here it would be held. If the regiment assembled at the same time as the calling of the race it was argued by some that the race would be run off long before the soldiers could reach the grounds. This would also—was shrewdly added—give a zest to the cycle race, as the fight of the soldiers might be seen at nearly the same time. So it came about that neither the cyclers nor the soldiers changed the time for their great event.

The training was done on the lake drive and mighty earnest training it was too, even if the latest plans were known somewhat mistily. Here, by break of day, came the flyers, all dressed in street clothing. At the base of a stone tower they took these off, disclosing their racing togs beneath. Here they scorched and jockeyed for an hour. Then they again got into their other clothing and went to their day's work or business. Again in the eventide they went through the same routine, so that it is evident that they were of the white amateur stripe.

One of the young men in the party had a decided advantage, because he was a student on his long summer's holiday. In addition to this, he had a doting father who had put him on a part of the great circuit, as the old gentleman thought him a sure winner. While he never succeeded much in this, yet he made a plucky showing, satisfying his senior. If this young man, whom we will call Smaley, could win such a great event at home, his father would feel that his money had been well invested.

Another notable one of those in training was Charles Fastleigh. Fastleigh was naturally the fastest man, but he had disadvantages that probably made Smaley his better, thought the boys. Fastleigh was a mechanic, and he was handicapped by the muscle-bound trouble. His great forte was his staying power. Fastleigh had won races before, but always by setting a killing pace at the start, and with remarkable ability keeping it to the finish. Smaley, on the other hand, was a bad pace-setter, a good hanger on, and a devil for a short spurt. Now to spurt was quite impossible for Fastleigh, as most any of the boys could pass him if they could hold on without going flat until the last eighth.

All said the race lay between Fastleigh and Smaley, and all were mightily interested. Fastleigh and Smaley lived on the road along which the race would pass. Their homes were about four miles from the center of the city. In the evening, after training, they would slowly ride home. The subtle quiet of the country as they entered was delightful and often in the sweet moonlight they would talk over their prospects. Strange as it may seem each of these men was willing that the other should win. Here were a modern David and Johnathan. To show how substantial was the feeling, each did his best to bring out all the speed in the other. Smaley had been teaching Fastleigh quite a little sprint and Fastleigh labored long with Smaley getting his stamina to the sticking point.

In a row of cottages between the homes of both young men there lived two sisters, to whom both were much attached. It was here that the eventide was spent, and you may be sure that the race was not forgotten. In the home of the sisters was a toddler of some three years, who took its greatest pleasure in riding on a carrier on the head of Fastleigh's machine. It was an easy task for the big machinist to carry the tot up the stiffest of hills, while his little companion Smaley rode alongside. Here it was that the disparagement in their sizes was first noted, when the boys commenced distingushing them as the "Little Un" and the "Big Un." You see Plumbettville had read, that in sports, sporting parlance should prevail.

So absorbed were the cyclers that by the time of the race they had quite forgotten about the prospective raid of the soldiers. There was considerable delay in getting the men off. At the last moment the handicapper—new to the position—discovered that he had gotten mixed in the measurements and there was so long a delay that it became apparent there was great danger of meeting the military. When the men started on their journey, thoughtful onlookers, with watches and calculating minds, foresaw that a collision was imminent, but the racers themselves had no watches and never thought of anything but to get off.

Three miles from the starting point there was a slight descent in the course. Here was the half-road half-lane, that led into the second part of the course, and here was located the home of the young ladies at whose gate two wheels were so often seen. From the start, as was expected, Fastleigh took the lead, with Smaley tagged right on behind, and the bunch close after them. The race had progressed so far that handicaps had been forgotten; from the top of the decline nothing was seen of the soldiers and it was thought now that the other road and safety would be reached before they appeared. This was a vain hope, for before two pedals had been turned on the downhill a line of skirmishers spread over the face of the country and it seemed that the full regiment was right behind them charging at double time. At least there was an ominous looking field-piece, hauled by four horses. Down the road charged the cyclers and up the road charged the soldiers, and both were too excited to think of stopping for the other. Just before the junction with the turn-off road was reached, the big cannon was whirled into place and instantly there was a huge roll of smoke, hiding for a time the operations of the military. Then came a thundering report. A Texan pony carrying an officer became frightened at this, dumped his rider into a ditch, and came flying up the road. Just before he reached the wheelmen he swerved, jumped a fence, and was off over the field. Wheelmen were yelling, officers shouting, and guns cracking on every side now, and it seemed real war.

Suddenly, as the heavy white smoke curled up, right in front of charging wheelmen and advancing troops, stood the little tot who rode, only yesterday, so gleefully on the handle-bars of the very wheel which Fastleigh was riding in advance, and which, it seemed, would now be her death, if the soldiers did not reach and crush her first. It was a question of seconds. Would the line of galloping horsemen reach the turn-off road first, shut off the wheelmen, crush the child, and bring on a calamity? It was more than probable that the smoke would hide the child from them as it had from the wheelmen.

Then it was that Fastleigh spurted and all the others after him. It was Fastleigh's first spurt, and he drew ahead of the others as though they were anchored, making the pedals of his high gear hum. Down the road he came with a magnificent swoop on the child, and a swirl into the off road; with the swoop there had been a leaning from the saddle and a giant's clutch at a little white dress. The child was snatched from the dust and death by the cycler's arm. But the feat was too much for him. The sharp turn, the furious pace, and the side weight threw Fastleigh out of balance, and he came down heavily into a ditch at the very gate of his friends, but he held aloft in his unconscious hands the rescued child. He was picked from the wreck of his wheel and carried into the house, where he suffered for many weeks from broken bones. Smaley, when he saw the intent of his companion, spurted right after him, and when he fell, quickly jumped from his wheel and brought assistance. Both had lost the race, but both had become local heroes loaded with glory, with two of the prettiest girls in the county for sweethearts when they say the word.

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'FRISCO HAPPENINGS.

Frank Byrne Comes Close to a World's Road Record—Northern California Division Ticket.

SAN FRANCISCO, CAL., Oct. 22.—But for a most unfortunate fall, Frank Byrne would have made a new world's record for ten miles last Saturday afternoon, but as it was he succeeded in cutting 1 minute and 18 seconds off the former record, made by Nissen, of Alameda. Byrne's time was 24:27. He was paced throughout by tandems and was riding strongly when about three miles from the finish he had to ride through some mud, causing his wheel to slip, throwing him heavily. A tandem which was following ran over his wheel, disabling it. Byrne grabbed another wheel, remounted and rode to the finish.

The Northern California Division of the League of American Wheelmen will be in good hands for a year to come, as the following gentlemen have been elected to conduct its affairs: Frank H. Kerrigan, chief consul; Henry F. Wynne, vice-consul; Stanley G. Scovern, secretary-treasurer, and Messrs. Neece, Lippitt, and McKenney, representatives. It was

Expected That an Opposition Ticket Would be Sprung

at the last moment, but nothing of the kind occurred. The vote was the largest ever polled in this division, the number of votes cast being 485.

The Bay City Wheelmen have been fortunate enough to add the names of Tom Cooper, Charles M. Murphy, and W. B. Young to their membership roll. It is generally supposed that Charley Wells and Bob Terrill, who are members of the Bay Citys, induced the easterners to join the local club. The Bay Citys will now have the best team on the California circuit.

A meeting of wheelmen from the different cycling clubs of this city was held at the Olympic Club last night for the purpose of agreeing on some kind of an ordinance governing bicycle riding in this city that would be satisfactory to both the wheelmen and the non-riding public. It was decided to

Advise the Use of Lamps and Bells

after dark, to limit the speed to seven miles an hour in busy sections, to prevent riding on sidewalks, and to put a stop to the carrying of infants on the front part of machines. The board of supervisors will be asked to make new laws embodying these suggestions.

The protest filed by the California Cycling Club against McDougal, the winner of the California Associated Cycling Club's ten-mile road race, has not been allowed. McDougal was protested on the ground that he started from his wrong handicap mark, but investigation showed that he started from the right mark.

Walter Foster will arrive in this city tomorrow from Napa, where he has been going for world's records. He will proceed to Livermore and make a try for the paced mile straightaway record which was made by Wilbur J. Edwards, of the Garden City Cyclers, last spring. Foster will then go to San Jose and try for records on the three-lap cement track of the Garden City Cyclers.

THE LIMITED IN TROUBLE.

MINNEAPOLIS, MINN., Oct. 24.—The career of the Minneapolis Limited Cycling Club appears to have reached its end. There is a very considerable balance on the wrong side of the ledger, nobody appears to be responsible, and altogether matters are looking rather black for the three-minute organization. There has not been a meeting of officials since the Minnehaha meet came to an end, and riders who won prizes in the last day's racing are trying to find out where the diamonds are secreted. Bald, Bliss, Cooper, Bird, Hofer, and the rest of them are ahead nothing but the glory achieved in their wins at the last meet. The bill carried legends that spoke of diamond badges, diamond pins, diamond tiaras, and just plain diamonds.

There was Some Hot Racing

and close finishing on account of the legends, but the diamonds are missing. The Class B men have been making a loud talk all through the autumn circuit that they never come to Minneapolis to race without getting the worst of it one way or another. Bald, Bliss, and Cooper have sworn on their handle-bars that they will never turn a wheel on a Minneapolis track again. All this has done harm to the racing interests of the city, and people generally interested in the racing future of Minneapolis are trying to discover just where the fault lies. This is no easy matter. A representative of THE BEARINGS called on Colie Bell, president of the Limited, in an effort to find out

The Status of the Organization.

Mr. Bell admitted that the organization was in difficulties. There had been trouble, internal dissensions of one kind and another, he said, that had eventually landed the club on Stony Avenue. President Bell is practically out of the club. He withdrew, he says, because there was too much of one clique in it, and matters were not running satisfactorily. The present state of affairs is, therefore, that the officers of the organization disclaim responsibility for its indebtedness, and the riders will probably have to whistle for the prizes they won. Mr. Whitelaw, who was acting treasurer when the last meet was held, is not in the city just now, so

The Actual Financial Standing

of the club can not be learned. The debts, however, are in the neighborhood of $800.

The Limited was organized last March to succeed the Minneapolis Cycle Track association in the management of cycle racing affairs. Its constitution and by-laws made a strong point of the brotherly love and mutual helpfulness that was to pervade its membership, and a great future was predicted for it. There were to be no quarrelings or bickerings among the members but it will be recalled that at the first race meeting held one of the said members who thought he had been given a little the worst of it on a decision, swore like a bullock driver and drove everything in petticoats off the grounds. It is a sad ending to an organization that began its existence under such flattering auspices.

CLEVERLY DECORATED.

Jason R. Church, of the Milwaukee Wheelmen, won first prize for the best decorated wheel in Milwaukee's semi-centennial cycle parade. As



may be seen by the accompanying illustration, he hit upon a most novel scheme, one of the best in fact that we have yet seen, showing how the inhabitants of Milwaukee traveled in 1845 and in 1895.

ELGIN-AURORA RECORD IN DISPUTE.

Last Sunday Fred Stobbart rode the Elgin-Aurora century course in 5:58:20. He left the corner of Washington and Halsted streets at 6 o'clock in the morning, paced by Boyschou and John Stobbart on a tandem. When they reached Maywood, the tandem broke down, and Stobbart had to ride on alone to Elgin, where another tandem mounted by McLain and Freeman carried him almost to Aurora, within five miles of which place this second tandem gave out. From Aurora he was taken to Snake Hill by Hewitt and Fitzgerald, whose chain broke at the latter place, and he was obliged to ride back as far as Hinsdale alone. Single riders paced him to Lyons, where he went ahead and finished alone, reaching the starting point at 11:58:20.

This is over 5½ minutes better than than the record made by Westcott, which is, however, disputed by the Englewood Wheelmen, who claim that Herman Kohl, of their club, has ridden the course, unpaced, in 5:57:30, which will be accepted as authentic by the C. R. C. Kohl rode an America. The best record previous to the ride by Stobbart has been generally credited to Arnold Westcott.

Mr. Bunker's Challenge.

Mrs. George Bunker also went over the Elgin-Aurora course last Sunday in an endeavor to further reduce her own time of 6:56;00, made a few weeks ago, and incidentally to place the record in her own hands beyond dispute. She and her friends doubt the accuracy of Miss Anderson's reputed time of 6:52:15, and as a result of the reports of the papers that her ride was an attempt to regain the record by lowering the latter figures, the president of the Unique Cycling Club has come out in a letter to the press denying the report, and asserting that Mrs. Bunker was only trying to lower her own record, as she recognized no other and was ready to challenge Miss Anderson's time or that of any other wheelwoman made at any time on the said course.

THE WHITE RIMMED FLYER

A HIGH CLASS HUMMER

WATCH THE

WHITE FLYER

FLY.

IT MUST BE FAST.

Tuesday, October 22, L. H. GEORGE, of Brockport, N. Y., unpaced, on a 19-pound BARNES Road Wheel, made the 73 miles from Buffalo to Rochester in 2 hrs. 55 min. 44 sec., beating all world's records for the distance and lowering the former record for the course by 13 minutes.

THE BARNES WHEEL MAKES
RECORD BREAKING EASY.

BARNES BICYCLES

SYRACUSE, N. Y.

The Barnes Cycle Company,

SYRACUSE, N. Y.

PERFECTLY AND PERMANENTLY CORRECT

WE POINT TO OUR JOINT

ZIMMERMAN REACHES AUSTRALIA.

The American is Given a Big Reception—American Wheels in Australia—They are Well Spoken of.

WELLINGTON, NEW ZEALAND, Oct. 3.—Zimmerman first touched Australian soil on September 27, on which date he arrived at Albany in the steamship "Oruba." He will be given a splendid reception by the Sydney wheelmen, who have been making preparations for him for some time. He will be almost sure to start in the Sydney wheel race, two miles, for which the total prize money amounts to $650. This race will be run on Saturday, November 16, and the following Saturday will see the race for the Metropolitan handicap, for which Zim will be a sure starter. This will be a mile race, and the prize money amounts to the same as that in the wheel race. At this meet of the League of New South Wales Wheelmen the total prize money for two days' racing will be over $1,800.

American Wheels Reach Australia.

In a former letter I referred to the absence of American wheels in these parts. Whether my remarks have had the desired effect I can not say, but it is a fact that within the past few weeks Australia has been invaded by American manufacturers, and, I may add, the opinions passed by the cycling press and prominent Australian riders with regard to those wheels are highly complimentary. The Spalding, Keating, Sterling, and Columbia makes have already made their appearance, and Morgan & Wright have opened tire agencies in Sydney and Melbourne. Those who have seen this company's quick-repair tire are simply delighted with it.

By-the-by, speaking of the scarcity of American wheels here, can you, Mr. Editor, inform me why there is such a prejudice (for prejudice it is, I believe, and nothing more) in these parts against your wheels? I must confess that I am at a loss to know the reason, for I do not think there are any in New Zealand. Such being the case, how, then, are those who

Decry the Quality of Your Wheels

to deliver an impartial judgment? A short time back one of our daily papers dared to speak well of American wheels in general and of an American company and its wheels in particular. For this it was promptly hauled over the coals by the New Zealand cycling paper, which wound up a long tirade against the unfortunate journalist and American wheels in the following terms:

Let the editor take a walk round Christchurch (New Zealand) and try and find American-made machines. Indeed, we don't mind hazarding the opinion that he couldn't find any, and probably couldn't collect half-a-dozen throughout the whole of New Zealand, where there are thousands of bicycles now in use. If he should manage to find *one* let him take it to any of the local factories and compare it with the locally-made bicycle. If then he does not make ample apology to our New Zealand workmen, and hide his head for very shame, he is beyond praying for. It may be true that no New Zealand factory can do like the one the *Press* advertises, and turn out 125 bicycles in a day, any more than the local watchmaker can compete in numbers with the Waterbury, but as nobody who wants a durable, well-finished watch will invest in a Waterbury, so nobody who wants a high-class bicycle would invest in a slop-made American one. Like the sharpers' razors, the bicycles so praised by the *Press* are got up to sell—and a good many are proper sells—while New Zealand made wheels are made for use.

Could anything more unfair be written? I myself ride a New Zealand made wheel, and I am more than pleased with it; but is that any reason why I should decry the merits of a wheel I have not ridden? True, the quality of an article can sometimes be judged from the reports received; but, in

The Absence of Actual Knowledge,

if reports are to be at all relied on, the evidence with regard to American wheels as now built is very favorable, and included in this evidence may be taken that of some well-known English writers. But enough of this. The best way to convince these carpers is for your manufacturers to introduce their wheels here. And this advice is all the more valuable, for the colonial workshops are unable to cope with the demand.

A bicycle improvement which is likely to be universally adopted has recently been patented by G. S. Geddes, of Melbourne, Australia. It consists of corrugated tubing instead of the plain material hitherto used. Experiments certified to by W. C. Kimot, professor of engineering at Melbourne University, demonstrated that a section of

The New Spiral or Corrugated Tubing

when subjected to a test of 300 pounds pressure has a breaking strength equal to one-third better than plain tubing of the same diameter. A frame constructed of the same material is said to be equal to one ton and a half more strain than the same in plain tubing.

One does not often have the pleasure of chronicling the fact that those who conduct our municipal affairs show a disposition to make the path of the wheelman more smooth and his existence more happy. A bright exception, however, is to be found in the mayor of Penrith, New South Wales, who, during a road race through the borough over which he presides, ordered all vehicular traffic to be stopped along the route. For this graceful act, he was elected a life member of the New South Wales League of Wheelmen. Long may he continue to conduct the municipal affairs of Penrith, and may many more of our chief magistrates emulate his example!

Five-Mile Championship.

At the Sydney Bicycle Club's fourteenth annual amateur championship race meeting on September 7, the five-mile amateur championship was won by A. B. Macdonald in 12:56⅘—a grass track record for Australasia.

A new cycling publication has made its appearance in Australia, and is styled the *Sydney Wheelman*. Of course it can not come near your American publications, but it is a neat little rag, and I believe it will jump into the premier position ere long.

Joe Megson, who is probably Australia's best rider, is training hard for the League of Wheelmen's meeting in Sydney next month in order to give a good account of himself against Zimmy.

During the next two months over $5,700 will be distributed in prize money at the principal race meetings held in New South Wales, Victoria, South Australia, and New Zealand. This is exclusive of amateur meetings.

Mrs. E. A. Maddock, who has done a great deal of touring in Australia, has just completed a very rough ride from Sydney to Brisbane with her husband. The following passage from a letter to a friend by Mr. Maddock while on the journey gives some idea of Australian bicycle touring:

"We reached Casino against a strong head wind and a very sandy road, with almost insufferable heat from bush fires. They were on both sides of the road, very often the flames almost meeting. We rode through the blinding smoke, however, and sometimes over the burning grass. There was considerable damage from falling trees, and in one or two places the telegraph wires were hanging across the road about a yard from the ground. Mrs. Maddock is going strong and well. She brought me into this town for the last five miles at the rate of a mile in four minutes. You can have no conception of the dryness of the country. We scarcely ever get any milk in our tea. The cattle are dying, and the dust on the roads is wonderful. Going down hill at any pace our machines raise a cloud of dust 100 feet long and 20 feet high, but it does not get into my gear case."

Over these rough roads, and under such exceptionally unpleasant circumstances, this hardy couple average nearly fifty miles a day, the total distance being 554 miles. W. CASTLE.

HOLDS MISSOURI STATE RECORD.

KANSAS CITY, MO., Oct. 28.—Herbert Wood has succeeded in breaking the Waldo course record, and incidentally the ten-mile road record for the state of Missouri. He was paced by three tandem teams, the Brunner brothers taking him the first two miles, Rebenscheid and Ridge three miles to the turn, Joe Hocker and Campbell three miles, and the Brunners two miles, mostly up hill, to the finish. The time was 26:34. Wood ran away from all his pacemakers, and would have ridden inside twenty-six minutes had the pace been faster. He rode a 20 pound Avery, geared to 80 inches.



HERBERT WOOD.

The history of the course record is interesting, as it has always been the state record also, notwithstanding the fact that the road is all hills, some of them long and steep. C. Kindevatter established the first course record, on May 30, 1893 (also state record), in 30:21, which stood until E. A. Grath chopped it to 28:40 on May 30, 1894. In the past two months the course has been made by A. J. Henley in 28:01, A. L. Brunner in 27:17, and now by Wood in 26:34.

Wood is a powerful fellow, twenty-three years old, and weighs 185 pounds. The local men consider him the best all-round man in the state, He has raced occasionally in the past three seasons with much success. but has never made a business of racing and has never had the advantage of systematic training.

PROFITS OF THE SPRINGFIELD MEET.

SPRINGFIELD, MASS., Oct. 24.—Contrary to expectation the Springfield Bicycle Club finds that the profits of this year's tournament were larger than in 1894. The increased receipts from advertising privileges more than made good a slight falling off in attendance. At the time of the tournament a fear was expressed that the club might have to make good a small loss. Had this fear proved true it is probable that no arrangements would have been made for a tournament in 1896. However, it is idle to speculate on what might have been, as a tournament equal to any of its predecessors is assured for next year.

Bicycle Tax Statistics.

According to the assessors' lists, 2,318 bicycles, having a value of over $125,000, are taxable in this city. There are about 1,500 more wheels which do not come under the tax laws. A conservative estimate of the number of bicycles within a radius of ten miles of the city, which would include Westfield, Holyoke, and Chicopee, would be not less than 9,000.

The aldermen have passed an ordinance making it a misdemeanor, punishable by a fine of not less than $2 or more than $20, to throw tacks, glass, etc., into any street or other place where they will be liable to puncture pneumatic tires.

THE BEARINGS
The Cycling Authority of America

PACEMAKING PROBLEM SOLVED.

Tom Eck Suggests a Way Out of Pacemaking Difficulties—Barnett Devises a Racing Harness.

LOUISVILLE, KY., Oct. 22.—Tom Eck gave us the other day what is probably the best solution of the question of pacemaking that has ever been offered. He was discussing the difficulties experienced by promoters, racing men, and managers in securing good pacemaking in competition events, and also the dissatisfaction expressed by the spectators at a race meet, in which the boys lined up behind the pacemaker and kept the same positions through the entire race. The spectators, of course, expect to see the contestants change their positions and try to win the race before they reach the homestretch, so that the excitement will be spread out and prolonged instead of being crowded into a couple of seconds at the finish.



MORGAN & WRIGHT HAVE A TEAM—HERE IT IS—AT LOUISVILLE.

1. ROSS E. MILLER.
2. C. R. COULTER.
3. OTTO ZIEGLER, JR.
4. JNO. S. JOHNSON.
5. C. R. MCADAMS, JR.
6. ARTHUR GARDINER.
7. W. DECARDY.
8. B. W. TWYMAN.
9. PAT SKELTON.
10. C. W. MILLER.
11. H. VAN HERIK.
12. J. G. SKELTON.
13. JOS. J. BEZENEK.
14. J. B. BOWLER.
15. E. E. ANDERSON.
16. JNO. B. LUND.
17. HERMAN VOGT.
18. FRED RAU.
19. WM. BAINBRIDGE.
20. F. G. BARNETT.
21. S. C. COX.
22. FRED A. WEAGE.
23. A. T. CROOKS.
24. C. KINDEVATTER.
25. H. A. SEAVEY.
26. H. R. STEENSON.
27. D. A. KREAMER.
28. T. W. ECK.
29. P. O'CONNOR.
30. A. E. WEINIG.
31. JAMES JOHNSON.
32. HUGH CAPERTON.
33. GEO. I. KREAMER.
34. W. C. BODE.
35. ART. J. STACKPOLE.
36. E. H. TELLAM.
37. W. L. MOORE.
38. E. MCNEAL.
39. CHAS. H. STEPHENS.
40. F. T. LYMAN.
41. FRANK F. FOSTER.
42. JOS. EUGENE KIRBY.

The solution is so simple that every one will wonder why it has not been tried before. It is this: The referee shall tell the men, through the starter, that there is no time limit on the race; that no pacemakers will be put in, but

Each Man Must Take the Lead

before the three-quarter mile post is reached or be disqualified. If the event is a two-mile race he must take the lead twice; if a three-mile race he must take it three times, and so on. If it is for a shorter distance than a mile the spots where the leads are to be taken must be designated.

This plan will work all right where there are more than five in a race, and the time will be fast, too, for, if the others allow one of the contestants to get too much of a lead, he is likely to go all the way to the tape before they can overhaul him. If one or more "have it in" for another they will try to prevent him from leading, and this will make faster time. The plan also makes the contestants change their positions and puts all on the same footing regarding the work of setting the pace;

No One Does the Donkey Work.

The scheme was explained to several of the best local riders and each one expressed the hope that it would not be published and that the referee of the Blue Ribbon meet of next month would not be informed of the proposed solution of the pacing problem, as it would make them ride harder than if they had a pacemaker in the race. Yet each acknowledged that it was just and placed all the riders on the same footing.

F. G. Barnett is working on a contrivance that he claims will be of the greatest assistance to him in his attempts at unpaced work, but it is not likely that he would be guilty of using it in competition, particularly if he has any respect for his own or any other rider's life. He has had made a set of heavy canvas straps which he fastens to the top bar of his frame just in front of the saddle.

How Barnett's Device Works.

The straps are designed to pass over his back, where they cross, greatly resembling suspenders except that they are not connected at the intersection. He has to have assistance in mounting, as the wheel must be held while he puts his harness on and while his feet are being fastened with rubber foot bands.

The advantage Barnett claims for his contrivance is that in riding he is enabled to utilize his power to the fullest extent in bearing down on the pedals, instead of raising the body, as occurs when riding ordinarily. The straps hold the body down and give a firm brace for the back when pushing down hard with the feet, and also throw the weight of the rider more on the front wheel, thus relieving the driver of a part of the weight, which is distributed more equally over the machine. Barnett has just arranged the device to his satisfaction, but has been unable to give it a fair trial on account of the wind which has been blowing so constantly.

Tom Cooper says that he has been very easy in his races and has allowed men to crowd him out, to shift to the front of him, to shift to the back of him, to crowd him from his position, and to take the pole ahead of him, but that he does not mean to do so any more and will be heard from in case anything of that kind happens again.

COULTER LANDS A RECORD.

LOUISVILLE, KY., Oct. 28.—Last week was a more fortunate one for the record breakers than any since their arrival at the track, as they were able to ride for records on four days. The weather has been favorable enough for record breaking, but the trouble comes from the wind.

The results of the first half of the week were covered in last week's paper. On Thursday nothing could be done on account of the wind, but on Friday there was such a large number of spectators in the stand that it was decided to let the men try, thinking that the people who came should be entertained.

C. R. Coulter was the first to announce himself ready for a trial, and he decided that he would attempt the two-third-mile, paced, with a flying start. Bowler, Skelton, Van Herik, and Bezenek manned the quad. After a little preliminary riding Coulter took to the rear of the quad, and they announced themselves ready. They had a good start when they crossed the tape, and they held well together, making the first lap in :34⅕, two seconds outside of the record.

On the Second Lap

they redoubled their efforts, and on the homestretch Coulter cut loose from behind the quad and started for the tape, beating the quad by two yards, and making the two-thirds in 1:09⅖, a difference of 2⅖ seconds from the existing record. It is greatly regretted that Coulter stopped at the two-thirds instead of continuing for the mile. He was riding so easily and so fast that there is no doubt but that he could have made the mile inside of the record.

Crooks and Weinig have always wanted the one mile, paced, tandem record, and after the success of Coulter they tried for it. Seavey, Jas. Johnson, Kraemer, and Steenson were on the quad and tried very hard to run away from the tandem team, but they stuck as close to the quad as they possibly could, and on the last turn pulled wide and beat them over the tape by nearly ten yards. Their time for the intermediate distances was: One-third, :35⅖; one-half, :54⅘; two-thirds, 1:12, and the mile in 1:50⅕.

For the Twenty-four-Hour Record.

A great effort has been made to get Louis Gimm to come to Louisville and make an attempt on the twenty-four-hour record on a good track with the aid of a lot of trained pacemakers that could not get together elsewhere at this time of the year. At first his firm thought that it was too late in the season to try for it, but when they were told that Twyman and Searle were certain to attack the record, the correspondence was renewed with interest, until finally they asked whether he could get the benefit of the pacemaking that the others were getting. The answer was that there would be only one attempt made for the record by the team, and that all comers would have to go in the same race and make it a competitive one. The pacemaking will be done with tandem teams only, and each contestant will have the privilege of holding the tandem for five miles and calling for

As Fast a Pace as He Wants.

At the end of the five miles he is to give way to one of the others, and in this way all will have equal benefit. An extra tandem will be kept ready to pull up any one who may fall behind, or to give him a little faster gait to make up for any rest that he may make. Any one is welcome to join in this event on one condition only—that as Morgan & Wright furnish the pacemaking and assistants, the rider shall use their tires. The track officials will furnish a competent set of officers for the event and will guarantee that every contestant will receive a fair count of his performance. This proposition was mailed to Gimm's employers a week ago, but no answer has been received from them since.

R. P. Searle is back from his trip to Omaha and has gone into training again. He will be ready to go for the record whenever called for.

Ross Miller left for his home at Wichita, Kan., yesterday.

Nothing has been heard at the track from Windle, Butler, and party, who were reported in one of the eastern cycle papers as on their way to this city to try for the records they failed to get at Hartford.

The Decline of Horse Racing.

The managers of the horse trotting track lost nearly $20,000 on their meet during the G. A. R. encampment, and in order to recoup their losses they gave another meet during the past week. The people did not turn out to see the races in half the numbers expected, so the managers came to Eck and Johnson and tried to make arrangements to have Johnson come out to the track and try for some of his records there. No sanction for any legal record could be obtained in so short a time, and they were not willing to pay enough to justify them to move their machines out to the trotting track, so the scheme was off. There have been larger numbers of spectators to see the attempts of the record breakers than have attended the horse races, which goes to show that even in Kentucky horse racing is slowly losing its hold on the people. It can not be said that the lack of attention comes from poor racing, for they had some of the best trotters in the country at both meets, and still they lost financially.

Begin an Active Campaign.

Louisville, like all other towns, will have a municipal election on November 5, as well as the regular state election. On the three tickets in the field for park commissioners and board of councilmen there are a number of very prominent cyclers. A movement is now on foot to call a mass meeting one night next week to indorse the candidacy of each wheelman candidate, and endeavor to get the full cycling vote aroused to the necessity of electing our men. The battle cries will be, "More good streets," "More clean streets," and "Less flooding of streets." Every candidate indorsed must pledge himself to these three planks. The present city government was elected on this platform, but so far it has not complied with its promises regarding the drenching of streets by the sprinkling carts. We have everything else that any class of individuals could ask for reasonably, except the prevention of the flooding, and we expect to get that through the next board.

NEW ORLEANS' FINE MEET.

NEW ORLEANS, LA., Oct. 26.—Skies of unbroken blue and windless weather marked the opening of the new quarter-mile cement track at New Orleans. There were two days' good racing, with fair times, participated in by A's and B's from all over the country. None of the cracks were present, but a number of well-known lesser lights ran the home men off their feet, and carried away the major portion of the diamonds, Coburn, of St. Louis, starring in the B events, while Harry Terrill, of San Francisco, and Block, of Denver, did the winning for Class A.

Yesterday the stand contained nearly 1,000 spectators, and the finishes were all strong, though the times were not quite up to the mark. All the B prizes were unset diamonds, as also were the first prizes in the A events. The day, however, was very prolific of loafs, as few time limits were placed on the events. Coburn won the half-mile open, Class B, in 1:12⅕, from Randall, of Syracuse, second, and Abbott, a home man, third. The quarter-mile open, Class A, brought out a fair field, from which Terrill won by a good margin, with Casse, of New Orleans, and Block, of Denver, fighting for their respective places of second and third. What proved the most interesting race of the day—notwithstanding a spill and the disqualification of R. J. Godberry, who finished second—was the five-mile handicap, Class A. Paquett, of Mobile, Ala., got mixed in the spill, but gamely remounted and finished fourth from the 100-yard mark. Peter Casse, of New Orleans, won in a rushing finish in 14:06½, with Hands third and Paquett fourth, the second man being disqualified. The one-mile, Class B, was won by Randall, Coburn second and Abbott third.

SECOND DAY.

A crowd of 1,700 announced the success of the first diamond meet of the Southern Wheelmen, who, by the way, have just taken possession of a four-story brick front on St. Charles Avenue. Like the first day there was much loafing, the Southern Wheelmen's championship being twice declared "no race" and was only run off finally with tandem pacing. Two attempts were made at record, Frank Wing going the flying mile in 2:04⅖, paced by Coburn and Randall, while the same tandem pair did a very fast half in :56⅕, which is claimed to be record for quarter-mile track. The first attempt of the one-mile open, Class A, was ordered run over. Coburn, Randall, and Wing got the two-mile B handicap in the order named, though R. J. Godberry, who finished first, entered a protest. The Stearns quad was for the first time exhibited to the New Orleans public. The times made the second day proved the track one of the fastest in the country, if not the fastest.

First Day's Summaries.

One-mile novice.—Paul Robert, first; J. Kaufman, second; Chas. L. Casse, third. Time, 3:11⅘.

Quarter-mile open, Class A.—H. F. Terrill, first; Peter Casse, second; L. C. Block, third. Time, :34.

Half-mile open, Class B.—W. Coburn, first; W. M. Randall, second; A. C. Abbott, third. Time, 1:12⅕.

Five-mile handicap, Class A.—Casse, scratch, first; Hands, scratch, second; Paquett, 100 yards, third. Time, 14:06½.

One-mile open, Class B.—Randall, first; Coburn, second; Abbott, third. Time, 2:18⅘.

Second Day's Summaries.

Half-mile open, Class A.—Block, first; Terrill, second; Casse, third. Time, 1:15.

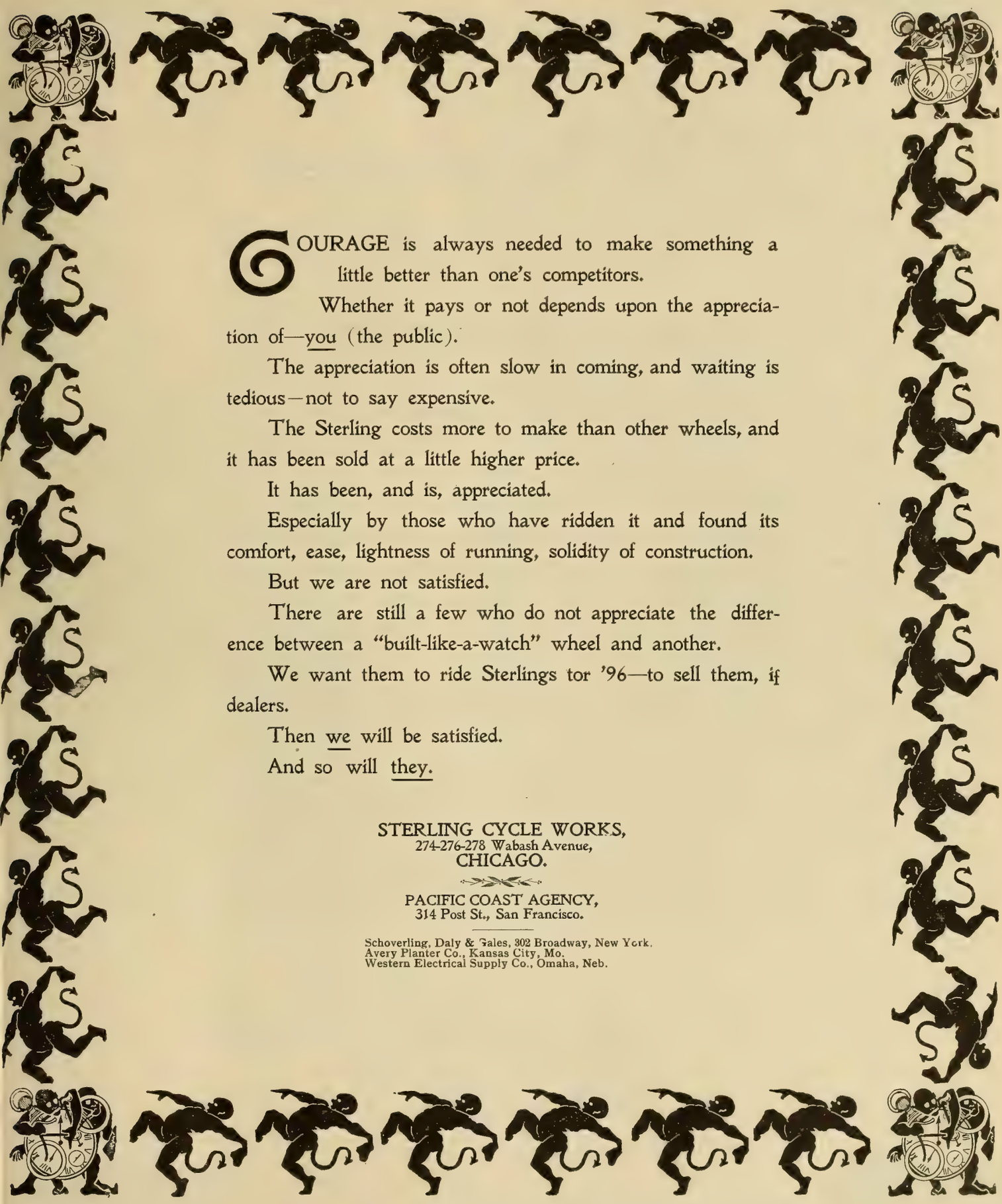
Two-mile handicap, Class B.—Coburn, scratch, first; Randall, 40 yards, second; Wing, scratch, third. Time, 4:49⅖.

One-mile Southern Wheelmen championship, Class A.—Block, first; Gonzales, second; R. J. Godberry third. Time, 2:23⅕.

One-mile open, Class A.—Paquett, first; Terrill, second; E. B. Hands, third. Time, 2:17⅕.

A BIG CENTURY RUN.

BALTIMORE, MD., Oct. 21.—The most remarkable bicycle run that has ever taken place in the south, and one particularly noticeable because of the enthusiasm displayed by the many riders, was the third annual century run of the Century C. C., of Maryland. Three hundred riders started, and out of that number 246 finished the hard ride, which took them through country noted for its mountainous hills, where they encountered whirlwinds of dust and fierce gusts of wind. Notwithstanding the rough character of the ride, there were very few broken wheels and no very serious accidents during the run, except that of Manns, who lost control of his wheel when coasting the "Devil's Elbow," and, after threatening disaster to all the riders on the hill, plunged into a picket fence and fell heavily on the other side, breaking his arm. Much interest was manifested in the run, especially at Frederick, where the local riders turned out in large numbers to welcome the excursionists. Lieut. H. V. Casey was the first man to finish the ride, returning to the starting point at 8 o'clock at night, and twenty minutes later the first division containing the bulk of the finishers rode in. There was a good deal of rivalry among the clubs for the fine American flag, which was the only club prize offered. This was won by the Centaur Club, 99 per cent of whose riders finished the ride.



COURAGE is always needed to make something a little better than one's competitors.

Whether it pays or not depends upon the appreciation of—you (the public).

The appreciation is often slow in coming, and waiting is tedious—not to say expensive.

The Sterling costs more to make than other wheels, and it has been sold at a little higher price.

It has been, and is, appreciated.

Especially by those who have ridden it and found its comfort, ease, lightness of running, solidity of construction.

But we are not satisfied.

There are still a few who do not appreciate the difference between a "built-like-a-watch" wheel and another.

We want them to ride Sterlings tor '96—to sell them, if dealers.

Then we will be satisfied.

And so will they.

STERLING CYCLE WORKS,
274-276-278 Wabash Avenue,
CHICAGO.

PACIFIC COAST AGENCY,
314 Post St., San Francisco.

Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



A justifiable swelling

If the great American racing man has a slightly abnormal feeling in the region of the head this week, who is to blame him? In Canada and the States he has been riding rings around the old man with a scythe. Records considered impregnable have gone by the board. Following is a list of those who have won prominently on the "good" tires since last week's advertisement. The data as to wheels and tires has been very carefully checked:

Rider.	*Wheel.*	*Tire.*
Alex. Aitkens	Syracuse	Morgan & Wright
Miss Tillie Anderson	Thistle	Morgan & Wright
W. J. Anthony	Syracuse	Morgan & Wright
A. H. Barnett	Stearns	Morgan & Wright
J. P. Bliss	Monarch	Morgan & Wright
J. M. Browne	Syracuse	Morgan & Wright
Walter Burdick	National	Morgan & Wright
Harry C. Clark	Spalding	Morgan & Wright
Vernon Clark	Czar	Morgan & Wright
Tom Cooper	Monarch	Morgan & Wright
F. Crowly	Unknown	Morgan & Wright
R. A. Dalzell	Syracuse	Morgan & Wright
Edward Eby	Syracuse	Morgan & Wright
Will Evans	Cleveland	Morgan & Wright
John Greene	Syracuse	Morgan & Wright
W. W. Hamilton	Syracuse	Morgan & Wright
C. I. Hemstreet	Munger	Morgan & Wright
C. S. Hofer	Syracuse	Morgan & Wright
Jacob Hyle	Syracuse	Morgan & Wright
R. S. Kiltz	Syracuse	Morgan & Wright
M. M. Kreutz	Smalley	Morgan & Wright
O. M. McFarland	Syracuse	Morgan & Wright
O. Meldrum	Eclipse	Morgan & Wright
Ed Pierce	Waverley	Morgan & Wright
J. Ranney	Westminster	Morgan & Wright
Edward Rosback	Syracuse	Morgan & Wright
F. E. Schefski	Stearns	Morgan & Wright
E. G. Simpson	Eagle	Morgan & Wright
A. E. Stanley	Rose Special	Morgan & Wright
A. B. Stone	Winton	Morgan & Wright
Robert Urquhart	Fowler	Morgan & Wright
C. S. Wells	Syracuse	Morgan & Wright
S. L. Wing	Clipper	Morgan & Wright

In regard to the Morgan tire, it is a pleasant that. . . . . *Its stem is red.* & Wright quick-repair duty to remind you

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

RECORDS DROP.

NINE WORLD'S RECORDS.

One mile straightaway, flying start, unpaced, 1:33 2-5, by Angus McLeod, on a Brantford, with M. & W. tires, at Sarnia, Ont., Oct. 26.

Quarter-mile, unpaced, standing start, :28⅘, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 23.

Half-mile, paced, flying start, B, :51, by B. B. Bird, on a Syracuse, with M. & W. tires, at Denver, Colo., Oct. 19.

Half-mile, quad, B, :51, by Swanbrough, Stone, Conibear, and Dickson, on a Syracuse, with M. & W. tires, at Denver, Colo., Oct. 19.

Two-thirds mile, paced, flying start, B, 1:09⅖, by C. R. Coulter, on a Falcon, with M. & W. tires, at Louisville, Ky., Oct. 25.

One mile, tandem, paced, flying start, B, 1:50⅕, by Crooks and Weinig, on a Barnes, with M. & W. tires, at Louisville, Ky., Oct. 25.

One mile, professional, flying start, paced, 1:44⅕, by John S. Johnson, on a Barnes, with M. & W. tires, at Louisville, Ky., Oct. 21.

Two miles, standing start, paced, B, 3:51, by Otto Ziegler, on a Barnes, with M. & W. tires, at Louisville, Ky., Oct. 21.

Fifty miles, unpaced, A, 2:29:00, by W. F. Becker, wheel unknown, with M. W. tires, at Freeport, Ill., Oct. 17.

ONE BIG AMERICAN RECORD.

One hundred miles, standing start, B, 4:27:32, by B. W. Twyman, on a Tribune, with M. & W. tires, at Louisville, Ky., Oct. 23.

SEVEN CANADIAN RECORDS.

Quarter-mile, unpaced, flying start, :26, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 23.

Quarter-mile, paced, flying start, :26⅖, by Angus McLeod, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 23.

One mile, straightaway, 1:47⅗, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 19.

Two miles, straightaway, 4:21⅘, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 19.

Three miles, straightaway, 6:40⅗, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 19.

Four miles, straightaway, 9:01, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 19.

Five miles, straightaway, 11:25, by Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, Ont., Oct. 19.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Waverley Bicycles.



Waverley Bicycles at Abbottsford, where Scott wrote the Waverley

Alfred F. Potts, one of the most prominent attorneys of Indianapolis, and his wife, whil Europe on their Waverleys, are photographed before Abbottsford Castle in Scotland, July Walter Scott wrote the famous novels from which the "Waverley" derived its name. L the picture is truly artistic.

Waverley Bicycles.

Waverley Bicycles.



WHEN A MAN
PARTS WITH A DOLLAR
IN THIS GLORIOUS
NINETEENTH CENTURY
HE WANTS TO BE PRETTY
REASONABLY SURE THAT
IT WILL RETURN TO
HIM WITH GOOD
INTEREST ON THE
INVESTMENT.
IF HE WANTS A BICYCLE
HE BUYS A WAVERLEY,
BECAUSE HE CAN MAKE
25 PER CENT IN NO
EASIER WAY.

WAVERLEY BICYCLES

Have built up a great reputation because they have represented the full list price in value. Everybody knows the Waverley now. No one denies its superiority. That is why Waverley agents are so persistent in holding the agency. They like to handle bicycles that sell themselves and stay sold.

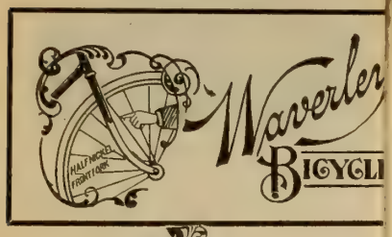
Don't you want a paying agency? Address a letter to us—you needn't send a stamp for the reply. We will furnish that and put many more stamps in your pocket, too!

INDIANA BICYCLE CO.,

INDIANAPOLIS, IND., U. S. A.

Waverley Bicycles.

g a tour of
where Sir
Waverley,


Waverley
BICYCLES
HALF MORSE FRONT FORK




Waverley
BICYCLES.
HALF MORSE FRONT FORK



Waverley BICYCLES.



Waverley Bicycles at Abbottsford, where Scott wrote the Waverley Novels.

Alfred F. Potts, one of the most prominent attorneys of Indianapolis, and his wife, while making a tour of Europe on their Waverleys, are photographed before Abbottsford Castle in Scotland, July 29, 1895, where Sir Walter Scott wrote the famous novels from which the "Waverley" derived its name. Like the Waverley, the picture is truly artistic.

THE BEARINGS OF CYCLING AUTHORITY OF AMERICA

Waverley BICYCLES.

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Don't you want a paying agency? Address a letter to us—you needn't send a stamp for the reply. We will furnish that and put many more stamps in your pocket, too!

INDIANA BICYCLE CO.,

INDIANAPOLIS, IND., U. S. A.

Waverley BICYCLES.

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ON THE SOUTHERN PACIFIC TRACK.

The New Railroad Cycle Track Opens Auspiciously—A Good Programme, Well Contested.

SANTA MONICA, CAL., Oct. 19.—The new three-lap track recently completed by the Southern Pacific Railroad Co. was opened today under the most favorable circumstances, Providence favoring the wheelmen with a beautiful day for such an event, although the wind blew very hard at times, interfering somewhat with the racers in the homestretch.

As usual, the mile novice was the first event on the programme, and five men started, paced by Ruess and Mussey on a tandem. On the last lap Martindale and Stauter jumped their competitors, winning easily in the order named in the fair time of 2:21⅖.

The final of the third-mile, Class B, was a splendid race, Ulbricht, Hatton, Hall, Holbrook, McCrea, and Lacy lining up for the event. A tandem, mounted by Burke and Jenkins, was put in to cut out the pace. McCrea caught the tandem at the start and immediately began to call for more pace in the hope of

Running His Competitors off Their Legs,

and he was almost successful. He stuck to the tandem like glue, winning the race with comparative ease, with Hatton trailing in second place and Lacy third. Time, :44⅗.

The next race was the fastest of the day for single machines and was another evidence of the assistance the tandem is able to give the man who is fortunate enough to get it. Whitman, Hewitt, Stimson, Weaver, Vaughn, and Cox were the starters in the final of the Class A one-mile open. Whitman got the best start and caught the tandem, which took him around in fine style, gradually drawing him away from the bunch, and when the backstretch on the last lap was reached, Whitman was fully seventy-five yards ahead of Weaver, the second man, and Cox, who finished third, was as far again behind Weaver. The time, considering the wind, was excellent.

Lacy's Empty Honors.

The Class B one-mile open was a peculiar race. The referee put a time limit of 2:30 on the heats, and only the winners of the first heat rode under the limit. The second heat was run off in 2:42, and was ordered run over again, but with no better result, so the winners were disqualified, which allowed only Lacy, McCrea, and Hatton to ride for the prizes. A tandem was put in to pace, Lacy getting the position, which he held throughout, winning the race in 2:24, Hatton second, and McCrea third. This race, which was to have been the star event of the day, was rather a disappointment to the spectators, who were looking for a 2:10 gait. Lacy rode well, but his victory was rather hollow.

The Other Events on the Programme

were handicap and tandem races. The tandem races were very interesting, being the first held in this part of the state, and attracted much attention, though the time made was not very fast for tandems. Right after the tandem races Ulbricht and Hatton, who had ridden in every Class B event on the programme, tried for the coast record and succeeded in bringing the figures down to 2:08.

The Southern Pacific officials were very well pleased with their first success, and will surely apply for a date on the national circuit. A few slight changes will be made and then the track will be perfect, so the racing men say, and they ought to know.

Summaries.

One-mile novice.—W. W. Martindale, first; Charles Stauter, second; others distanced. Time, 2:21⅖.

Third-mile open, Class B.—H. E. McCrea, first; W. W. Hatton, second; F. G. Lacy, third. Time, :44⅗.

One-mile open, Class A.—D. E. Whitman, first; E. L. Weaver, second; G. B. Cox, third. Time, 2:15.

One-mile open, Class B.—F. G. Lacy, first; W. W. Hatton, second; H. E. McCrea, third. Time, 2:24.

One-mile post race, Class A.—C. Stimson won first lap and W. Yeoman the second and third. Time, 2:27.

Two-mile lap race, Class B.—Emil Ulbricht, 15 points, first; W. W. Hatton, 10 points, second; Phil Kitchin, 6 points, third. Time, 5:21.

Five-mile handicap, Class A.—E. L. Weaver, 275 yards, first: W. B. Vaughn, scratch, second; E. A. Williams, 200 yards, third; W. Rodriguez, scratch, fourth. Time, 13:01.

Five-mile handicap, Class B.—W. W. Hatton, 100 yards, first; F. G. Lacy, 200 yards, second; Phil Kitchin, 200 yards, third; E. Ulbricht, scratch, fourth. Time, 13:08.

One-mile tandem, Class A.—Stimson and Taylor, first; Delay and Weaver, second; Ruess and Mussey, third; Cox and Newcomb, fourth. Time, 2:12⅗.

One-mile tandem, Class B.—Ulbricht and Hatton, first; Cowan and Holbrook, second; Schmidt and Lacy, third; Jenkins and Kitchin, fourth. Time, 2:11.

One-mile tandem exhibition, unpaced, against time, flying start.—Ulbricht and Hatton. Time, 2:08⅕. Coast record.

STEELE WINS THREE FIRSTS.

ALLIANCE, OHIO, Oct. 24.—The first annual meet of the Alliance Bicycle Club was held at Rockhill Driving Park today. The track was in excellent condition, and the weather being perfect the attendance was large. The first race was a half-mile open event. John F. Steele won in 1:08¼, W. D. Snyder finishing second and M. Hockstetter third. In the second race, which was a two-mile open event, W. D. Snyder won in 5:01½, P. J. McIntyre finishing in second place and Elmer Stackhouse in third place. The one-mile open race was won by J. F. Steele in 2:20, and Snyder finished second and L. A. Pille third. The five-mile handicap was won in 13:31 by Steele, Pille taking second position and W. J. Aultman third, handicapped 150, 200, and 250 yards respectively.

THE PYLE ROAD RACE.

A Big Eastern Event That Eclipsed all Its Predecessors—Thompson Wins the Race and Church Gets Time Prize.

WILMINGTON, DEL., Oct. 26.—In past years no road racing event in this section has attracted more attention than the Pyle twenty-mile road race, which takes place annually in this city. This year's race came off today and was no exception to the general rule; in fact, it may truthfully be said that it far eclipsed its predecessors from every point of view. The course was so arranged that spectators could see the race not only at start and finish, but at two or three other points as well. Starting outside the city limits, the men rode out the Kennett Square course to Centreville and back, repeating the distance twice and covering exactly twenty miles. From end to end the road was lined with excited cyclists from Philadelphia, Wilmington, Chester, and other cities and towns, and hundreds of persons who had never ridden a wheel. Had it not been

A Good-Natured Crowd

great difficulty would have been experienced in running the race, but as it was everybody was on their best behavior, and Captain Kane, of the police department, assisted by a platoon of police had no trouble in keeping the road clear enough for the men to pass.

There were over sixty starters, and the entry list included some of the best Class B men of New York, Pennsylvania, New Jersey, Delaware, Ohio, and Maryland, chief among whom were W. F. Sims, Charles Church, T. R. Eddy, Fred C. List, Joshua Lindley, Clinton Keinard, H. W. Hackett, J. W. Conklin, and L. C. Johnson.

Sims and Eddy were the Scratch Men,

but List and Conklin, who had one minute, and Charles Church, fifty seconds handicap, decided to move back to scratch and try for the time prize. The limit man, Albert McDaniel, had ten minutes' start of the scratch men.

The first man was started at 4 o'clock, and ten minutes later Church, Sims, Eddy, Conklin, and List were given the word. When they fell in they were fully three miles behind the leaders, but rapidly began to fill up the intervening space at a fast rate. Sims rode his Columbia well and would no doubt have cut quite a figure at the finish, but after covering five miles he had to retire from the race on account of severe pains in his side.

The Real Race of the Day

finally developed between Luther Thompson and William Weiss for first prize, and Charles Church and Fred List for time prize. In the second half of the race Thompson gained a lead but was closely followed by Weiss. It was nip and tuck the remainder of the distance, with the honors a little in favor of Thompson. In the stretch the men showed wonderful speed and Thompson came spinning across the tape first with Weiss a close second.

Church and List rode the last half of the distance faster than they did the first and succeeded in finishing in sixteenth and seventeenth positions, respectively.

Church Beat List Out

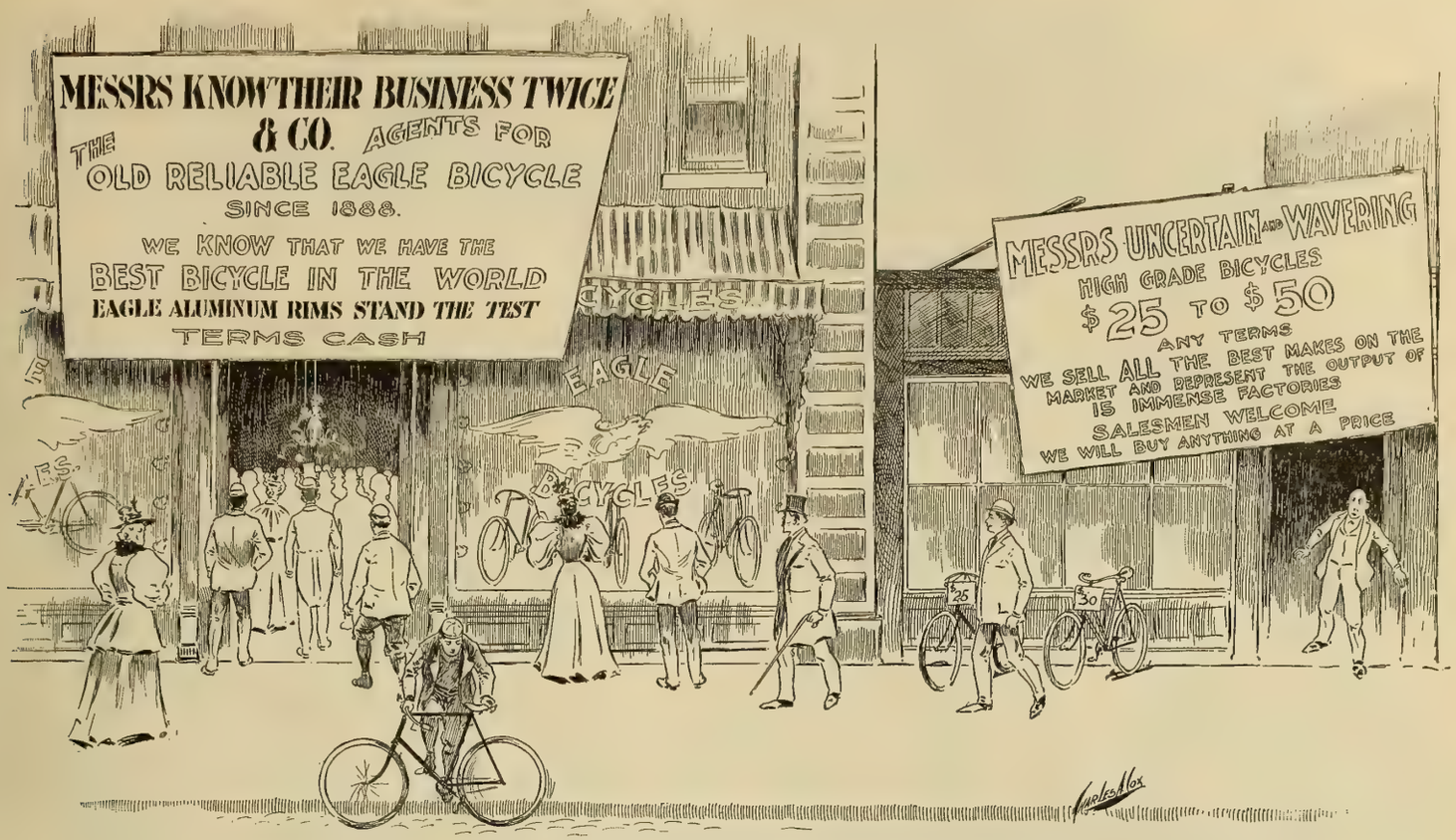
to the tape and won the time prize, the latter coming in for second honors. List accused Church of not setting any pace, but the other riders declared that List was the man who did not set an inch of pace. Church offered to ride him another twenty miles, but he disappeared. Eddy failed to cover the first ten miles but in the last ten miles he started in again and paced the other men to the finish. The only accident of the day occurred to Frank Wayne, who had a bad fall just before finishing the first half. He was not seriously injured. Ramblers, Columbias, and Fowlers carried off the honors.

Summaries.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	Luther Thompson	9:00	62:32	11	C. L. Thompson	4:00	61:17
2	William Weiss	9:00	63:30	12	Miller McConnell	7:00	64:32
3	H. L. Bisselle	6:00	60:58	13	Clinton Keinard	3:30	61:08
4	George Yeagers	8:00	62:58	14	F. M. Boyle	6:00	63:38
5	Geo. P. Donaldson	6:00	60:58	15	F. A. Nicholson	3:30	61:25
6	Harry S. Lynch	7:00	61:58	16	Charles A. Church	Scr.	57:55⅕
7	L. S. Coombs	4:00	59:15	17	Fred C. List	Scr.	57:55⅖
8	E. C. Goodley	6:30	65:17	18	Robert Wier	2:30	60:25½
9	H.W. Hackett	4:00	61:15	19	L. C. Johnson	2:30	60:25⅘
10	W. H. Hollett	6:30	63:46				

FIRSTS WERE WELL DISTRIBUTED.

MIDDLETOWN, CONN., Oct. 23.—The first annual meet of the Middletown Wheel Club was held this afternoon and was a grand success, the only obstacle being the heavy wind. Nearly 4,000 people were present. The one-mile novice race was won by Martin J. Walsh in 3:06. The one-mile county handicap event was won by G. K. Dobson in 2:45 with twenty yards handicap, F. Allworth finishing second from scratch, and A. H. Christenson third. The one-mile open race was won by Chas. R. Newton in 2:29⅗, Charles M. Ertz taking second prize, and F. F. Goodman third. Arthur R. Ives won first prize in the one-mile 2:50 class race in 2:53¼, Geo. K. Dobson winning second, and A. H. Christenson third. First prize in the two-mile open fell to Oscar Hedstrom in 5:21, and F. F. Goodman rode in second place, and Walter Luettgen in third. Ertz took the five-mile open in 14:31⅗, Hedstrom finishing second, and Goodman third. An exhibition half mile was ridden on a tandem by Elmer and Gardner in 1:07, and Newton rode an exhibition mile, paced by a tandem, in 2:25⅘. After the races the Middletown Wheel Club served a banquet to the visiting wheelmen.



AND HE WONDERS WHY THEY GET THE BUSINESS.

There is a difference between an ***"agent"*** and a ***"customer."***

Eagle agents are ***not*** merely ***customers,*** they ***represent*** the Eagle Bicycle Mfg. Co.

They find it to their advantage. So would you.

BRANCH STORES:

Chicago: 7 E. Adams Street.
New York: 88 Chambers Street.
Boston: 7 Portland Street.

The Eagle Bicycle Mfg. Co.

Factory: Torrington, Conn.

THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

VOL. IV. CHICAGO, OCTOBER 31, 1895. No. 8.

Published every Thursday by

The Fowler Cycle Mfg. Co.

Makers of "Fowler" Bicycles.

Office and Factory,

142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

FIRST IN THE FIELD.

We are proud of the fact that agents can be supplied with '96 Fowlers this week, and that next week we can make shipments for stock. The ladies' wheel (see cut next week)—something new, original, we know it hasn't been copied, as the sample only came out Monday for photographing. However, it is too good a thing to remain uncopied. We can ship sample in two weeks, tandems by December 10, racers and Bantams by November 30. We don't know or care whether other concerns have '96 wheels ready for delivery or not. Some say they have and won't ship, because they're afraid of being copied. RATS! It's an honor to be copied (maybe some makers don't think so, it is though—we've been there). It repeats and emphasizes to the world what one has already claimed for his goods; it tells the world that the copier knows one's goods to be all right. That's why he risks his time and good American "go everywhere dollars" to make a counterfeit as it were.

We have 216 workmen at our factory doing nothing else than making 1896 Fowlers. (We don't say one man more than we have.)

Business is booming, and prospects are the brightest. The people whom we buy goods of say in reply to daily and almost hourly reminders that their material should be in our factory or that more should come. "What's your rush, other concerns are not so far advanced?" etc., etc. We tell them quickly, "We don't care a d— whether other people don't start for ten years; that don't keep us from digesting snowballs.

We're up and a-hustling, and if any maker has wheels to deliver and the right kind, it will be the Fowlers.

"THE FRAME TELLS THE NAME."

WHAT YOU SHOULD HAVE.

The printers said they'd be ready last Friday, but they didn't reach us until Tuesday. But say, they're all right, neat, to the point, tells what up-to-date hustling agents should know, all about the '96 Fowlers. (The frame tells the name.) It's simply a little booklet entitled "Features of the Fowlers" ("the frame tells the name") for 1896. A postal card with your name brings one. They are friend-makers for our Fowler.

"THE FRAME TELLS THE NAME."

WOULD LOOK WELL IN PRINT.

The actual space of flooring in some factories that flash to the world on their letter-heads and in advertisements the supposed fac-similes of their shops that appear to the public observer large enough to build therein two trans-atlantic ocean steamers every day.

Our factory is 45 feet wide by 196 feet long in the clear, and we have five floors, all occupied by new, ever-running machines in the hands of skilled mechanics. **Next!** We neglected to state that three years ago we had one floor, and that a foot-ball game might have been played in the empty space of that floor.

"THE FRAME TELLS THE NAME"

A FOWLER CONVERT.

Every one in this section of the country will recall to mind the Racine road race, given at Racine, Wis., September 12.

Likewise will every one remember how Fowler riders won first time prize as well as the race itself.

"Joe" Dolister, of Burlington, Wis., did the distinguishing act with the time prize, and in a recent letter written to us, voluntarily, by him, he has the following to say:

BURLINGTON, WIS., Sept. 14, 1895.
FOWLER CYCLE MFG. CO., Chicago, Ill.

Gentlemen: Up to last Sunday I had never ridden a Fowler, but through the kindness of Geo. A. Crane, of Racine, I tried one of your 18-pound wheels and found the difference between it and my former mount simply wonderful. Mr. Crane let me take the 18-pound Fowler for the Racine road race and I had practically a walk-over for first time prize, from scratch, beating such men from the same mark as J. J. Bezenek, the Chicago rider; H. E. Zerbel, Wisconsin's crack road rider, and other scratch men.

The Fowler wheel is the strongest, lightest, and most rigid bicycle of any I have ever tried. It's light running qualities are superb.

A Fowler will be my mount in '96 sure.

Yours truly,
JOS. DOLISTER.

"THE FRAME TELLS THE NAME."

ANOTHER FAIR DIVINITY.

Not a wheelman in the land but what has heard of "Sadie," but few are aware that she has a counter part, not so much in appearance as in popularity with the wheelmen and cycle dealers of the West Side, where a branch of the well-known Cafe Brauer, of South Side fame, has been opened. The new idol which the wheelmen worship is decidedly pretty, charmingly petite, bewitch-



ingly clever, and oh, so accommodating. The name of this fair divinity is "Gussie," and she promises to make the Cafe Brauer on West Madison Street as popular a rendezvous for wheelmen at the noon hour as was the case with the historical "Rag Shop."

WHILE OTHERS "CHAWED TERBACKER"

WE HUSTLED

AND NOW

PIRATES

MUST KEEP OFF THE GRASS

As per the following letter mailed every cycle and daily paper:

We hereby call your attention to the fact that we have recorded the following trademarks: "That Truss Frame Means Fowler," "The Original Truss Frame," "Truss Frame," "Fowler Truss Frame," "The First Truss Frame," "The Frame Tells the Name," "We Are the Makers of that Frame," and "The Famous Truss Frame," and we now request that you refrain from publishing or using any of these words or names in advertising other bicycles or parts, except those manufactured by us. This request, of course, extends to other words or names similar to or resembling those above mentioned.

It is perhaps proper for us to add that we intend to insist upon our rights to these several words or names, and other manufacturers and dealers or publishers should take notice of this fact.

In conclusion we would state that we can supply Fowler agents with '96 wheels at once, and fill all orders for stock in two weeks. Ladies' models ready November 15. Tandems ready December 10. Send for our advance sheet, "Good Things for '96."

FOWLER CYCLE MFG. CO.

Makers of "The Fowler,"

142-148 W. Washington St., Chicago, Ill.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

NEW YORK TRADE NEWS.

Fall Trade Very Good—The Olympic Cycle Mfg. Co.'s Three Factories—Other Concerns.

NEW YORK, Oct. 28.—Fall trade has never cut much figure in the year's proceeds among the retail bicycle concerns, but this season, which has set aside so many of the established precedents, has brought with it a fall trade that bids fair to rival some of the earlier months of the year. A number of causes contributed to this pleasing state of affairs, not the least of which was the inability of the dealers to secure ladies' wheels some weeks ago. It is also a fact that the sale of a lady's wheel almost always involves the sale of a diamond frame machine to a male relative or friend. The exceptionally fine weather of the past three weeks has also had much to do with the crowding of the retail stores on every pleasant day.

The Riding Academies,

which are a feature of New York more than of any other city, are enjoying a rush of patrons equal to any season of the year, and it now looks as though the majority of them would be paying investments throughout the winter. Ninety-six models are being displayed in a number of the stores, and in a few instances are being offered for sale, although a majority of the dealers are working to get rid of this year's models.

About the principal topic among the trade people during the past week has been show matters. The allotments of space for the show at Madison Square Garden were made public during the week and expressions of dissatisfaction are to be heard on every hand. The tire people in particular are in bad shape, having been assessed large prices for space up in the gallery, where, to say the least, they will have but

A Poor Show to Exhibit Their Goods.

Morgan & Wright in particular are anxious to make a show on account of their quick-repair device. When the list of awards was given out, that firm was not on the list at all. Investigation at headquarters brought out the assertion that no application was received from M. & W. Mr. Herrick, who has been in town for the past week, says that that is all nonsense as he himself sent in the application at the same time as the one for the Chicago show. It looks at present as though there was to be trouble at the next meeting of the board of trade, all of the smaller dealers having announced their intention of finding out why the big concerns got all of the space that they wanted and just where they wanted it.

Traveling Men with '96 Models

are arriving from the west, and appear to find no trouble in placing orders that a few years ago would not have been believed. It is as common to hear a salesman tell of a deal for 1,000 wheels as it was a couple of years ago to get an order for ten.

Another item that goes to show the tendency of next year's business is the fact that hardly a day passes but that some out of town manufacturer is to be seen looking over the available situations for a branch, and incidentally looking for a good man to place in charge.

One little piece of news that has been pretty widely circulated during the past week is that of a western concern that made a contract to deliver 5,000 wheels by the first of the year. A $10 forfeit was

One of the Provisions of the Contract.

The story goes on to say that the concern in question is now trying to settle for $15,000. The news seems to have originated in the columns of a certain New York daily paper with a reputation for enthusiasm rather than accuracy.

Davy Post has been in the city several days and when asked about certain recent deals that have involved his name to a considerable extent he declined to say anything, but intimated that something might drop at no distant date.

J. D. Lasley, representing Davidson & Sons, of Chicago, has just completed a flying trip in the east. The wheel which he was showing made a hit wherever seen, and Mr. Lasley did a splendid business.

John J. Ross, one of the old school of cycle salesmen, has taken charge of the selling department of the Worcester Cycle Co. and expects to get out on the road with a line of samples in the near future. The Boyd wheel, made by this concern, is all ready and will prove a ready seller.

The Company's Other Wheel is the Birdie Special

and is to be Munger's effort. It will in all probability have some new features. All that Birdie does, when asked, is to look wise and say "wait."

John McClave & Sons, although comparatively a new concern, are enjoying a well earned rush of business. Their wheel seems to have commanded instant attention, a fact that speaks volumes for the wheel when one considers the number of new machines on the market.

One of the noticeable features of the new models is the fact that a large number of the '96 ladies' wheels are being fitted with 26-inch wheels. It can not be denied that in a great many cases this size of wheel will be the most desirable as it would seem that if 28-inches is the proper size for a man's wheel, two inches less would be the more suitable for the ladies.

The Olympic Cycle Mfg. Co.

The latest of the new manufacturing concerns is the Olympic Cycle Mfg. Co., with offices at 35 Liberty Street. W. R. Hollingshead, the manager of the new concern, is well known in trade circles from his long connection with the Monarch Cycle Co., of Chicago. The present offices are only temporary, and by the first of the year the new company will open a set of offices that would be a credit to any concern. At present the Olympic company is operating two factories, one in the west and one in 67th Street, New York. In all probability a third factory will be secured, as it is the intention of this company, which is capitalized for $100,000, to build high-grade wheels in New York, using the other two plants for the manufacture of medium-grade and juvenile wheels. Although Mr. Hollingshead has had hardly time to get settled, he has completed a number of deals that will make heavy inroads in the output of 10,000 wheels, which the company proposes to build. Jobbing, as well as agency trade, is being catered to, the line of wheels including, in addition to the juvenile machines, cycles listing at $65, $80, and $100.



W. R. HOLLINGSHEAD.

The '96 Liberty.

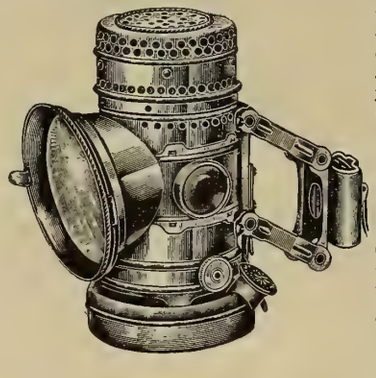
Arrangements have been made by the Liberty Cycle Co. to have its western and southern interests looked after by a large western concern. The company has turned out its '96 models and is in good shape to care for all the '96 business that falls its way. The new model is fully up to the standard set by the Liberty Cycle Co., and is as fine a looking machine as one would want to see in a week's journey. The model has been put on exhibition in New York and has made a big hit among local wheelmen.



The '96 Liberty.

A New Lamp.

The Place & Terry Mfg. Co., of 215 Center Street, is among the new concerns catering for a portion of the bicycle business, having offered to the trade a lamp of its own design. The lamp is made entirely of brass, highly nickeled, and having a number of special features in construction that add greatly to its light-giving qualities. The lamp burns kerosene, and with a concave reflector and 2½-inch photo lens gives a very bright light. The arrangement of springs and air reflectors reduces to a minimum the danger of the light being extinguished either by jolting or by the wind.



The Nies Tire Clamp.

Another addition to the sundry line and one that will be in every one's tool-bag before another season passes is the Nies tire clamp. This little device consists of a couple of clamps, and two or three rubber balls or cushions. In case of a puncture, two of the cushions are placed together underneath the tire and inside of the rim; then the clamps are so placed as to do double duty, holding the cushions in place and preventing the air from reaching the portion of the tire between the clamps. The device takes up but little room. It has already been placed in the hands of a number of the jobbers, and at present at least three prominent tire companies are figuring on furnishing it with each set of tires in '96.

There is a great deal of suppressed activity in the trade, and rumors of any number of large deals are in circulation. Quite a number of "big guns" in the trade have been in the city of late attending secret meetings and avoiding publicity as far as possible.

William Herrick, accompanied by Private Secretary Pelot, is stopping at the Everett. Morgan & Wright correspondence is now conducted on a fine linen paper containing a water-mark to the effect that "Morgan & Wright tires are good tires." It's another one of the genial William's ideas.

The citizens of Brooklyn, or such part of them as read the "tickers" for sporting news or stock reports, have of late been admonished during the lulls on "change" to "Ride a Columbia;" "You see them everywhere."

Windsor BICYCLES

The American Beauties

THE WINSOME

Windsor BICYCLES



TO THE TRADE.

Did you sell the WINDSOR this season? If so, it is certain that you will continue to handle them during the coming season.

IF YOU DID NOT SELL the WINDSOR during the past season, we want you to seriously consider doing so now.

During the first three months of '95 we sold every WINDSOR that we could turn out, hence, discontinued all efforts to establish new agencies, preferring to supply our present agents as we had agreed to do.

Although our output for '95 was well up into the thousands, our '96 product will more than quadruple the output of '95.

We want more agents, good solid ones, and therefore request you to defer making contracts for your '96 line of high-grade bicycles until you have an opportunity to examine our magnificent line of WINDSOR wheels—the American beauties for 1896.

Our old agents are constant—our new agents will be.

We believe the WINDSOR bicycles to be the peers of all cycledom.

WINDSOR agents and WINDSOR riders are enthusiastic.

Thousands are already acquainted with the superiority of WINDSOR construction. Their wonderfully easy running qualities, honest wearing goodness, beauty of outline, glorious finish, their remarkable simplicity, enormous strength, and light but healthy weights, all eloquently proclaim them the most desirable cycle productions the world has yet seen.

Our representatives will shortly radiate throughout the east, west, north, and south with a complete line of '96 models. We believe we are consulting your best interests as well as ours by requesting you to wait until you have had the opportunity of seeing the "American Beauties" **before** putting yourself in a position that would **make it impossible for us to deal with you.**

WINDSOR bicycles are high priced and high grade. They are made in four styles, one pair listing at $100 each, the other at $85. More than two-thirds of our output has been sold and some of the other third are at your service. The season of 1896 will be a high-grade year. Better send for our advance circular. Who knows but what you will be selling WINDSORS yourself before long? At any rate it wouldn't do any harm to let us hear from you, to learn our terms and prices, and to read up on the WINDSORS for '96.

Sieg and Walpole Mfg Co
KENOSHA WIS

Chicago Retail, 285 Wabash Ave.

Windsor BICYCLES

PHILADELPHIA TRADE ACTIVE.

Eclipse Bicycle Co. to Open a Branch in Quakertown—Prospects for Next Year Good—Trade News.

PHILADELPHIA, Oct. 27.—A carrier tricycle is being sold by the Standard Typewriter Exchange, of 604 Chestnut Street. This machine differs from the Tinkham, having only two wheels, while the rider sits in the ordinary safety bicycle position and the wire box arrangement for carrying merchandise is placed over the front wheel, which is much smaller than the rear wheel.

Walter Bilyeu, assistant manager of the Indiana Bicycle Co.'s branch, and "Herb" Bilyeu, head salesman for Garden & Brewster, left last week on a well earned vacation through the south. They will spend several days at the Atlanta Exposition.

Manager Sheble, of the Standard Typewriter Exchange, is now busily engaged in

Appointing Sub-Agents for the Pierce Bicycles.

The firm recently made arrangements with the manufacturers of the Pierce wheels in Buffalo to have exclusive control of one of the best and largest slices of territory in that firm's jurisdiction, including Philadelphia, Pennsylvania, part of New Jersey, Delaware, and Maryland. This firm also handles the Standard, Dayton, and Cleveland wheels.

The news that Mayor Schieren, of Brooklyn, had invented a leather tire that was resilient and absolutely punctureless, in addition to being as light as the ordinary road tires, brought joy to the heart of many local riders who have suffered so much from punctures. If all that is said of the new tire is true it will certainly gain widespread popularity. A sample is anxiously waited for here.

Thus far the uptown branch of the Hart Cycle Co. has proved very successful and as the

Season for Buying Wheels is Practically Over,

the sales that have been made in the past few weeks would seem to indicate a big trade next year. Columbias stand the test of the hardest riding as was demonstrated during the recent trip of the Century Wheelmen through Europe.

The Rich Cycle Co., a firm which commands one of the largest trades uptown, is laying its plans for next year in a manner which can not help but bring good results. Although the present riding season has not yet closed, Manager Rich has commenced doing business for next spring and has several orders on the books. A few days ago he received a sample of the '96 Triumph tandem which is the first of next year's tandems to arrive. It is certainly a daisy and should be one of the most popular mounts next season. The Rich company also sells Ramblers and several other makes and grades of bicycles.



H. H. FULTON, PRESIDENT ECLIPSE BICYCLE MFG. CO.

In reckoning up his accounts for the season, Manager Fitler, of Jacob Rech & Sons' bicycle department, found that

The Sale of the Sterling Wheel

was larger than that of any previous season. Even though the Sterling is a little advanced in price its merits count in the long run in the minds of buyers. The sale of Liberty and Clipper wheels during the season was also correspondingly large.

Having been established in 1850 the firm of Sharpless & Watts, of 1,522 Chestnut Street, is well known, more especially since it went into the manufacture of the Favorite bicycle lamp and cycling sundries. The factory is located in the rear of the store at 1,520-1,522 Sansom Street, and is one of the largest in Philadelphia. It is now running at full force, as the firm's intention is to keep up with orders as much as possible. The Favorite lamp is an eight ounce affair, and one of the best on the market. Its retail price is $3. In a short time the firm expect to have

One of the Largest Jobbing Trades in the City

and state, handling tubing, stampings, tires, and fittings, in addition to other sundries.

C. W. Webb, of H. A. Lozier Cycle Co., was a trade visitor to this city on Tuesday. He was entertained by Manager Maloney, of the local branch.

R. J. Walker, local agent for the Eclipse wheel, has gone out on the road for a few months in the interests of the Eclipse company. Ed Darrah, who handles Falcons and Barnes, is also traveling in the interests of the latter company.

During the past season Joseph Holbrook, who is at the head of the newly organized Holbrook Cycle Co., cleared $17,000. In the small territory of Nicetown alone he sold over 500 Falcons. This year the business will be on a much larger scale. In addition to manufacturing wheels and handling several other grades, he

Will Sell Tires on a Large Scale,

he having recently been appointed wholesale agent in Philadelphia and vicinity by the Eastern Rubber Works, of Trenton, N. J. Last week he placed an order for 1,000 pairs of tires in order to meet any demand the local dealers may make upon him. A special feature of the hose pipe tire is the valve stem. This is so arranged in the cover as to be replaced at any time it becomes defective.

Tandems are a very popular mount in this city, and judging by the views of the local dealers the demand next year will be very great. Many of the big manufacturers who have hitherto held aloof from building tandems will have double machines next year. The Overman Wheel Co. has one among its next year's models now on exhibition at the Atlanta exposition. It is also said that

The Indiana Bicycle Co. is Contemplating Making Tandems.

If the latter concern should do this there is no doubt but what the demand would far exceed the supply. The meritorious features and workmanship of the Waverley have gained many riders in this town for the Indiana Bicycle Co., and Manager Simmonds told THE BEARINGS' representative yesterday that in addition to the demand for '96 Waverleys he has been besieged with questions concerning a tandem and is confident if the Indiana company builds these machines he can get any number of orders. W. C. Marion, Jr., manager of the Indianapolis store of the same concern, who happened to be in the city on business, was also seen. He said he knew there would be a demand for Waverley tandems, but whether or not the company would build them depended upon the demand for single wheels. If the factory could spare time, 200 or 300 may possibly be put on the market as a starter.

For the past year W. J. Walker has been local agent for the Eclipse bicycle, but very shortly

A Branch House will be Located

by the Eclipse Bicycle Co. Mr. Walker will act as the manager of the store and will have an able corps of assistants. The store on 10th and Arch streets, where Mr. Walker has been selling Eclipse and Wilhelm wheels, will be transferred to the Eclipse company. In addition to the retail business, the Philadelphia house will be used as a distributing point for all southern agencies.

The '96 Fowler has arrived and is receiving the most critical examination of hundreds of prospective buyers at the store of W. S. Emerson, 111 S. 11th Street. It is worthy of all the praise it has or will receive and will no doubt be one of the most popular mounts next year. Its graceful outline, truss frame, fine finish, and above all unequaled riding qualities can not help but endear it to all riders of the Fowler wheel. Mr. Emerson sold a great many of these wheels last year, but the coming year's prospects are still brighter.

Weise & Bowen have taken the agency for the Tinkham tricycle carrier.

H. H. FULTON.

The portrait on this page is that of H. H. Fulton, president of the Eclipse Bicycle Mfg. Co., of Elmira, N. Y. Mr. Fulton has long been a prominent factor in the bicycle business, but is so modest that he does not like to have his picture printed in a paper. But the fame of the Eclipse has made every one anxious to see the man who makes it. It is for that reason that THE BEARINGS takes great pleasure in reproducing Mr. Fulton's features.

The Lovell Line.

The demand for Lovell cycles is so great that the John P. Lovell Arms Co., of Boston, has purchased and equipped a new plant, supplying it with all the latest modern machinery, tools, etc., thus enabling the company to make the wheels in such quantities as to supply everybody. The line will consist of the famous Lovell Diamond and Excel wheels, comprising a complete line of ladies', men's, and children's machines.



THE CLEVELAND

THERE IS BUT ONE

Swell Special

THERE IS BUT ONE

Cleveland

THERE IS BUT ONE

Best



22
23
24
25
26

THESE ARE THE NUMBERS.

If it's large tubing it is a ***Cleveland*** or an ***imitator.*** Watch the name-plate.

Send for particulars.

Apply for territory, prices, and terms.

H. A. LOZIER & CO., Cleveland, Ohio.

Get your name on our mailing list for a catalogue..... ...

BRANCH OFFICES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
330 Arch St., Philadelphia, Pa.

ENGLISH TRADE NOTES.

Still Talking About the Simpson Chain—The Adoption of Standard Threads Being Discussed by the Trade.

LONDON, Oct. 19.—The Simpson chain is still the topic of the week and much ink is being spilled over it, both for and against. So far, however, nobody has yet come forward with the much-wanted explanation as to where the extra leverage comes in. This is the gist of the whole matter, and it is curious to note how it is being ignored by the supporters of the chain. By the way, the wonderful mile in 1:39 has been beaten on a worse road by a tandem geared to only 97 inches, and fitted with an ordinary chain. F. J. Osmond and F. W. Chinn were the riders, and they accomplished the distance in 1:36⅘.

On the other hand the supporters of the chain point to the fact that J. W. Stocks, when attempting the fifty-mile record on the Catford track on a Simpson-chained machine, cut British record at two miles and world's records from ten to forty-two miles. At this point he suddenly became a wreck, and finally stopped at forty-six miles, being then outside the previous best.

His Collapse was Remarkably Sudden,

and was doubtless due in a measure to the 94-inch gear used. On the other hand, it is but fair to assume that the high gear in question gave him the records at the shorter distances, for he was undoubtedly very finely paced, and, therefore, the 94-inch gear was bound to tell for a time at least. The chain rattled very much and jumped a good deal when traveling over the rear sprocket. On the whole, Stocks' ride has utterly failed to verify the speed of the Simpson chain, or the loud boasts of its supporters. The mile in a minute is still a long way off.

Once more the old question of fitting nuts of universal size and the adoption of a set of standard threads by the cycle trade is being discussed. There can be no doubt that if such a state of things could be brought about it would simplify matters wonderfully from the agents' points of view, but it is a big "if." In fact I do not think that it is a possibility, now that the trade has reached such large proportions. A few years ago it might have been arranged, but now I fear that it is too late.

Humbers in Portugal.

It seems that Humber & Co. [Portugal], Ltd., have secured a monopoly in that country from the king for ten years, for which they have paid the sum of $30,000. The monopoly is only for cycle manufacture and has nothing to do with imports, so that other firms may compete in this line, but will be handicapped with a 27½ per cent duty. The capital of the new concern is $500,000, and, as the *Cyclist* remarks, it would be interesting to know how much Humber & Co., Ltd., are receiving for shutting the door of Portugal, and also how much goes to the promoters.

All the papers this week are full of the dinner given at the Cafe Royal last week by J. K. Starley to celebrate the decade of the Rover safety, which set the fashion to the world just ten years ago. The meeting was a representative one.

The Simpson chain shares are now quoted at $7, but those in the know can get any amount, I am told, at $4.50. There is some money changing hands over the business.

Good Words for an American Chain.

The *Wheeler* this week contains the following paragraph anent Mr. Starley's speech at the Rover dinner: "When J. K. Starley declared that he had not the ambition to be the largest cycle maker in the world, or the promoter of the greatest number of companies, it was very evident that he had touched the spot. His remarks were greeted with both laughter and applause, and justly so, we may remark. The makers of the Rover are the very last people in the world to take up some rubbishy device, and boom it as likely to revolutionize the cycling world. The cycling world requires a vast deal of revolutionizing in these days, and it will certainly not be done by a chain that, upon dynamometer tests, gives an increase of 7 per cent of friction above that involved by the use of the ordinary chain. Taking all the chains that we have encountered in late years, we have only seen one that was at the same time a novelty and a real good thing. We refer to the Morse chain made by the American firm of that name. But we understand that the manufacturers can not anyhow get a show in this country. The Guthrie chain embodied some excellent features, and never obtained a fair testing in this country." WILL O' THE WISP.

TOLEDO STRIKE SETTLED.

TOLEDO, OHIO, Oct. 28.—The small strike in this city that left over 2,000 men out in the cold for nearly a week and 130 men out ten days, is at last settled, and Monday morning all men went to work. After the tool makers refused the proffered 5 per cent advance, Grand Master O'Connell, of the Association of International Machinists, came to Toledo to act as a go-between. The Manufacturers' Association and Mr. O'Connell held several meetings often sitting for a half a day at a time with only a brief recess. Saturday evening at 7 o'clock they decided on a compromise, which was signed by both parties in the dispute. The compromise gives all tool makers an advance of 25 cents per day each, except to those already getting $3.50, who are not raised. This advance means 10 per cent to men formerly receiving $2.50 per day and more than 10 per cent to those receiving less.

A. U. Betts & Co. are preparing for a big year They have leased a brick factory building 60x100 feet and four stories high in which they will manufacture Red Cross cement, Ki-yis tire tape, and other bicycle specialties. Mr. Betts has secured space at both cycle shows and has several new specialties that he will exhibit for the first time at these shows. The leasing of this factory will enable Mr. Betts to turn out three times the amount of supplies turned out last year. He reports business brisk for the time of the year, due to the fact that manufacturers and dealers generally are ordering their supplies earlier. The Boston branch of A. U. Betts & Co. was opened last week at 259 Columbus Avenue with J. W. Scott, of Chicago, as manager. It is to be a jobbing house exclusively, and from it all New England trade will be supplied.

Toledo Trade Notes.

The Toledo Cycle Supply Co. received orders last week for 50,000 feet of tubing. This firm received a shipment of 200,000 feet last week and says it could dispose of all of it in twenty-four hours if it chose to let it go. Mr. Thompson, the traveling representative of the firm, is now working up trade in the east.

The Toledo Metal Wheel Co. will call its new junior wheels the Rugby and is making preparations to turn out 14,000 of them in '96. It has just completed the erection of a large addition to its plant and last week doubled its working force. Manager Southard says he will put fifty more men on the bicycle job in a short time.

Will Smith, the junior member of the Truman Bicycle Co., has returned from a ten days' trip to New England. He went especially to hurry up some material, but picked up a few orders on the side. This firm expects to make 3,000 wheels for '96 business. It speaks well for the firm to say that half the output is already sold and is to be delivered by April 1.

The Snell Cycle Fittings Co. is receiving from two to three cars of tube and other bicycle material daily and is hustling to make up for time lost during the strike.

H. J. Young, of the H. J. Young Mfg. Co., is west, placing contracts for the wheel to be manufactured by his company. He has decided to call it the Yale.

With a Yale wheel and a Rugby it is time for some enterprising cycle maker to have a model Harvard.

The Colton Mfg. Co. is preparing to turn out 16,000 wheels next year.

Toledo is to have one more bicycle factory. It is to be managed by the Wilson brothers and they will make Juvenile wheels exclusively. The firm is to be composed of W. O. Wilson, F. M. Wilson, and Geo. S. Wilson, Jr. Model machines are now being set up at Wilson's box factory on Lucas Street and will be completed next week. The location of the factory has not been decided upon, but will be soon, as the firm expects to begin operations December 1. They will make about 2,000 wheels the first year. The firm will have a downtown office.

Assistant Manager Curtis, of the Toledo Bicycle Co., left this week for a trip through some of the western cities. He expects to close several large contracts for Ouida wheels.

The downtown store and riding-school of the Yost Mfg. Co. will be open to the public Saturday.

D. J. Canary, with A. G. Spalding & Bros., was in Toledo last week looking up Spalding trade.

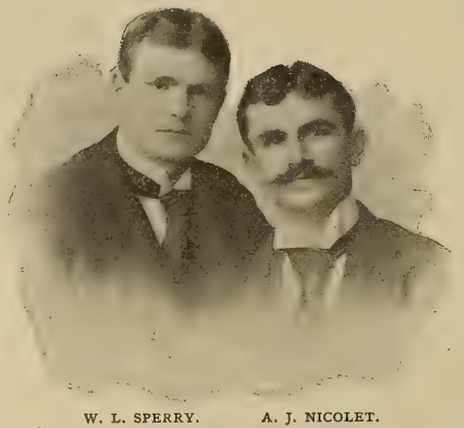
Joseph L. Yost returned Friday from a successful western trip in the interests of Falcon bicycles.

Toledo is to have a new first-class hotel with 100 rooms, and it is to be conducted on the European plan by one of the most successful hotel men in the city, Chas. Harmer. This will cause rejoicing among those who want the L. A. W. meet in Toledo.

The Brewer Steel Tube Co. will be incorporated at Columbus this week.

THEIR MOTTO: "BUILT LIKE A WATCH."

The two most recent additions to the traveling force of the Sterling Cycle Works are W. L. Sperry and A. J. Nicolet. They are both well known in the trade, having been in the bicycle business for years. Sperry traveled last year for the Monarch Cycle Co., and sold a large number of wheels. He is well known in Denver, where he has a brother in the bicycle business. Nicolet is known in all parts of the country. He has been with the Pope Mfg. Co., Grand Rapids Cycle Co., Eastern Rubber Co., Palmer Tire Co., and several other concerns. He knows all the ins and outs of the business. "Nic" is also a trick rider of national fame, and has given exhibitions in every state in the Union. With these bright youngsters on their staff, the Sterling Cycle Works ought to have but little difficulty in disposing of their output.



W. L. SPERRY. A. J. NICOLET.

It's Heartbreaking This Recordbreaking --To Others.

But when the Sycamores hit up that gait there is no stopping them. They fly to win fame for the wheel they ride and Crimson Rims are their popular mount. We want you to give the appended list of figures your attention for a brief spell, for it will teach you the virtue in the wheel ridden by victorious riders.

World's Records.

Half-mile tandem, unpaced, Class A, Henshaw and Hedstrom, 1:00 flat.
One-mile tandem, unpaced, Class A, Henshaw and Hedstrom, 2:06⅗.
One-mile, unpaced, Class B, W. W. Hamilton, 2:00⅖.
Two-thirds mile, unpaced, Class B, W. W. Hamilton, 1:18⅘.
Two-mile, paced, Class B, Willie De Cardy, 3:53⅗.
One-mile quadruplet record, 1:47⅘.

A Glorious Showing.

October 14, Hot Springs, Ark., Class A:
One-mile Whittington cup championship, first.
Two-mile handicap, first.
One-mile state championship, first.
One-mile open, first.
One-mile, 2:45 class, first.
Half-mile, boys, first.
Five-mile state championship, second.
Total—Six firsts and one second out of a possible seven events.
October 12, Rochester, N. Y.:
One-mile handicap, first scratch, second scratch.
Five-mile handicap, first scratch, second scratch.
Total—Two firsts and two seconds out of a possible two events.
October 16, Utica, N. Y.:
Half-mile, paced, :56⅕, *breaking New York state Class A record.*
October 18, Utica, N. Y.:
Half-mile open, first, 1:10.
One-mile open, first, 2:14⅕.
One mile city championship, first, 2:25⅕.
Winning all open events.

DENVER NATIONAL CIRCUIT RACE MEET, OCTOBER 19.

GRAND TOTAL ON CRIMSON RIMS—3 WORLD'S RECORDS, 5 FIRSTS, 4 SECONDS, AND 3 THIRDS.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

MINNEAPOLIS' DEALERS.

MINNEAPOLIS, MINN., Oct. 27.—Minneapolis is easily the cycling center of the great northwest. Even in the early days of the wheel the inhabitants of this city, the largest of the twin cities, were enthusiasts of the most pronounced type. The exposition building was many times the scene of exciting races and outside of New York City nowhere did the six-day race pay so well.

Minneapolis has much to make cycling popular. The roads in the main are fine, while the streets, even in the business portion, are far above the average, while the weather is usually of that bracing quality for which the northwest is famous, that makes wheeling one of the most delightful of exercises.

Janney, Semple & Co., the large wholesale hardware people, have greatly enlarged their quarters by the addition of the neighboring buildings and with the increased room intend pushing their line of wheels with increased vigor. Eighteen hundred and ninety-five was their first year, and they are more than pleased with the result of their experiment and in the season about opening they intend making themselves felt. The Falcon as before will be their leader, and of course a full line of cheaper wheels will be kept in stock. Sundries will be jobbed, and, with the facilities that their large force of traveling men afford, a big business is assured.

The Deere-Webber Co.,

the big moneyed agricultural implement concern on 1st Street, is going into the bicycle business with a vengeance. It did quite a trade in the season just past but started the 1896 campaign by buying 5,000 wheels of a well-known make and by an aggressive policy has disposed of nearly all of them in large lots, and is now negotiating for the purchase of an order even larger than their original one. The Tribune wheel will be kept as a high-grade leader, but by far the largest trade will be in the medium-priced goods that will be bought and sold in large quantities.

The Heath Cycle Co., among the pioneers in the pump business, is showing a pump that ought to be a great seller next year, and in fact orders have been taken this year so far, far in excess of any previous business for the whole year.

The Pump is of the Telescope Order,

about two inches in diameter, and is also intended to be used as a tool carrier, the end unscrewing, which admits of enough room to easily carry a wrench, repair outfit, etc. A nicely nickeled clip will hold it securely to the frame, thus doing away with the usually unsightly and greasy bag that detracts so much from the beauty of any wheel. Being of a large diameter a large volume of air is forced into the tire at each stroke. This in itself is a decided advantage over the small bore, profanity-breeding pumps usually furnished with wheels. While doing a good business in its retail store, the Heath company can count on big returns from its improved edition of the Heath pump.

The Columbus Buggy Co. did an extremely profitable business in Spaldings in the past year, its methods of advertising and its riding school, one of the finest in the country, bringing it good returns. In the coming campaign it intends making a bigger bid for local patronage than ever. Its Spalding Club of 150 members was a happy hit and did wonders to boom this popular wheel in this section. Mr. Darrow confidently expects to do the largest retail business in the city in the season about to begin.

The Adams Mfg. Co.

is now well recognized among the trade for its rubber cements, repair outfits, liquid enamels, etc., and anticipates a trade far in excess of that done in the past. It has increased its plant and is now in a position to promptly fill all orders, however large. Since the introduction of pneumatic tires this branch of the business has grown to large proportions, and is almost as important as the making of wheels. The Adams company has booked many large orders from a number of the most prominent bicycle manufacturers, a graceful acknowledgment as to the character of their goods.

Snow & Co., W. K. Morrison (with Colie Bell in charge), the Indianapolis Cycle Co., Kennedy & Bros., and the New England Furniture Co. are all making preparations for a big '96 trade and Minneapolis is sure to be well supplied with wheels of all descriptions and prices.

THE ANDRAE LINE.

The line of Andrae cycles for next season will consist of a light roadster in 22, 24, and 26 inch frames; the Lady Andrae in 20, 22, and 24 inch frames, and the Andrae path racer in 22, 24, and 26 inch frames. In tandem construction the Julius Andrae & Sons Co. will offer a diamond and a combination frame. New models will show improvements over '95 machines. Single machines will be fitted with 1⅛-inch tubing, ¾-inch stays and bottom rails, 1-inch front forksides, double fork crown, detachable front and rear sprockets, barrel pattern hubs of a new design made in such a way as to be dustproof and oil retaining, and dustproof, detachable, head bearing cases. The company's new works are now running in good order, and a new 300-light dynamo has been put in.

The Shirk line of bicycles will be handled in New York by Wm. A. Stokes, 30 Warren Street, who has already ordered 500 wheels and a carload of the North Star refrigerators. Orders for 500 Shirk wheels have been received from San Francisco, and Portland, Ore., wants to get in line with 300 for next season's business.

BRIEFLY: BETTER BUY BICYCLES BUILT FOR BUSINESS

--AND PLEASURE AS WELL!

This is the kind WE build and that is the reason why the following well-known agents, who are among the oldest and most experienced in the trade, have selected the Peerless as their leader for '96:

L. C. HAVENER, Worcester, Mass.—Worcester county.

COLLISTER & SAYLE, Cleveland, Ohio—Northern Ohio.

G. P. MACGOWAN, New Haven, Conn.—State of Connecticut.

STEVENS, FREEZE & CO., Boston, Mass.—Boston and vicinity.

KOSTER & CO., Erie, Pa.—Northwestern Pennsylvania.

We still want **good** representation in unoccupied territory. Agents desirous of handling a **selling line** and at **living discounts**, write for terms

THE PEERLESS MANUFACTURING CO.,

Makers of Peerless and Triumph Bicycles. **CLEVELAND, OHIO.**

N. B.—Our $85 Triumph Safety is the best value in the world.

Mention The Bearings

THE DEFIANCE LINE.

The Monarch Cycle Mfg. Co., with the view of making its products as complete as possible, has put upon the market for '96 a line of low-priced wheels, which in point of construction and finish will easily take a leading position. Eight models of the line are shown, comprising 28-inch wheels in 1 and 1¼ inch tubing, both diamond and drop frames, and also boys' and girls' machines in both 26 and 24 inch sizes.

These wheels, even down to the little fellows, are built of seamless

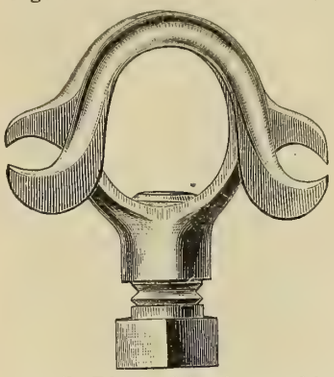


tubing only, which is a distinct departure from the ordinary method of construction employed on juvenile bicycles. Large hubs are also used, and a choice is given of either rubber or rat-trap pedals. The finish, both as regards nickel and enamel, is thoroughly high grade, and is entirely in keeping with the appearance of the line, which is well-named Defiance. These wheels have already met with a most flattering reception from the trade, and the capacity of the factory is, and will be, heavily taxed to keep up with the demand for them.

B. & W. SADDLES.

The accompanying cuts show the saddle and new wire spring clip for T posts made by Butler & Ward, of Newark, N. J. By the use of this saddle a long felt want has been supplied. Ladies have for years complained of the long narrow saddles supplied them. They have been looking for a good saddle and Butler & Ward think that they have this in the Empress. It is short, being only 7½ inches in length. The cantle is 11 inches, affording a very comfortable seat.





The new clip for wire spring saddles is a "good thing," as with it the saddle can be brought down as close to the frame of the bicycle as it can with a direct post The clip allows the spring to straddle the post, thus bringing it very close to the frame of the machine.

Doings of the "Yellow Fellows."

Notwithstanding the lateness of the season, Yellow Fellow riders still continue to add to their racing laurels. Among the notable deeds done on the Stearns during the past fortnight have been the following: 100-mile road record lowered to 4:45:10 by Wm. L. Steimal, of Buffalo; ten-mile Rhode Island record lowered to 25:09 by Horace Hills, Jr.; time prize in the Asbury Park Wheelmen's ten-mile road race won by Geo. A. Taylor, and one first and two seconds scored out of a total of three starts by H. C. Rholfs at the Hudson County Wheelmen's annual meet of October 19. All this, to say nothing of the excellent work which Earl Kiser, the only one of the Stearns team now on the circuit, is doing in the west.

L. C. Jandorf & Co., 57 Park Place, New York City, will manufacture 2,500 Linwoods in 1896. The new wheel will have drop forgings throughout, and otherwise be built of the best material. Special features will be barrel hubs, adjustable handle-bars, and 4¾-inch tread. The wheel will have a three decker fork crown.

The Tribune

A Gentleman's Wheel.

Distributing Agents:

BAKER & HAMILTON, San Francisco, Cal., agents for California, Oregon, Washington, Idaho, Nevada, Arizona, Mexico, Central America, Hawaiian Islands, Australia, and New Zealand.

DEERE, WELLS & CO., Council Bluffs, Iowa, agents for western Iowa, Nebraska, and Wyoming.

GEO. HILSENDEGEN, Detroit Mich., agent for Michigan and northern Indiana.

HARBISON & GATHRIGHT, Louisville, Ky., agents for Kentucky, Alabama. Tennessee, Mississippi, Arkansas, Louisiana, Texas, Oklahoma, and Indian Territory.

WM. H. COLE & SONS. Baltimore, Md., agents for Maryland, North and South Carolina, Georgia. Florida, Virginia, and West Virginia.

CHAS. H. CHILDS & CO., Utica, N. Y., agents for New York State, northern New Jersey, and New England, excepting Massachusetts.

JNO. DEERE PLOW CO., Kansas City, Mo., agents for Kansas, Colorado, and New Mexico.

A. H. POMEROY, Hartford, Conn., agent for Massachusetts.

PITTSBURG CYCLE CO., Pittsburg, Pa., agents for southwestern Pennsylvania.

DEERE & WEBBER CO., Minneapolis, Minn., agents for Minnesota, North and South Dakota.

E. C. MEACHAM ARMS CO., St. Louis, Mo. agents for Missouri and southern Illinois.

H, T. CONDE IMPLEMENT CO., Indianapolis, Ind., agents for central and southern Indiana.

GEO. W, JOHNSON'S SONS, Wheeling, W. Va., agents for northwestern West Virginia.

THE HOWE SCALE CO., Philadelphia, Pa., agents for eastern Pennsylvania, Delaware, and southern New Jersey.

The Black Mfg. Co., = = Erie, Pa.

YOUNG AND ENTERPRISING.

There are many new firms starting in the bicycle business in Chicago, and not a week goes by but what there is an addition to the already well-filled ranks of Chicago bicycle manufacturers. One of the new comers is the Standard Cycle Works at 69-75 W. Washington Street, which will make the Standard, a strictly high-grade wheel, built on handsome lines and of the best material obtainable. The members of the firm are all young men, but what they lack in years they make up in experience. W. W. Vernon was with the Crane Elevator Co. before he entered the bicycle business. He was



with the Fowler Cycle Mfg. Co. for some time. B. S. Russ is well versed in the art of building bicycles, while J. E. Dorman, will supervise the building of the wheel. Edward K. Orr, who occupies the position of sales manager, has been in the bicycle business for six years, having been connected with the Monarch Cycle Co., R. B. McMullen & Co., and the Chicago Tip & Tire Co.

The Standard Cycle Works have a floor space of 4,000 square feet, and will be able to turn out from 2,000 to 3,000 Standards next year. Work



has been begun in the factory and in a short time models of the new wheel will be on the market. Those who have seen the sample wheel pronounce it to be something extra fine which will surprise the trade.

Mr. Orr states that by the use of drop forgings and the very best material throughout, the company expects to make what the name indicates—the standard wheel of America. Six models will be turned out—a 22-pound roadster, a 16-pound racer, a 23-pound drop-frame ladies' wheel, a 20-pound diamond-frame ladies' wheel, a 38-pound double-diamond tandem, and a 40-pound combination tandem. The Standard company agrees to replace all broken parts free of charge for one year from date of sale.

A. M. Scheffey & Co., 92 Reade Street, New York, have made various changes in their offices and set apart a portion where they can display to much better advantage their large stock of bicycles and sundries. They report the '96 outlook as very promising.

NEAR THE TOP OF THE LADDER.

If it is true that "a contest well begun is half won," then the Buffalo Cycle Co., of Buffalo, N. Y., is reasonably sure of success for the season of 1896.

The accompanying cut of the company's new building speaks for itself. It is arranged for the special purposes of the business, with a fitness and completeness which is impossible in any old building, no matter how large. Of handsome elevation, brick built, with every modern appliance for comfort, dispatch, and security, it is certainly one of the most complete factories in the country. The proprietors, Messrs. Atherton & Funnell, have been for a long time before the cycling world, and are now as well known as the manufacturers of the Envoy and Fleetwing as they were originally as the patentees and manufacturers of the Gem tricycle.

The age of improvement as applied to wheels is marked by the progress of this firm. Some few years since they employed a large staff of men, and ran a very large factory, devoted exclusively to the production of the tricycle, in which business they were eminently successful. They quickly perceived that the age of progress had decreed that the bicycle was to be the wheel of the future; and that the tricycle, which, for a brief period, had enjoyed a great popularity, was doomed. Then came the crucial test of judgment, and upon its soundness hung the dividing point between success or failure. The points then at issue may be briefly sum-



marized as follows, viz: The production of a low-grade wheel at a low price, a medium-grade wheel at a medium price, a high-grade wheel at full price, or, what seemed the most unpromising of all, a strictly high-grade wheel at a medium price. The latter proposition was attractive, although unpromising; but given the assurance of large production, and the whole question assumed a different aspect. The Buffalo Cycle Co. chose the latter course, and has remained faithful to its first choice. It has from the first insisted that, given the two first quantities, high grade and medium price, the third quantity, an output bounded only by the capacity of the factory, must follow as a matter of course.

Its present 53,000 feet of floor space, fitted and manned to its utmost capacity, and its statement that it has already in sight markets for the 1896 output, are the best assurances of the soundness of its judgment. Its adhesion to a policy when once outlined, is also shown in the fact that it will continue the manufacture of the Envoy and Fleetwing as in previous years, but bearing the impress of scientific research and calculation, made more attractive to the eye, and embodying every improvement which has passed the experimental stage, and demonstrated its right to the name. The Buffalo Cycle Co.'s factory is a notable addition to the bicycle plant of this country, and when Messrs. Atherton & Funnell meet their many friends at the Chicago and New York shows, they will receive their hearty congratulations for their grit and enterprise.

IVER JOHNSON CYCLES.

The Iver Johnson Arms & Cycle Works, of Fitchburg, Mass., were established in 1871 in the manufacture of firearms, and took up cycle building in 1887, when they made the Springfield Roadster. After the demise of the good old ordinary the works took up the manufacture of safeties for a prominent eastern concern and have been building these wheels ever since. They have now determined to go into the bicycle business on their own hook and next year will turn out a high grade wheel to be known as the Iver Johnson cycle. It will bear the stamp "highest grade," and will be backed in mechanical construction, material, quality, and finish by their reputation and experience of twenty-five years in manufacturing, the last nine years of which were spent in wheel construction. Fred Johnson says: "This is not a new cycle, but an old established one that has borne our name as manufacturer upon the name-plate since 1890, to which we have added 1896 improvements and the new name 'Iver Johnson cycle.'"

WHAT-WINNING-WAYS?

The mile open race,
The half-mile open race,
The mile unpaced race,

at the circuit meet in Pueblo, Colo., October 22,

were won by C. M. MURPHY
and his HUMBER.



HUMBER QUALITY
MEANS SPEED.

HUMBER & CO., AMERICA, LTD.,

Salesrooms, 318 Broadway, New York. **WESTBORO, MASS.**

Mention The Bearings

A UNIVERSAL LAMP HOLDER.

The public has accorded the incandescent system of electric lighting a place at the head of all other methods of illumination. The tallow candle with its grease and smoke; the coal oil lamp with its smoke, heat, and liability to explode; the gas burner with its smoke, heat, and carbonic acid gas; and even the arc lamp (except for street lighting) with its flickering, sputtering, and noise have each in turn had their day and been discarded for the light that contains none of these defects—the incandescent electric light.

The Fairies Mfg. Co., of Decatur, Ill., is manufacturing the universal lamp holder which overcomes any objection to the incandescent electric light. By its use the incandescent lamp can be moved exactly where it is wanted and no bothersome stand is required, for the holder, staying wherever it is put, supports it. When desired it may be swung out of the way.

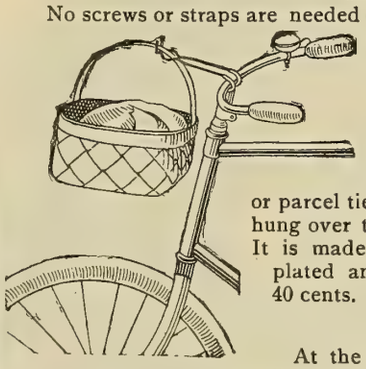


The chief point aimed at in the construction of the holder is utility, but the pattern and style are such that it is rather ornamental than otherwise and has been declared as such by all who have used it.

THE BEARINGS' representative lately had the pleasure of visiting Decatur and was shown over the plant of the Fairies Mfg. Co. by E. P. Irving, the secretary and treasurer of the company. The main building is 200x50 feet in size and an L of 60x50 feet in size, one-and-one-half story and basement. There are from thirty to forty men constantly employed in the manufacture of these goods and other specialties. The universal lamp holder has been manufactured for a little over one year and considering the short length of time it has been on the market it has had a wonderful sale in the country and abroad, most especially in Germany. The Sterling Cycle Works, at Kenosha, Wis., were recently fitted out with sixty of these lamp holders which are giving entire satisfaction. They are useful for most any line of business, especially where a perfect light is needed; used now mostly by jewelers, dentists, hospitals, factories, repair shops, etc.

WILL CARRY EVERYTHING.

No screws or straps are needed on the Eureka market basket, parcel, and luggage carrier made by F. A. Ruff, of Detroit, Mich. The carrier is light, handy, and cheap, and can be carried on the wheel or in the pocket. It will carry fifty pounds or more. This carrier is especially adapted to carrying a basket, and a dinner bucket or parcel tied up with a strap or string is simply hung over the carrier, which holds it in position. It is made of the very best spring steel, nickel-plated and covered with rubber. It sells for 40 cents.



The New Rambler.

At the downtown store of the Gormully & Jeffery Mfg. Co., 85 Madison Street, Chicago, there is on exhibition the very latest thing in Ramblers. It is a beauty. Among the novelties for '96 they are presenting outside feathered reinforcements at the seat-post cluster and at the crank bracket, which latter is of the barrel pattern. A new adjustment in saddles is also shown, as well as a very handsome name-plate. The weight of the new machine with a heavy spring saddle is 23½ pounds, as testified by a steelyard from which it is suspended.

A DISASTROUS COLLAPSE.

CLYDE, OHIO, Oct. 25.—A portion of the east wall of the Elmore Mfg. Co.'s bicycle factory, 90 feet in length and the full height of the three-story building, fell outward this morning at 7:30 o'clock, allowing the floors to partially drop also, precipitating many of the workmen into the debris. The wall had been weakened by the digging of a trench parallel to it for a water main, and it is remarkable that the workmen who were in the trench at the time of the catastrophe were not all instantly crushed by the wall which fell upon them. The accident will not delay the company in the manufacture of its '96 wheels more than ten days.

AN IMPORTANT DEAL.

The sale by the St. Louis Refrigerator & Wooden Gutter Co. of all of its European patents for the Lu-Mi-Num, together with the process for manufacturing the same, as reported exclusively in THE BEARINGS, has caused a good deal of talk in trade circles. The deal is the first instance wherein any American novelty has been taken up on a large scale by the European trade. The history of the transaction is interesting and is as follows:

In the summer of '94 a French gentleman, through curiosity, ordered a Lu-Mi-Num wheel from the St. Louis people. About the same time another French gentleman, visiting in Denver, saw the Lu-Mi-Num and purchased one for his own use, taking it home with him. In the meantime mutual friends of both parties had ordered a few more wheels, and in course of time all the parties accidentally met and became acquainted. The great novelty of these machines at once attracted widespread interest and it was only a short time until this interest spread to the most progressive people in the trade. To make a long story short, this all resulted in investigations, correspondence, negotiations, and the final closing of the deal, and the establishment of the firm of the Manchester Aluminum Bicycle Co., of Manchester, Eng., with a paid in capital of $400,000. This at once makes the concern one of the heaviest and largest in Europe. The purchase by this firm of the sole and exclusive rights under the Lu-Mi-Num European patents will result in the most vigorous and immediate pushing to the front of this wheel on the European market.

John I. Brown, president of this company; P. L. Renouf, the celebrated designer and expert of Europe, and Geo. Valdelievre, of Lille, France, spent two weeks in St. Louis signing the final papers and learning the fullest details as to the process. Two large factories will at once be built, one at Manchester and one at Lille, and at both places manufacturing will be carried on on a large scale as soon as preparations can be completed. The goods will be on the market in ample time to cut a very large figure in the '96 European trade. As a part of the deal the Lu-Mi-Num factory at St. Louis will supply the European company with aluminum parts until such time as European foundries can be started. The price paid for the patent and secrets of process are really very large, the sum being £30,000 or nearly $140,000. John Bull is not the style of a business man to give up his money in lumps of this size without a pretty close investigation of what he is getting in return, and if any one has ever wanted an indorsement on the Lu-Mi-Num, surely they could not look for anything stronger and more convincing than this transaction. The wheel will be known by its American name of the Lu-Mi Num on the European market, and all three factories will work in unity to give the machine the position its merits entitle it to.

SEEN AT ST. LOUIS.

October 12 was "Halladay night" at the St. Louis exposition, and in honor of the event the salesmen of the Meacham Arms Co. were dressed in cherry colored suits and entertained visitors in royal style. The Meacham



Arms Co., which will handle this line in '96, exhibited a full line of Halladay '96 models, fully 10,000 people visiting the booth during the evening. L. P. Halladay and W. E. Halladay, of the Marion Cycle Co., were visitors at the exposition, guests of President Beach, of the Meacham Arms Co.

A NEW SHIRK MAN.

President Shirk, of the G. M. Shirk Mfg. Co., has made an addition in the person of C. H. Ferguson, a young Texan, who has had considerable experience in the bicycle business. Mr. Ferguson will act as floor manager of the retail store at 273 Wabash Avenue, Chicago. Before he came to Chicago Mr. Ferguson was interested in the Houston Cycle Co., of Houston, Tex., and comes to Mr. Shirk highly recommended, so that there is not the slightest doubt but what he will make a success in his new position.



C.H. FERGUSON.

"Barry Hecla's" New Position.

Lewis G. Quackenbush, well known to wheelmen as a frequent contributor to the cycling press over the nom de plume of "Barry Hecla," has resigned the editorship of the *Philatelic Review of Reviews*, and will hereafter be a member of E. C. Stearns & Co.'s advertising staff. Mr. Quackenbush will handle the racing end of the Stearns advertising while Advertising Manager Hawkins will continue to build the novel and striking Yellow Fellow announcements, which have attracted so much attention since he succeeded to the chair of publicity in the Syracuse factory.

TRADE HAPPENINGS.

NEW YORK, N. Y.—The Marshall Bicycle Pump Co. has been incorporated by C. B. Boynton, Newark, N. J., E. W. Dickinson and A. D. Marshall, of New York City, to manufacture bicycle pumps and bicycle attachments. Capital stock, $5,000.

LOCKPORT, N. Y.—The Imperial Cycle Co. has been incorporated by Lewis Schollkampf, W. J. Voorhees, and Joseph A. Dietz, of Buffalo, N. Y., W. H. Hall and Elmer D. Woodcock, of Lockport, to manufacture bicycles. Capital stock, $10,000.

BUFFALO, N. Y.—The Iroquois Cycle Mfg. Co., incorporated by W. H. Mursberger, W. F. Dunberger, and E. Schlenker, of Buffalo. Capital stock, $10,000.

PHILADELPHIA, PA.—The Penn Bicycle Co. has been incorporated by Ray M. Howard, Harry D. Lecato, Jno. A. Lecato, Josephine McCartney, Daniel L. Hill, George Shattuck, and Edwin C. Howard. Capital stock, $10,000.

KALAMAZOO, MICH.—The Rhodes-Bartholomew Bicycle Co. will remove its plant to Allegan, Mich., that place having offered a bonus of $3,000 and a factory site.

PITTSBURG, PA.—The Wilson Mfg. Co., newly organized with a capital stock of $250,000, with H. C. Wilson, of McKeesport, president, will erect a factory corner 24th and Carson streets, and will manufacture hardware and bicycle novelties, and will conduct a bicycle repair department.

GRAND RAPIDS, MICH.—The Sligh Furniture Co. held a stockholders meeting and decided by 6,000 votes against none to take up the manufacture of bicycles. The company is now in the market for the best machinery for this purpose. Several grades of machines will be made including a high grade

CINCINNATI, OHIO.—The F. J. Meyers Mfg. Co. is making preparations for the manufacture of bicycles.

TOLEDO, OHIO.—Wilson & Soars, box manufacturers, announce their intention of erecting a bicycle manufacturing plant capable of turning out 1,200 wheels the first year.

DETROIT, MICH.—The Bicycle Specialty Co. has been incorporated with a capital stock of $2,000 to manufacture and sell bicycle specialties.

JACKSON, MICH.—The Derby Cycle Co., of Chicago, which began manufacturing bicycles with prison labor about a year ago, has decided to make Jackson its headquarters.

FRANKFORT, IND.—R. P. Shanklin & Co., bicycles, have commenced business, having secured the agency for the Waverley.

BIG RAPIDS, MICH.—G. C. Lumsden will establish a factory for the manufacture of wooden bicycle rims. It is stated that he has a contract for 1,000,000 rims annually.

CORNING, N. Y.—Harry G. Reynolds, bicycles, damaged by fire.

LINCOLN, NEB.—Milmine & Clark, bicycles, reported to have given a chattel mortgage for $105.

NEW YORK, N. Y.—W. L. Somner, sporting goods, bicycles, etc., at 79 W. 125th Street, is offering his business for sale.

BUFFALO, N. Y.—The Mercury Cycle Works are completing the erection of a new factory, and will move into it about November 1. The capacity of their new plant is between 5,000 and 8,000 wheels.

BOSTON, MASS.—O. J. Faxon & Co. announce that they will make a bicycle for the hardware trade, to be known as the Hector, the list price of which will be $75. They will continue the manufacture of the Puritan, listed at $100.

JERSEY CITY, N. J.—The Pilgrim Bicycle Mfg. Co. is offering the company's stock for sale.

MONTVILLE, CONN.—The Lindstrum Cycle Co. has been organized, with F. E. Robertson, president and C. W. Comstock, secretary and treasurer, to manufacture bicycles. Capital stock, $30,000.

A MAGNIFICENT OFFER.

The Newton Rubber Works, of Newton Upper Falls, Mass., have decided to distribute $1,000 among the cycling clubs of the United States and Canada. This amount will be given to the cycling clubs in existence previous to May 1, 1896, which on July 15, 1896, have the greatest number of members whose wheels are fitted with Straus tires. The money will be distributed as follows: To the club of 100 members or over, $500; to the club of not less than 75 members or over 100, $250; to the club of not less than 50 members or over 75, $150; to the club of not less than 25 members or over 50, $100. The conditions are as follows: On May 30 and June 31 the secretaries of such clubs as will compete for the prizes must file with the Newton Rubber Works attested reports, giving the names and addresses of the members and the names of makes of wheels ridden on which Straus tires are used. The awards will be made on the basis of the full paying membership on July 15, when the president, secretary, and treasurer shall submit affidavits as to the correctness of the final reports to be made on that date.

There are two classes of Low-Priced Watches—

First Class—The New York Standard.

Second Class—all other kinds.

The Second Class can be subdivided into dozens of grades; the First Class stands absolutely alone, a class unto itself. In QUALITY it challenges comparison with (alleged) higher grades of expensively-made products; in PRICE it is unapproached, the world over, in consideration of the value embodied in it.

The New York Standard Watch Co.,

Makers of

"The Best Goods for the Money."

Mention The Bearings.

EVERYTHING IN ATHLETIC WEAR ...AT... THORSEN'S





We solicit your inquiries for prices on **Foot Ball** or **Gymnasium** outfits of our own manufacture.

THORSEN & CASSADY CO.,

Ask for Catalogue No. A.

141-143 WABASH AVE., CHICAGO.

Mention The Bearings

DES MOINES A GOOD CYCLING TOWN.

DES MOINES, IOWA, Oct. 28.—Locust Street in Des Moines prides itself in being the cycle row of the town, no less than five of the principal dealers being located there, by far the larger number of wheels being sold within the two blocks in which the stores are located.

Kenyon & Cooper have a most complete establishment and sell Ramblers, Phoenix, Sterling, and Crescent machines. The Pacemaker Bicycle Co. has its factory at the corner of 8th Street, and the number of these wheels ridden argues much for the popularity of the machine in Des Moines.

The Des Moines Cycle Co. can lay claim to doing a large business, the Columbia, its leader, catching some of the best trade. It is planning to more than double its sales for the coming year. Lathrop, Rhoads & Co. have the largest show room in the city, quite a space of their extensive stationery store being devoted to bicycles. They handle the Victor, Humber, Eagle, and Wilhelm lines.

Ferree & Co. do a nice business with the Syracuse and Featherstone lines, and like many other sewing machine agents have found quite a profit in handling bicycles. The Capitol City Cycle Co. is agent for the Duke, but its specialty is the manufacture of special high-grade machines to order. It shows a 14-pound racer that has been in use all the season and its present condition proves the thorough workmanship put into the output. It will make only a limited number for '96, and only on special orders.

Patrick & Lutbe, the large wholesale hardware house, intend going into the bicycle business a little heavier than in the past. The Monarch has been their leader and has proved very successful. The Dawson Hardware Co. is agent for the Czar, Smalley, and Westminster. Perkins & Perkins have a good line of wheels in the Fowler, Union, Ariel, Remington, and Ajax, and have done a nice business in conjunction with sporting goods. The Avery Planter Co. is another agricultural implement concern that has found the bicycle profitable, and sells the Avery, a wheel that is made exclusively for it. Kingman & Co. handle the Kingman while the Columbus Buggy Co. offer the Frazier, and do a comfortable business.

Des Moines is decidedly a bicycle town and the proportion of riders is very large, and although the trade in 1895 was considerable the coming season promises to far eclipse the old record.

F. W. Barnes, of the Pope Mfg. Co., is traveling through Iowa and this hustling traveler is closing some big contracts, and reports that Columbias will be larger sellers than ever during 1896.

THE UNITED STATES.

The factory of the Chicago Stamping Co. is bounded by Harrison, Green, Peoria, and Congress streets, and is a very large plant. Here is made the United States which has already made a most favorable name for itself in the cycle trade. The United States is a $100 machine and strictly high grade. The frame is made from the best W. K. & Co. German tubing, 1⅛ inches in diameter, 1-inch top bar, 1¼-inch head, and ¾-inch rear tubes. The steering head is made from one piece of steel extending



back 4 inches on the tubes, thoroughly reinforcing them. The wheel base is 44 inches, with a 5¼-inch tread. The bottom bracket is made from solid forging, with dust-proof three-point bearings and large balls. The cups and cones are made from tool steel. The cranks, which are made of the best spring steel, are connected without cotter pins or projections of any kind to catch the clothing or interfere. Tubular hubs are used. The wheel weighs 20 pounds. The ladies' wheel also weighs 20 pounds and has the same improvements as its consort.

THE BARNES.

It appears that the threats of Charles O. and Lucian Barnes—made at the time they withdrew from the Barnes Cycle Co., of Syracuse—of organizing a rival company for the manufacture of a bicycle to be called the Barnes Improved, are likely to be carried out if they can secure the necessary financial backing or do not come to grief on a snag, which may come in their way.

Manager Arthur R. Peck, of the Barnes Cycle Co., visited Buffalo, and upon returning to Syracuse told a *Standard* reporter that the disgruntled Barneses were endeavoring to interest capitalists in that city in the organization of the proposed company, with what success he was unable to learn definitely. From appearances, however, he did not think they were finding the path they had marked out strewn with roses. Manager Peck says he learned that Charles and Lucian Barnes were representing in Buffalo that they owned a controlling interest in the stock of the Barnes Cycle Co. This he declares to be entirely false, and says that there is no stock in the present company held in the name of either Charles or Lucian Barnes.

"The Barneses say in Buffalo," continued Mr. Peck, "that they have 'many new improvements' which they propose using in the machine they are organizing a company to manufacture. Whatever these new inventions are, and we are aware of the nature of some of them, we have reason to believe that they were invented by Charles O. Barnes while in the employ of the Barnes Cycle Co., and that they are consequently our property. Our contract with Mr. Barnes gives us a right and title to all improvements and inventions patented or originated by him while in our employ. We have substantial proof that certain inventions which he proposes using in the 'improved Barnes' were made before he left the employ of the Barnes Cycle Co. The capitalists who may be deluded by the Barneses into purchasing stock in their company would be wise to look out and see that in buying this stock they do not also invest in an expensive lawsuit. They can not market their wheel as the Barnes Improved, or, in fact, use the name Barnes in any way in connection with the title of the wheel."

It is also believed by Mr. Peck that Charles O. and Lucian Barnes propose, if their company is organized, to use inventions and patents now owned and controlled by the Barnes Cycle Co. Mr. Peck says that the financial backing of the local company is strong enough so that they will be able to contest the use of such inventions and make it very warm for any company that attempts to infringe upon their patents.

"We are not opposed," said Mr. Peck, "to legitimate competition in the bicycle business, but we are determined to protect our interests."—*Syracuse Standard.*

NEWS FROM SPRINGFIELD.

SPRINGFIELD, MASS., Oct. 24.—A demand for bicycles fully equal to that of the past season is anticipated by the manufacturers of this vicinity, who include the Columbia, Overman, Warwick, Keating, Lamb, and Ames companies. The '96 models are being shown to the trade; with some slight modifications they are the same as those of last year. Last season's prices are invariably maintained. The 28-inch wheel will be generally adopted, and all styles, except those made especially to order, will be about a pound heavier than last year, 23 pounds being about the average weight. The increase of weight will not be appreciable to the rider, but will strengthen the wheel 50 per cent.

Will Use Heavier Tires.

The light racing tires have generally been found ill adapted to rough paving and country roads, and slightly heavier ones will be substituted by many manufacturers.

Next season fully half of the wheels will be built with tubing an eighth of an inch larger than was used in this year's machines, and in a considerable number inch-and-a-quarter tubing will be used. Wooden rims will be in vogue to a greater extent than ever.

Murphy Bros., of Chicopee Falls, are at work upon a model which they claim embodies a number of improvements. Representatives of several New York houses have made favorable comment on the model.

The Pope Mfg. Co. has transferred the local agency for Columbia bicycles from Frank M. Coe to F. A. Hubbard, the jeweler, and L. H. Adams, treasurer of the Springfield Bicycle Club.

WILL HANDLE THE HENLEY.

The Pacific Coast Bicycle Co., of 54 2d Street, San Francisco, Cal., has been recently incorporated with a capital stock of $100,000. John T. Morrison is president; Thomas R. Knox, vice-president; John R. Cole, manager, and Charles F. Johnson, secretary. The company will act as manufacturer's agent, and will job wheels. It will also handle the Henley bicycle on the coast, F. S. Dickinson having closed the deal on his recent western trip. The company has established connections throughout the Pacific coast, British Columbia, Mexico, Hawaii, Japan, and Australia. Correspondence is desired with eastern manufacturers of different grade bicycles and sundries.

The Eureka Brazer.

The Eureka brazer, made by the Union Heater Supply Co., of Detroit, fills a long-felt want for bicycle manufacturers, repair shops, gunsmiths, etc., to do any kind of brazing on bicycles, etc. It will braze very heavy work in less time and at less expense than with gas or other fuel. It is simple and durable in construction and can be operated by any ordinary mechanic. The burners are so constructed that there are no parts which wear out, with the exception of the needle points, which can be replaced at a very small cost. The great advantage that this machine possesses over others is that the burners are mounted on swivel joints, thus enabling the operator to adjust them in such a manner that the flames will meet where the heat is required upon the work to suit the operator. The tank is made of heavy galvanized iron and strong enough to stand any air pressure which is required to get good results from the flames. The air gauge is so placed that the operator can always see the amount of pressure there is on the tank, as it requires from fifteen to twenty pounds to do good brazing.

The Eureka air pump is made of seamless brass tubing, 2x22-inch cylinder, with metal valves and iron base.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago.

The following letter has been handed each and every Clipper traveler:

OCTOBER 25, 1895.

Our policy for the season of '96 will be, practically, the same as that in the past. We shall always give preference to the agent who has been good pay and a pleasant man to do business with, even though his sales have not been so large as another and perhaps more highly rated firm in the same town would have been. We do not wish to change from an old agent to a new one, unless it is found that the firm has been using us as a "stool pigeon," that is, carrying a sample wheel and holding the agency to prevent others from securing it. In case this is learned to be a fact, we wish the agency canceled, as per terms of our contract, no matter whether other representation can be secured or not.

Dealers who handle our goods exclusively will be given the preference and be shown favors whenever consistent with good business methods to do so. Also, agents who are selling goods at good profits to themselves will be favored, even though they do not sell as many wheels as some others. We wish our customers to make money, and unless they realize profits on our goods, we know they will not be satisfactory customers. Dealers should realize at least 25 or 30 per cent profit on the wheels they handle. Unless they do this, it is safe to expect they will be dissatisfied at the end of the season. Unreasonable cutting of our list prices, or the interference of one dealer with another's territory, will be sufficient cause for us to refuse to ship goods to the offender.

We do not wish, under any circumstances, the appointment of curbstone agents. We have very few of this class of agents on our books. What we have are old ones who were appointed several years ago, when agents of this class were very common, owing to the fact that dealers could not be interested. We do not wish the appointment of any dealers who are not thoroughly responsible. We would rather go without representation than to have that which is risky or uncertain. In case first class, reliable, and hustling business houses can not be secured as customers, we prefer that you should leave the town without a representative, or without making any sales. By careful and judicious advertising, together with the reputation which our goods is rapidly acquiring, we hope to be able to secure first class representation in all important towns where you may fail. In large or medium-sized cities, if a dealer will take our goods and push them exclusively, we would prefer they have our best discount. Where our goods are not handed exclusively, and only a part of our line is handled, we do not wish you to give our best prices.

Dealers who comply with our rules and customs will be the ones who will get the best service and the most liable to receive favors at our hands. We wish every customer to be treated exactly alike in the matter of terms and quality of goods furnished. There are many favors which we can show our dealers that we are under no obligations to do from a strictly business standpoint. Customers who favor us will receive like favors in return. We shall employ no racing men, nor will we loan any racing wheels to racing men, neither will we make any special prices on wheels for influential riders' use. The prices at which we sell our goods to the trade are as low as it is possible to make this class of goods and realize a fair manufacturer's profit. We can not afford to give away or loan, or make inducements to riders of influence to purchase or ride our wheels. Every New Clipper that goes out of our factory must be paid for at our regular prices and on our regular terms.

Be sure and impress upon customers the importance of canceling an order after it has been placed and acknowledged by us, in case they do not want it shipped. In sending orders for catalogues and parts be sure and send them on a separate sheet as a sundry order. Impress upon the trade the importance of placing orders for samples as early as possible if they expect us to give them prompt service. We shall be able to deliver promptly any time after December 1, and continue to do so until we have delivered 8,000 wheels. After that time deliveries will be slower, as our capacity will be cut down to the actual capacity of the entire factory, which will not vary far from 50 to 60 wheels per day, while during the time that we are delivering the first lot of 8,000 wheels we shall be limited to the capacity of our assembly rooms. This is from 150 to 200 wheels per day.

If dealers expect to do a large business with us advise them to send us specifications and orders for future deliveries so that we can get the goods ready before the rush comes on to us. Orders of this kind, however, we shall expect our customers to take, as we can not afford to put the wheels up as he wants them and then have him refuse them. Do not sell an agent a single wheel more than you think he can use. We do not wish our customers overstocked. We have no trouble in disposing of all the goods that we can make to those who can sell them again, and we do not wish our agents overstocked with wheels that could have been delivered to other parties who lost sales by not having them. Work to the interests of our customers. Help them all you can. Give them all the advice you can, but be sure your advice is sound and truthful. Do not, under any circumstances whatever, belittle the productions of our competitors. Spend your time talking the merits of New Clippers. They have enough good points in them to keep you busy the greater part of your time. The poor points of other bicycles we like to know but we do not care to tell our trade what they are.

Follow these instructions, and others which we shall give you, carefully, and you will find no trouble in selling our goods and having the customers which you appoint satisfactory, as our work from the office will harmonize with that which you are doing on the road.

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH., Oct. 25, 1895. J. E. PRATT, *Supt. of Sales.*

Stern Facts Rub out the Fancy Pictures

That's what some dealers will think about May next, when they find the wheel of their choice **"falling down"** and their trade going to **the other fellow,** who sells

Bellis CYCLES

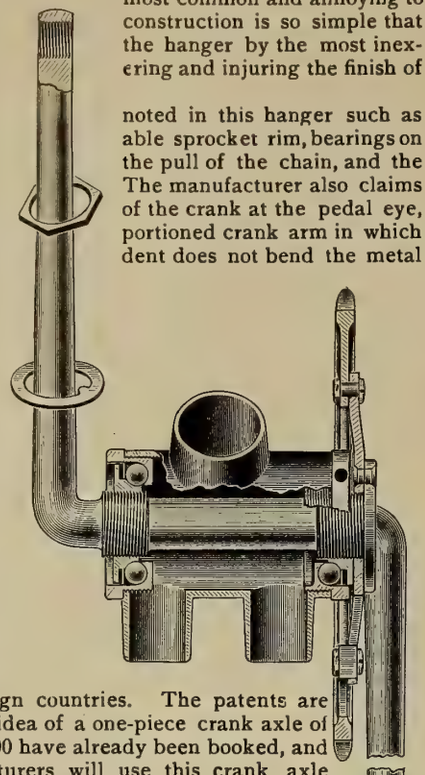
Mr. Dealer—Strictly high-grade work like ours wins every time.

Have you our catalogue?

Bellis Cycle Co. = Indianapolis, Ind.

THE FAUBER CRANK AXLE.

Many advantages over the ordinary axle are claimed for the Fauber by its manufacturers. The axle and cranks are made in one piece, thus eliminating one of the troubles most common and annoying to cyclists—a loose crank. The construction is so simple that the axle can be removed from the hanger by the most inexperienced rider without hamming and injuring the finish of the parts.



Other desirable features are noted in this hanger such as narrow tread, large balls, changeable sprocket rim, bearings on the side directly under the pull of the chain, and the doing away with cotter pins. The manufacturer also claims originality in the enlargement of the crank at the pedal eye, thus producing a properly portioned crank arm in which the shock of a side fall or accident does not bend the metal at one point, as is usual with the ordinary style of crank.

This axle, which has been brought to its present state of perfection only after years of study and experiment, has been given a final and exacting test by being used on eighty different bicycles during the season which is just closing. These bicycles were ridden by all classes of riders over roads in good, bad, and indifferent condition, and though some of the bicycles met severe accidents not one crank axle was broken.

The Fauber patents have been taken out in the United States, Canada, and in all foreign countries. The patents are very general, as they cover the idea of a one-piece crank axle of any description. Orders for 9,000 have already been booked, and a number of bicycle manufacturers will use this crank axle exclusively in their high-grade wheels for '96.

NEXT YEAR'S AJAX LINE.

The prospectus of the '96 line of Ajax wheels, the St. Nicholas Mfg. Co.'s output, which is controlled by Hibbard, Spencer, Bartlett & Co., is just out. The specifications include larger tubing, barrel hubs and hangers, adjustable handle-bars, narrow tread, detachable sprockets, and new fittings generally. Turned tool steel cups and cones and drop forged steel connections are used in the three different grades in the line. The 'Varsity, Courier, Tornado, Blizzard, and Antelope, men's wheels, are built on very similar lines, having high frames with horizontal top bar, and list at $100, $75, $55, $45, and $60 respectively. The ladies' wheels seem p rticularly strong for drop-frame bicycles, the curve of the top bar forming almost a triangle with the lower and diagonal bars, and the frame at the drop being higher than usual. The Vassar, Gipsy, Queen Mab, and Fairy have the upper bar curved at the lower end and connected in the middle by a short bar brazed to both. The Gazelle $60 lady's machine has straight bars and is provided with a brake and a mud-guard for the front wheel as well as for the rear one.

ANOTHER CHICAGO CONCERN.

A general and careful survey of the situation should satisfy all that the bicycle business is practically yet in its infancy; that the difficulty in supplying the demand for bicycles is going to be as great the coming year as it was last. With this situation in mind the Iroquois Cycle Co., of Chicago, was organized and has been capitalized for $25,000. The company proposes to build nothing but machines of the very highest grade. THE BEARINGS' representative recently had the pleasure of being shown through the plant, which is central and convenient, by General Manager E. N. Reaser. The company will manufacture between 1,500 and 2,000 machines.

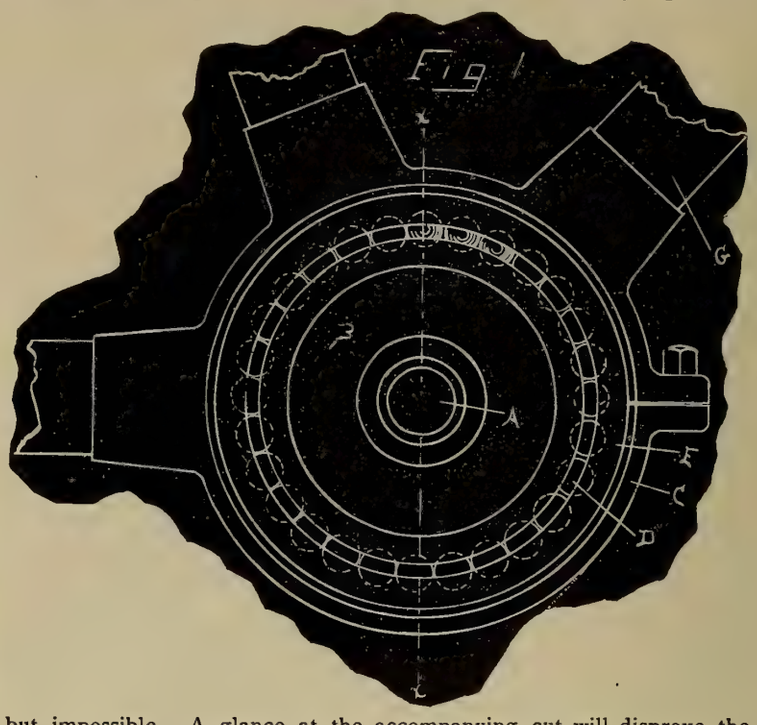
The Iroquois weighs between 20 and 22 pounds, is hand made throughout, has fine bearings, improved dustproof hub, and narrow tread. All wheels will be finished in maroon. The list price is $100. The officers of the company are: John K. Prindiville, president; Joseph H. Hamilton, of the Heath & Milligan Mfg. Co., vice-president; Charles N. Goodnow, of the law firm of Ferguson & Goodnow, secretary; Joseph B. Ditto, treasurer, and E. N. Reaser, formerly of the law firm of Lane & Reaser, general manager.

The Garside Combination Lock Co. desires to inform all inquirers that the Garside lock must be built on the machine during its process of construction and can not be applied after the machine leaves the factory. Therefore if bicycle dealers desire this lock on their '96 wheels they must notify the manufacturer of their machine.

A. C. Anderson & Co., a wholesale and manufacturing jewelry concern at 18 Wellington Street, East, Toronto, invites propositions from manufacturers to act as general wholesale agent for Canada.

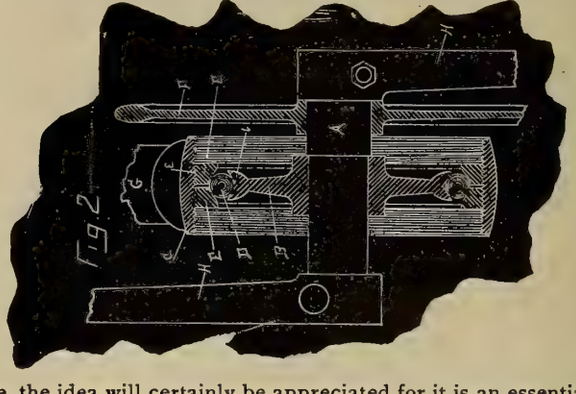
A THREE-AND-ONE-HALF-INCH TREAD.

Progression is always in order, but we must confess we were not altogether prepared for the surprise the Czar Cycle Co. has sprung upon the trade. This latest innovation is a wheel with but a single row of balls in the crank-shaft bearings. At first thought, this may seem not only impractical



but impossible. A glance at the accompanying cut will disprove the latter, and a ride on the machine will convince the most skeptical that the new invention possesses real merit.

Most people will claim that with the extremely narrow tread (3½ inches), and the necessary flattening of the lower rear stays, the frame can not be made rigid, but in riding no appreciable lateral deflection is noticed and the machine goes ahead with surprising ease and smoothness. For



track use, the idea will certainly be appreciated for it is an essential where high speed is desired, that the rider's legs move nearly in a perpendicular line and the 3½-inch tread (and it can be made still narrower) makes this possible.

Among other features of the '96 Czar will be a new removal crank, which is held in place by a shouldered screw and which in unscrewing brings the crank with it. Cuts of this will be shown later.

The Kankakee High Art Bicycles.

The high-art bicycles made by the Kankakee Mfg. Co., of Kankakee, Ill., have a one-piece crank and crank-axle. Large tubing, tubular hubs, changeable gear, narrow tread, and adjustable handle-bars are features. The combination of cranks and axle in one piece does away with the objectionable cotter-pins and bolts. The company's line of boys' and girls' wheels is claimed to comprise the handsomest juvenile bicycles built, they being exact miniatures of the men's and ladies' machines, which are finished in maroon and gold, black, and coach blue, and are listed at $100 and $85 for the two grades. The boys' and girls' wheels sell at $65, $50, and $40.

Morgan & Wright Records.

Morgan & Wright tires have made heavy inroads in the records this fall, and up to date most of the principal records have been placed to the credit of the "good tires." The last performance of note is the performance of Angus McLeod, the Canadian champion, who rode an unpaced straightaway mile in 1:33⅘, faster than even the paced straightaway record of Edwards.

THE AMERICA

MANUFACTURED BY

INTERNATIONAL MFG. CO.

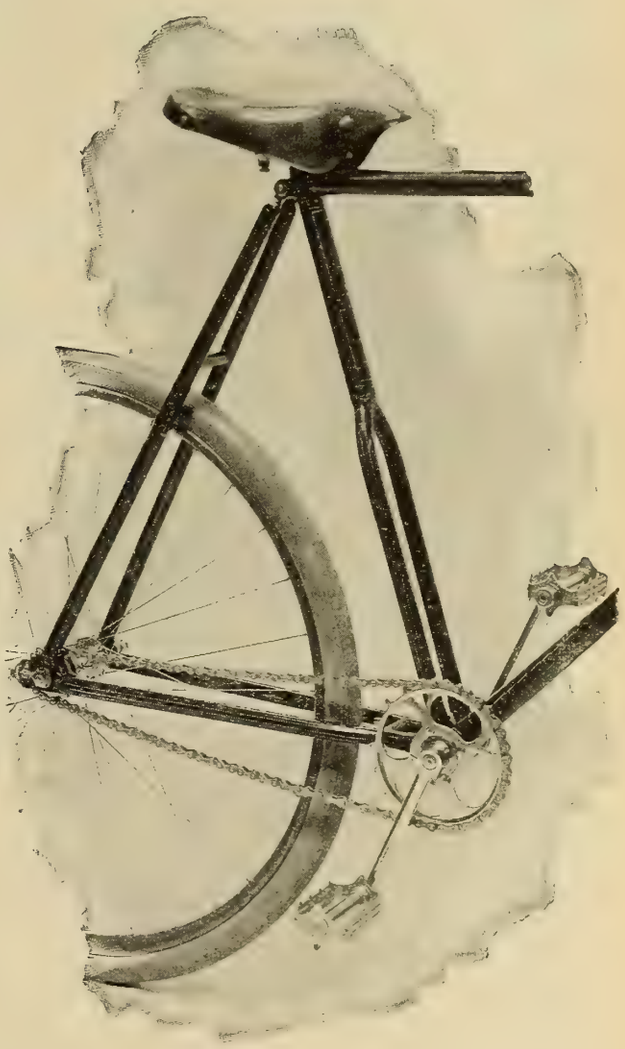
194-198 S. CLINTON ST.

CHICAGO

EXCLUSIVE OWNERS OF THE

ORIGINAL AND ONLY PATENT ISSUED FOR A TRUSS FRAME BICYCLE

PATENT NO. 541,811



ISSUED TO MR. E. M. GRAHAM, SUPERINTENDENT OF CONSTRUCTION OF

THE AMERICA



$85

EMPIRE BICYCLES

We have contracted with the **Empire Cycle Co.,** Syracuse, N. Y., for several thousand of their new **Empire Bicycle,** 1896 model, and have secured the exclusive sale of these high-grade wheels in the South and West. This new model is a beauty in design and workmanship, and we feel satisfied will prove a fast seller. It is placed upon the market to meet the demand for a good, handsome, substantial wheel at a popular price, and is up to date in all details.

We are prepared now to establish exclusive agencies for this machine in the South and West, and are desirous of selling a good reliable agent in every city, town, and hamlet in our territory for the season of 1896.

MAKE APPLICATION IMMEDIATELY

Wholesale Distributors,

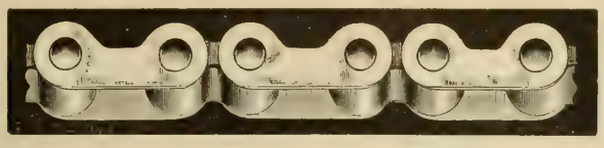
A. F. Shapleigh Hdw. Co.

ST. LOUIS, MO.

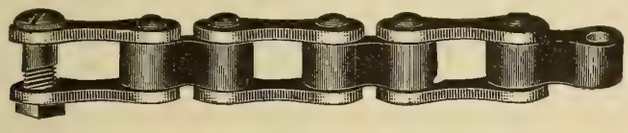
THE DUCKWORTH CHAINS.

A chain that has been extensively used this season is the Duckworth No. 3, a cut of which is shown herewith. It is furnished with hardened or common rivets, has either nickeled or plain sides, and hardened blocks, or can be furnished in any style or grade desired. When nickel-plated it makes not only an exceedingly handsome chain, but as it has the quality, it is durable, non-stretchable, and about as near perfect as a chain can be.

The No. 2 chain is more widely known as the M. & M. W., and has been on the market long enough to have found its way to the wheels of most of the top-notch riders, and to have been adopted for their extra fine wheels



by those manufacturers who think a few cents per foot extra cost is of less importance than the quality they must have. The No. 5 is the regular pattern commonly used on most wheels, and is practically the same as that made by the Duckworths in the '80's, when the first safeties were put on the market, except for the improvements that have been made from time to time. The automatic machinery designed and built by James Duckworth for the exclusive use of the firm has worked wonders in the manufacture of chains within the past few years. THE BEARINGS' representative spent a

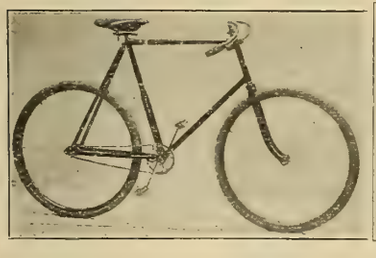


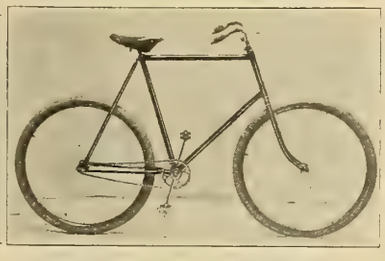
very pleasant day in the Duckworth factory at Springfield, Mass., recently —a treat which is accorded to few, as but very little of the commonest machinery in the place is of stock pattern. The complicated assembling machines, working with such precision, seemed so nearly human that the reporter would not be greatly surprised to hear at any time that they had gone out on a strike.

The Duckworths are demonstrating their ability to meet the increasing demand for their chain, as, since the Manufacturers' & Merchants' Warehouse Co., of Chicago, has been marketing their product, it has been found necessary to increase their output to five times the quantity they were turning out in 1894. The M. & M. W. Co. is the exclusive agent for this chain, and some large contracts have already been made for the season of '96.

TWO AMERICAS.

The International Mfg. Co., of Chicago, has one of the finest lines of wheels on the market and from the rapid manner in which the output is





being disposed of it looks as if the wheel was a most popular one. The accompanying cuts give but a faint idea of the beauties of the America.

A ONE-PIECE TUBULAR HUB.



The barrel-center tubular hub, illustrated in the accompanying cut, is made of just one piece of light 1⅛-inch tubing, which is of the very best quality, so that there is no brazing whatever, and the hub is light and strong as a hub can be. McLish & Co., 73-75 Jackson Street, Chicago, are putting it on the market, and report several good orders.

ITEMS OF INTEREST.

The Shapleigh Hardware Co. report that the Empire line is catching on remarkably well in its territory.

The J. H. Fenton Co., of 152 Michigan Avenue, Chicago, has secured the agency for the Fenton bicycle for Chicago for the season of 1896.

Dow & Gaffney on Sterlings, won ten out of nineteen prizes at Seattle, Wash. Dow also lowered the quarter-mile northwest record to :30.

The Indiana Chain Co., of Indianapolis, Ind., writes that its new chain has proved most accurate and runs very smoothly. Chains will be ready for shipment in a few days.

At the annual meeting of the Shelby Steel Tube Co. Capt. D. L. Cockley was re-elected president and general manager, W. S. Miller treasurer, and H. H. Cockley secretary.

Snyder & Fisher, of Little Falls, N. Y., will not make a $50 wheel as reported in the "trade happenings" last week. Their wheel, the S. & F., will be strictly high grade and sell for $100.

The A. F. Shapleigh Hardware Co. have every reason to feel proud of the season's work of their local Crimson Rim riders, where they took 68 per cent of all prizes offered in and about St. Louis.

John A. Green, formerly of the Strong & Green Cycle Co., of Philadelphia, and one of the pioneers of the cycling trade of Quakertown, has gone with the Chicago Tip & Tire Co. as city salesman.

Harry Chapman wishes to contradict the statement that appeared in an eastern paper to the effect that he had left the Royal Cycle Works. He has not left the company, and has no present intention of doing so.

C. H. Peck has just returned from an extended visit through the east and south in the interests of the Czar Cycle Co. He did a very good business, disposing of a number of '95 wheels and placing agencies for '96.

Walter Perrett, a brother of the famous clerk of the course, has just closed with the Western Wheel Works, and will represent them on the road in the central states. Mr. Perrett was formerly connected with the Royal Cycle Works.

The Chicago Stamping Co. has just received a large shipment of tubing direct from Germany which is to be used in the construction of its high-grade wheels. It also reports that one-half of its output has already been disposed of.

H. J. Hall, Jr., the well-known traveler for Humber & Co. America, Ltd., has commenced an extended tour among the trade in the interests of his company. He will visit the principal points in New York, Ohio, Indiana, and Michigan.

H. C. Fiske, Jr. & Co., of Los Angeles, Cal., agents for the Dayton in Southern California, will remove on November 1 to 407 Broadway, where they will have one of the finest cycle stores in the city, right in the heart of the bicycle trade.

Contracts have been made in New York for the building of a cycle chemical engine for the fire department. The plan is to construct a

Glidden's Baking and Air Drying Bicycle Enamels

All colors.

are the ***highest grade goods*** on the market. You will see them at the show.
We can give you your designating colors, either for ***frame*** or ***rim.***

Samples sent to manufacturers upon application.

THE GLIDDEN VARNISH CO.,
CLEVELAND, OHIO.

Mention The Bearings

HAVE YOU USED

What a large number of wheelmen indorse as a sure cure for exhaustion and fatigue? If not, send for a sample box of

TRADE **Kolako** MARK

It is a Kola compound put up in tablet form. It will accelerate speed and sustain the strength. It prevents waste of muscular and nervous tissue.

Read What a Well-known Rider Says About It.

An extract of J. W. E. Kinkead's letter, in which he writes: "I made a century using KOLAKO alone; never ate a morsel of food or drank a drop of water, and felt fresher and more invigorated than I did at the finish of any of the fifty-four centuries I ever made. I consider my store of vitality increased instead of being diminished."

It is Perfectly Harmless. **There is no Subsequent Reaction.**

SAMPLE BOX POSTPAID 50 CENTS.

FORBES & CO., Ltd., 1318 Monadnock Bldg., Chicago.

LONDON. NEW YORK. PHILADELPHIA.

AGENTS WANTED IN ALL CITIES.

MENTION THE BEARINGS

CYCLE CHAINS

Highest Grade.



Strong. Accurate. Best Made.

INDIANA CHAIN CO.,

30-32-34 W. South St., Indianapolis, Ind.
M. & M. W. Co., Western Agents.

Mention Th Bearings

KOLO DIAMONDS

The new gems. Bright, clear, white, sparkling, reflecting all the colors of the real stone. Can be detected only by best of experts. Studs or scarf pins, $5; rings, $10.

Mention The Bearings. **KOLO DIAMOND CO., Battle Creek, Mich.**

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.

87-91 PLYMOUTH PLACE, CHICAGO.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distres ing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL. INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

chemical engine mounted on wheels, to be propelled by four men, for use in the uptown and suburban districts.

Hulbert Bros. & Co. announce that they have something extremely interesting and new in store for the bicycle manufacturers and dealers which they will probably be able to announce next week in the shape of a new ladies' Mesinger saddle.

W. Montague Perrett has recently opened branch houses for the American Dunlop Tire Co. with Farwell, Ozmun & Kirk, of St. Paul, and Jenney, Semple & Co., of Minneapolis. He is now in the south and will open branches at Memphis, Dallas, and Houston.

Prince Henry, of Prussia, and Prince Christian Victor rode a thirty-mile bicycle race against each other last week, which was witnessed by the queen, with whom Prince Henry is a great favorite because of his lively disposition. The race was won by Prince Christian.

The Spalding-Bidwell Co. has taken possession of its new building on W. 42d Street, New York, and the work of fitting up offices and show rooms is being pushed. The cycle suit department for ladies will be a feature and the firm will make a bid for the highest class of trade. J. Walter Spalding and family sailed for Europe last week and will winter in Italy.

Last week in describing the Cataract parcel carrier THE BEARINGS gave C. H. Schub the credit for the invention. Mr. Warman is the sole originator and designer, and is entitled to all the credit. The carrier is one of the finest and most practical on the market. The Warman-Schub Cycle House received a number of orders for them even before its samples were finished.

The factory of the Meyercord Co., well known to the trade as high-grade transfer ornament manufacturers, was totally destroyed by fire Friday, October 17. With its characteristic energy the company has contracted for new machinery and engaged larger quarters to meet the increasing demands for its goods. Orders will be delayed from two to three weeks only.

The Fairbanks Wood Rim Co. has just received an order from the Munger Cycle Co. for 5,000 pairs of Fairbanks laminated linen-covered wood rims. Accompanying the order was a letter in which the Munger company says that although great pressure was brought to bear to induce it to use other rims, that it had decided that the Fairbanks was the rim best suited for its purpose.

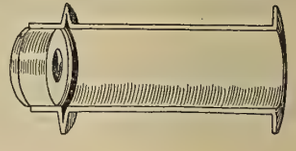
Rouse, Hazard & Co., of Peoria, Ill., have just determined to discontinue wholly the wholesale agricultural implement business in which they have been engaged for more than thirty-one years. They will hereafter confine themselves exclusively to the manufacture of Sylph and Overland bicycles—all of which will hereafter be built under their own roof, in their new factory now nearly completed, and sold only under their own name—and a city trade in fine vehicles, for which they are particularly well adapted. Rouse, Hazard & Co. were pioneers in the bicycle business, there being only two or three firms, either makers or otherwise, in the United States older established in the business.

SECTIONAL VIEW OF THE

McLish Rear Hub

PATENTED,

No Brazing whatever.
Absolutely One Piece.
Made of Best Tubing.



Manufacturers write for full description and prices.

McLISH & CO., 73-75 Jackson St., Chicago, Ill.

Mention The Bearings

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

WANTED---JOB LOTS OF BICYCLES.

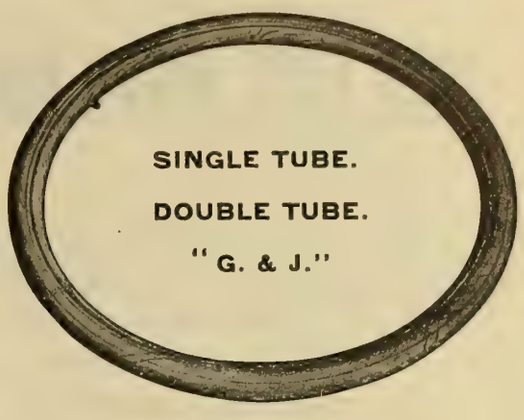
We will pay cash for large or small lots of '95 wheels, or older models. Also second-hand wheels. Submit your offers at once.

MEAD & PRENTISS,
196 & 198 MONROE ST., CHICAGO.

INDIANAPOLIS TIRES ARE DURABLE. OUR VALVES DO NOT LEAK. HUNDREDS OF RIDERS REALIZE ALL THIS. PUNCTURES CURS. WE LEAD AND WILL SET A HOT PACE.

The Most Durable Fast Tire.

The Fastest Durable Tire.



Indianapolis Tires are ahead of them all.
"Seeing is believing."

INDIANAPOLIS RUBBER CO., Indianapolis, Ind.

Mention The Bearings

CAN BE REPAIRED. NO OTHER FAST TIRES HAVE WORN WELL. TRY

"There's a Richmond in the field."

Thousands of wheels will be sold in '96.
Among those thousands none will meet with
greater popularity than the

Richmond

Scientific. Strong.
Stylish. Superior.....

Richmond Bicycle Co., - - Richmond, Ind.

Mention The Bearings

OLD FORT WOOD RIMS. OLD FORT WOOD RIMS.

Old Fort Wood Rims, the strongest and best made, with Old Fort Interlocking Joint, forming a double lock and scarcely visible.

Our rims are made of carefully selected and strictly rock elm, well seasoned.

We make every style of wood bicycle rims. We have large capacity, and can guarantee prompt delivery, also quality.

OLD FORT MFG. CO., - FORT WAYNE, IND.

RANDALL CYCLE CO., FORT WAYNE, IND.
FACTORY AGENTS FOR ABOVE.

WRITE US
FOR PRICES.....

Also sole agents for
Buckskin Bicycle Paper Bags, absolutely waterproof, for shipping purposes, made by Fisher Bros., Ft. Wayne, Ind.
H. M. Rosenblatt & Co, Tool-bags.
Cushman & Denison, Perfect and Star Oilers.

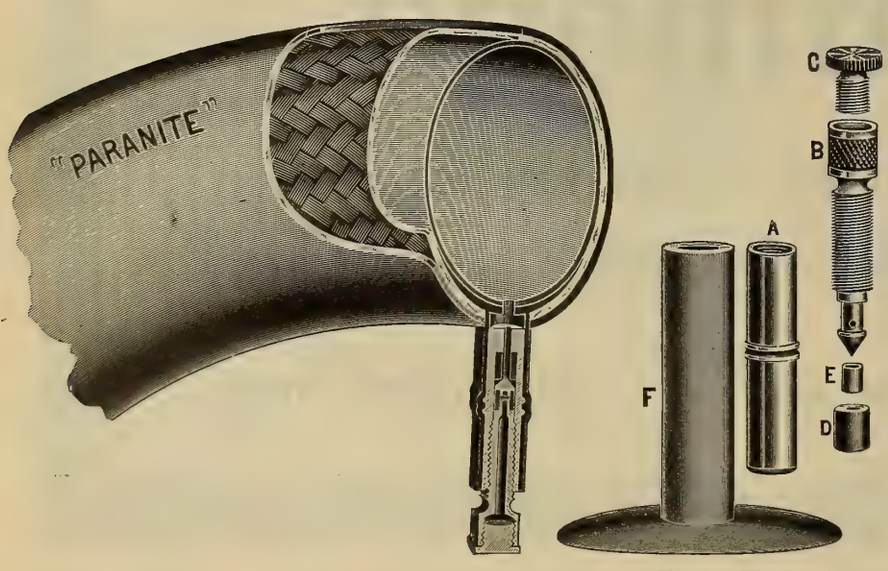
Mention The Bearings

"PROCRASTINATION IS THE THIEF OF TIME."

Therefore do not Delay

Get your orders for tires booked early and see that every tire you get is marked

"Paranite"



You will make no mistake by so doing. We are enabled by our increased facilities to give your orders prompt and careful attention. Send your address and receive our new catalogue.

The Indiana
Rubber & Insulated Wire Co.

MARION, IND.

Mention TheBearings.

Before placing your order for '96

Correspond with the

Buffalo Wheel Co.,

BUFFALO WHEEL CO. NIAGARA BUFFALO, N.Y. U.S.A.

Who can show you the most interesting high-grade line for the season

Buffalo Wheel Co.,
Buffalo, N. Y.

Mention The Bearings

HANGERS COMPLETE, or the ONE-PIECE CRANK AXLE FORGINGS MACHINED,
SUPPLIED TO MANUFACTURERS.

THE FAUBER PATENTS

COVER ONE-PIECE CRANK AXLES OF EVERY PRACTICAL CONSTRUCTION!

PATENTED IN
United States, England, Germany, France, Austria, Belgium, Canada.

PATENTS APPLIED FOR.

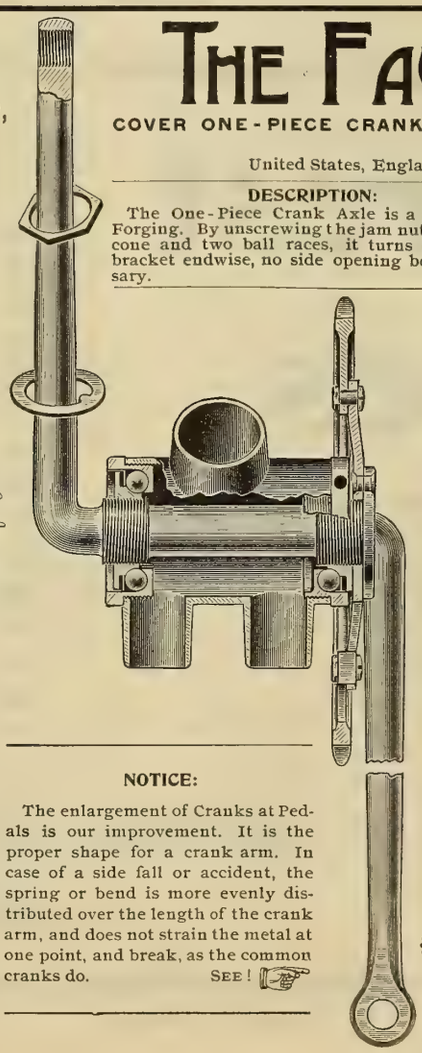
DESCRIPTION:
The One-Piece Crank Axle is a Steel Drop Forging. By unscrewing the jam nut, adjusting cone and two ball races, it turns out of the bracket endwise, no side opening being necessary.

THOUSANDS SOLD FOR 1896!

No Keys or Corners to Catch Trousers or Skirts of Riders.

Bearings on Sprocket Side under Pull of Chain.

FAUBER CRANK AXLE



FAUBER CRANK AXLE

Eight Less Pieces

No Loose Cranks

Turning 4 Screws takes Axle Out, in a Minutes Time. No Hammering and Defacing Parts.

Narrow Tread, with Ball Races Wide Apart.

NOTICE:

The enlargement of Cranks at Pedals is our improvement. It is the proper shape for a crank arm. In case of a side fall or accident, the spring or bend is more evenly distributed over the length of the crank arm, and does not strain the metal at one point, and break, as the common cranks do. SEE!

Riders and Purchasers

If the One-Piece Crank Axle you buy in any Bicycle bears this Trade Mark, and Fauber Patent dates, it is not an infringement, and in case of breakage from defects in material will be exchanged for a new one. In a break resulting from accident, and not defects, it will be exchanged for $1.50.

W. H. FAUBER
Manufacturer
32 East Van Buren St., CHICAGO.



You Can't Dodge a Fact

You'll never be satisfied unless you get your money's worth. Knowing that, we make it a point to surprise our friends by giving them more than they expect.

The consequence is

Relays are Very Popular

We have some brand new features on our '96 wheels and would be glad to send you descriptive catalogue.

At Spaces 253-254 Chicago Cycle Show and Spaces 57-58 New York Show.

Relay Mfg. Co., Reading, Pa.

Demorest Bicycles

Neighbor, why not let a Demorest wheel work for YOU next season? A substantial reduction in price, with our '96 improvements, makes the Demorest wheel the most desirable wheel in the market.

WE MAKE A SPECIALTY OF BUILDING FRAMES.....

complete, or in part, according to specifications. We guarantee them to be first class in every particular.

For '96.

They "tire" you never.
They "chain" you forever.
They "rivet" your affection.
They "clinch" your admiration.
They "grip" your regard.
They "saddle" your sorrows.
They "inflate" your good nature.
They "brake" your bad habits.
They "head" you in the right direction.
They "lever" die than get left.
They "bar" the cobwebs out of your think tank.
They "pin" your faith.
They "crown" your joys.
They "spoke" well of him, because he rode a "Demorest" wheel.

DEMOREST MFG. CO.

WILLIAMSPORT, PA.

Practical Business.

Can't you sell more bicycles if you have

Four Good Practical Improvements

to show your customers than if you have none?

Do You Know.....

that the National is original in all the essential parts of the bicycle, and the



National New Ideas Have Enduring Merit and are Good Sellers?

Make the Equation Yourself.
Sell more wheels with the same effort.
Make More Money ——————

NATIONAL CYCLE MFG. CO.,
BAY CITY, MICH.

Mention The Bearings

They Are Bought

by discriminating buyers—buyers whose trade and friendship are worth a great deal to you. Can you afford not to handle

"Imperial Wheels"

—the go-lightly kind?

The '96 Imperial will be a world beater. Get it when it first comes out. Write for terms if you want to handle a seller. Territory being rapidly taken up by shrewd dealers.

AMES & FROST COMPANY, = CHICAGO, ILL.

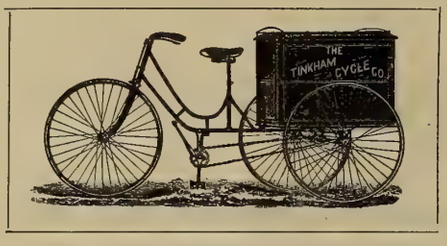
Mention The Bearings.

Only a question of time

When the ***horse*** will be shown as a ***relic of a nearly extinct race.***

The Tinkham Carrier

is fast driving the horse from the field of light driving work.



It eats nothing; is never tired, and its capacity exceeds that of five human messengers.

Catalogue is yours for the asking. Agents will do well in addressing us.

The Tinkham Cycle Co., 306-10 W. 59th St., NEW YORK CITY.

MENTION THE BEARINGS

KANKA

WITH OUR

One=Piece Crank and Crank Axle

Which does away with all cotter pins, bolts, and two connections.

The Latest Invention and Greatest Improvement.

Kankakee Art Bicycles are the highest grade, with large tubing, tubular hubs, changeable gear, adjustable handle-bars, double crown, narrow tread, finest material, perfect workmanship, and many other valuable features. Finished in maroon and gold, black, or coach blue. The most beautiful, artistic, and successful triumph of the year. Have more talking, buying, and selling points than any other wheel. We solicit a careful investigation of their merits. Prices, $85 and $100.

COSTS NOTHING TO INVESTIGATE.

MANUFACTURERS

Send your inquiries for cycle material and cycle sundries to the largest distributing depot in the country for cycle material.

M. M. W. Co.
10 W. WATER ST. CHICAGO

General selling agents for

Mannesmann Tube Co.	**Indiana Chain Co.**	**Winona Wood Rim Co.**
Wm. Clark's Son & Co.	**Persons-Muller Co.**	**Aurora Drop Forge Co.**
Union Drawn Steel Co.	**J. B. Brooks.**	**Stanley G. Flagg & Co.**
J. and H. Duckworth.	**Saml. Buckley & Co.**	**Excelsior Needle Co.**
Chicago Screw Co.		**Trenton Watch Co.**

and many other representative mills and factories, producing everything used by the manufacturing trade. Send for our catalogue.



Mention The Bearings

KEE ART BICYCLES

THE ONLY LINE OF

BOYS' AND GIRLS' WHEELS

In Bright and Attractive Colors.

Finest juvenile wheels on earth. Perfect copies of our $100 styles. Prices, $40, $50, $65. Jobbers should secure territory at once. Half our output already sold. We want a reliable agent for our Kankakee bicycles in every town and postoffice. Write for special inducements. Something new to offer.

KANKAKEE MFG. CO., KANKAKEE, ILL.

LAKIN C. TAYLOR, Sec. and Treas. CHICACO OFFICE, 266 Wabash Ave.

Mention The Bearings

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Trenton Watch Co.

and many other representative mills and factories, producing everything used by the manufacturing trade. Send for our catalogue.



KANKAKEE ART BICYCLES

WITH OUR

One=Piece Crank and Crank Axle

Which does away with all cotter pins, bolts, and two connections.

The Latest Invention and Greatest Improvement.

Kankakee Art Bicycles are the highest grade, with large tubing, tubular hubs, changeable gear, adjustable handle-bars, double crown, narrow tread, finest material, perfect workmanship, and many other valuable features. Finished in maroon and gold, black, or coach blue. The most beautiful, artistic, and successful triumph of the year. Have more talking, buying, and selling points than any other wheel. We solicit a careful investigation of their merits. Prices, $85 and $100.

COSTS NOTHING TO INVESTIGATE.

THE ONLY LINE OF

BOYS' AND GIRLS' WHEELS

In Bright and Attractive Colors.

Finest juvenile wheels on earth. Perfect copies of our $100 styles. Prices, $40, $50, $65. Jobbers should secure territory at once. Half our output already sold. We want a reliable agent for our Kankakee bicycles in every town and postoffice. Write for special inducements. Something new to offer.

KANKAKEE MFG. CO., KANKAKEE, ILL.

LAKIN C. TAYLOR, Sec. and Treas.

CHICAGO OFFICE, 266 Wabash Ave.

THE "SHIRK"



HAS REACHED
THE HIGHEST
POINT.....

THE G.M. SHIRK MFG. CO. "SHIRK" CHICAGO ILL'S. U.S.A. BICYCLE

"SHIRK" BEARINGS ARE THE FINEST MADE.

AT COASTING SHE LEADS THEM ALL.....

Don't place your order for '96 until you have seen the "Shirk" and examined those bearings.

THE G. M. SHIRK MFG. CO.,

Write for Catalogne.

Office and Salesroom, 273 Wabash Ave.
Factory, 203-207 S. Canal St., Chicago.

Mention The Bearings

The Secret of It.

"VITA NOVA"

After much careful and scientific experiment the ideal tonic, **"Vita Nova,"** has been perfected. It has been thoroughly tested by some of the most prominent bicyclists and athletes of this country and Europe with **surprising results.**

It accounts for some of the wonderful records made and races won.

IT NOURISHES, SUSTAINS, AND STRENGTHENS,

In fact, it is a **true specific** where any extra **mental** or **physical exertion** is required. It is pleasant to take, prompt in its action and certain in its results. Sent with full instructions as to its use to any address upon receipt of price—**$1.00.**

Parisian Chemical Co., 5484 Cornell Ave., Chicago.

PARIS. NEW YORK.

Mention The Bearings

THE IROQUOIS BICYCLES



High-Grade Bicycles Only.

IMPORTED TUBING, DUST-PROOF HUBS,

PIANO WIRE SPOKES, TOOL-STEEL BEARINGS,

EVERYTHING THE BEST AND WORKMANSHIP PERFECT.

Price $100.

Iroquois Cycle Co.

39 WEST WASHINGTON ST., CHICAGO.

We manufacture the

UNITED STATES WHEEL

which is built for ***Speed.***

As evidence thereof note the following, clipped from a Chicago paper:

FAST TIME.

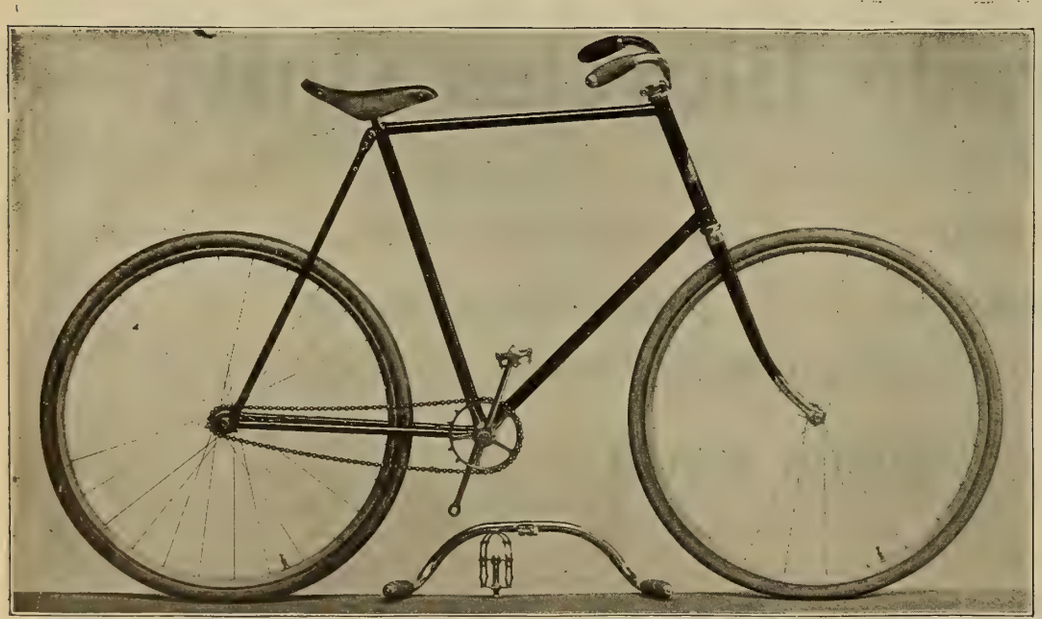
"The Elgin-Aurora century road record was broken yesterday by Fred Stobbart on a United States wheel, manufactured by The Chicago Stamping Company, in 5:58:20, breaking previous record by 5 minutes 20 seconds.

The ladies' record on same make of wheel was broken on the 18th inst. by Lizzie Glaw. Time, 6:48:00, breaking previous record 8 minutes.

THE CHICAGO STAMPING CO., - Chicago.

MENTION THE BEARINGS

THE MUNGER



Sold in Chicago by

Alex. H. Revell & Co.,
Wabash Ave. and Adams St.

Graham Cycle Co.,
601 W. Madison St.

They were looking for a wheel to sell to the elite of Chicago, and found it.

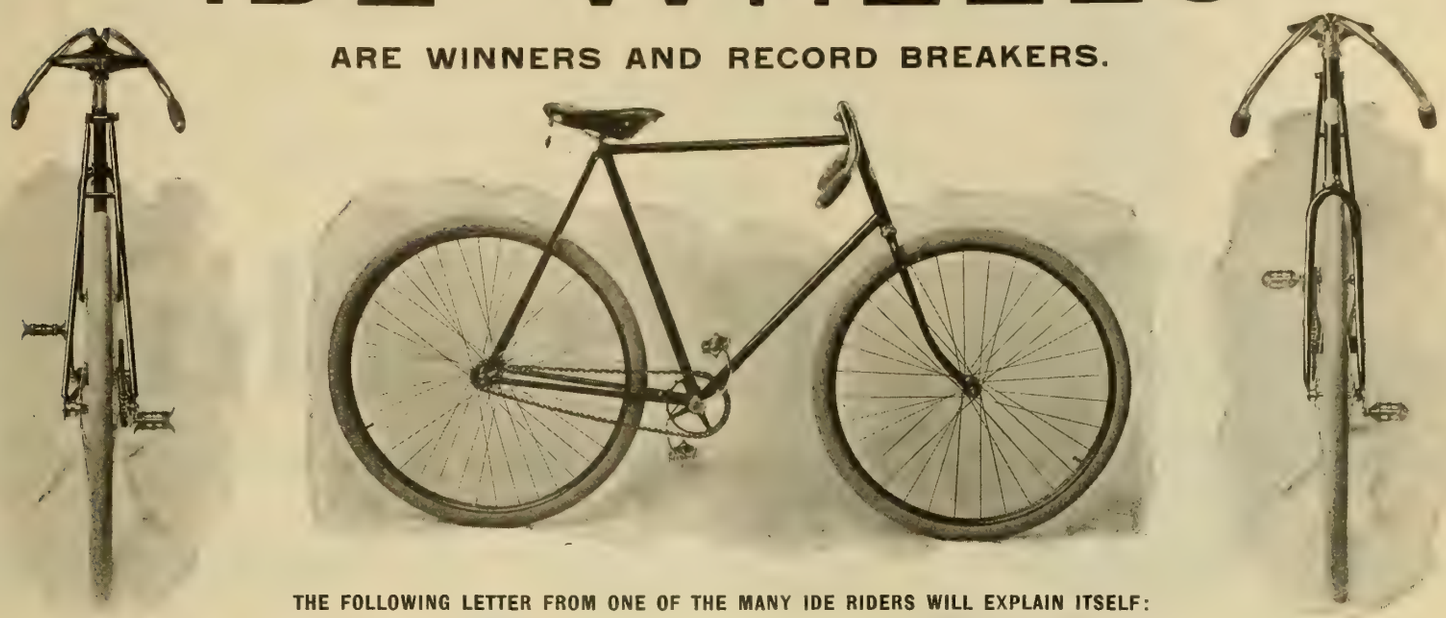
MUNGER CYCLE MFG. CO.,

INDIANAPOLIS, IND.

MENTION THE BEARINGS

IDE WHEELS

ARE WINNERS AND RECORD BREAKERS.



THE FOLLOWING LETTER FROM ONE OF THE MANY IDE RIDERS WILL EXPLAIN ITSELF:

F. F. IDE MFG. CO., Peoria, Ill. WACO, TEX., Sept. 29, 1895.

Gentlemen: Answering your favors of the 16th and 17th respectively will say with reference to my winnings on the Ide, fitted with the Ide elliptical cranks, am giving you below a list of the towns at which I have raced, and races in which I finished first: Taylor, Tex., quarter, half, and one-mile open, Class B; Tyler, Tex., half-mile open and half-mile handicap; Fort Worth, Tex., quarter, half, and five-mile open; Laredo, Tex., half and quarter-mile open and half-mile handicap. Also about as many firsts in Mexico and three Mexico records. The IDE holds Texas records for quarter and half-mile unpaced, also world's record for unpaced quarter on four-lap track. My brother (T. N. Parker) has only used the IDE in the ten-mile race on Galveston Beach, in which he finished first with a lead of nearly a half mile. Time, 27:12⅖.

Trusting that the above is what you want, I am, Yours very truly, W. A. PARKER.

F. F. IDE MFG. CO., - - PEORIA, ILL.

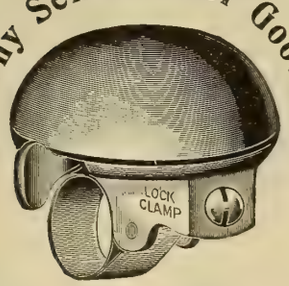
Mention The Bearings

"DON'T YOU HEAR DEM BELLS?"

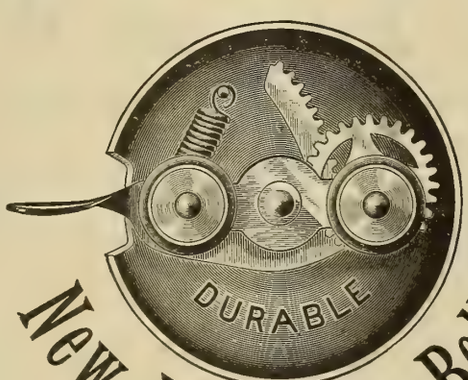
Get into line for

EIGHTEEN HUNDRED AND NINETY-SIX.

Why Sell Inferior Goods



FIFTEEN STYLES RETAILING from 15c. to $2.00 for 1896.

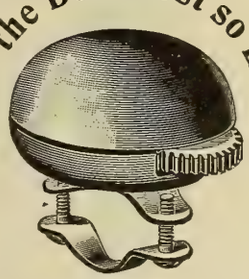


New Departure Bells

ARE THE

STANDARD OF EXCELLENCE

When the Best Cost so Little?



NEW PRICES and PROTECTION to the TRADE for 1896.

THE WIDE WORLD OVER.

JOHN H. GRAHAM & CO.,
Selling Agents,
113 Chambers Street, - - NEW YORK.

ALL INFRINGERS PROMPTLY PROSECUTED.

THE NEW DEPARTURE BELL CO.,
Sole Manufacturers,
BRISTOL, CONN., U. S. A.

Mention The Bearings



When a man tells you he likes to work, you may not say so to his face, but you can do a heap of thinking. It don't require much work to either sell or ride a

Ben-Hur

"It almost runs alone."

Our '96 catalogue isn't ready yet, but our wheels are.

Central Cycle Mfg. Co., 10 Garden St., Indianapolis, Ind.

Mention The Bearings



Betsey Jane Jones.

JUST ISSUED

The brightest, wittiest, and most popular book ever published.

Betsey Jane on Wheels

A Graphic Story of the Bicycle Craze.

FORTY FULL-PAGE ILLUSTRATIONS. Full of quaint, comical, and ludicrous situations, all described in the most enchanting style. Every one who rides a bicycle, or desires to ride, or has a friend who rides, or is opposed to riding a bicycle, will be captivated with this charming realistic story. **Price 25 cents postpaid,** or will be sent free to every new subscriber upon receipt of **$2.00 for one year; $1.25 for six months,** when specified on order.



"I *will* have a wheel."

THE BEARINGS PUBLISHING CO., 46 Van Buren St., Chicago.



Bloomers!! Never!!



Betsey Jane's first bloomers.



Betsey Jane in difficulty.



Betsey Jane scorching.



Benjamin takes water.

THIS WILL ADVISE YOU

That the

Crown Cycle Company



Make

Strictly High-Class Cycles Exclusively.

Write Them.

Main Office, 1107 Washington St. - - - - - LA PORTE, IND.

Pacific Slope Office, Hughson & Merton, 1107 California St., SAN FRANCISCO, CAL.

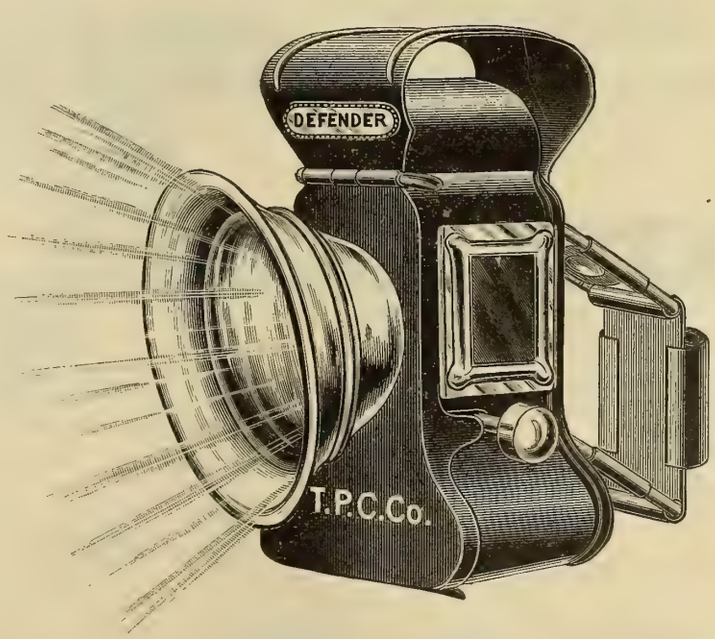
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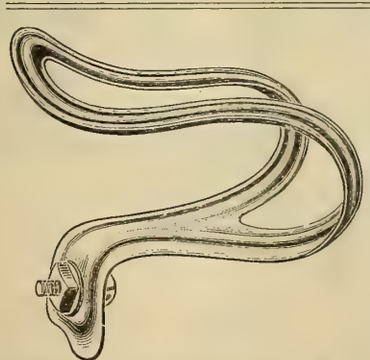
The Greatest Illuminating Power.
A Perfect Focus of Light.

The Pond=Cottle Company
"ALWAYS THE BEST"

A light high-grade lamp.
Nickeled slide side light.
Nickeled collar and rim.
Nickeled back clamp.
Locomotive reflector.

DEFENDER





The——
Featherweight
Toe Clip

The Lightest.
The Stiffest,
The Only Unbreakable.

Finely finished; artistically designed; a perfect toe clip; one-half less weight than any other.
Price 50 cents per pair.

THE POND=COTTLE COMPANY, 26 and 28 W. Randolph St. CHICAGO.

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WARNER SPECIALS



1896 Warner Special Roadster, 22 pounds, $100.

"AIN'T SO WORSE." THIS IS ONE OF THEM.

MANUFACTURED BY

D. D. WARNER CO., MADISON, WIS.

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Chains? Of course!

IN THREE DISTINCT STYLES.



No. 1. Square Links.

EACH PERFECT IN ITSELF.



No. 2. Round Links.



No. 3. Moore's Special.

All have hardened centers. How else could **they be made and give satisfaction?**

If you intend building a high-grade wheel and establishing an enviable reputation, use only the **best fittings. We make them,** and every part that leaves our factory advertises that fact. Remember we make all component parts but not a complete wheel, **set up.**

THE MOORE CYCLE FITTINGS CO.

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AT TATTERSALL'S

under the auspices and sanction of The Board of Trade of Cycle Manufacturers.

January 4 to 11, 1896.

Enormous Auditorium.... Over 300 Exhibition Spaces

The same careful attention that marked last year's show will be paid to the interests of visiting agents.

REDUCED RATES ON ALL RAILROADS.

For further particulars, address:

THE NATIONAL CYCLE EXHIBITION CO.

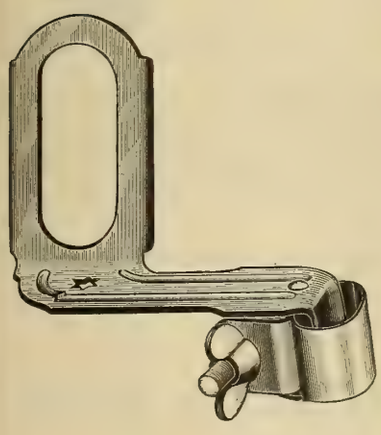
334 DEARBORN ST., CHICAGO.

STAR LANTERN BRACKETS STAR

NEW MODELS FOR 1896.

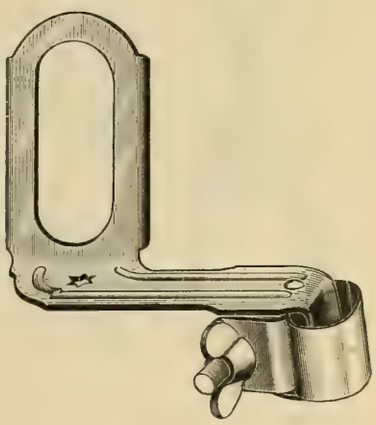
NEW MODELS FOR 1896.



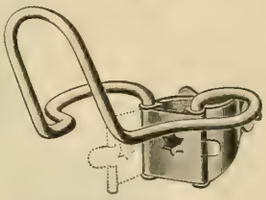


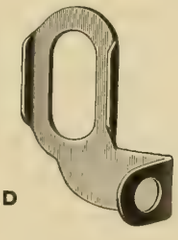
SAMPLES AND PRICES ON APPLICATION.

Made of Stamped Steel, handsomely nickel plated on copper.









FOR HEAD, FRONT FORKS, AND AXLE.

SPECIAL DESIGN FOR HEAD WITH OUTSIDE BRAKE.

FOR HEAD, FRONT FORKS, AND AXLE.

THE BRIDGEPORT GUN IMPLEMENT CO., - - 313-15 Broadway, NEW YORK.

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Lu-Mi-Num. BEST. UNEQUALED. NO NICKEL TO TARNISH. PERFECT ALIGNMENT. LIGHT. ELEGANT. RELIABLE. VERY STRONG. NO ENAMEL TO SCRATCH. BEST TO RIDE. RESILIENT FRAME. REPUTABLE. NO WORRY. BEST TO SELL. UP TO DATE. ALWAYS FIRST UP HILL. ALWAYS WINS COASTING. POPULAR. THE LATEST. NO TUBING TO BEND. NO BENT FRAMES. NO RIVAL. MECHANICALLY CORRECT. NO BREAK-DOWNS. GUARANTEED. DURABLE. MATCH IT 'F YOU CAN. EASIEST RUNNING. NO BRAZED JOINTS.

IT RUNS EASY

So easy, in fact, that in coasting matches it has badly defeated all the best steel frame bicycles.

It's the only bicycle that can today claim any distinct superiority.

Ready for '96 business NOW.

ST. L. R. & W. G. CO., ST. LOUIS, MO.

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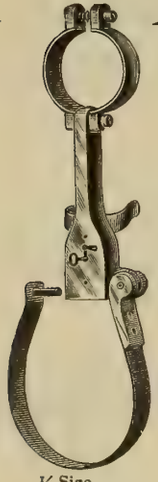
THE

RALPH CYCLE LOCK.

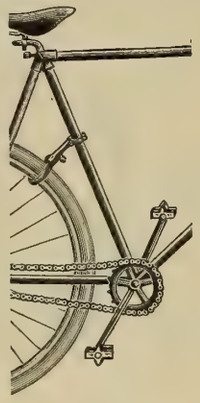
Weighs but Two Ounces.

...THE ONLY PERFECT BICYCLE LOCK MADE...

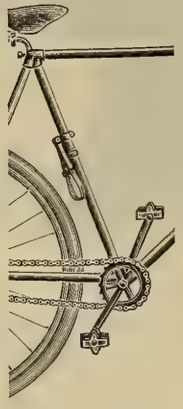
Always Attached to Wheel.



½ Size.



Method of attaching.



Lock when riding.

CAN NOT TARNISH. **MADE OF ALUMINUM.**

This lock can be either bolted or riveted to the frame. Even if a bicycle thief should have time to unbolt the lock from the frame he would be unable to operate the wheel, as the strong steel spring can not be detached without unlocking it or destroying the wheel. . . . .

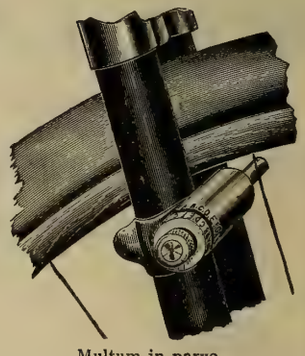
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RALPH CYCLE LOCK CO.,

801-802 Western Union Bldg., Chicago, Ill.

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Mills Combination Bicycle Lock.

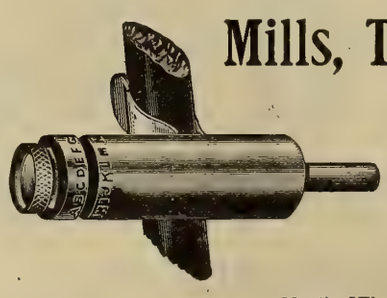


Multum in parvo.

The only Combination Lock on the market that is fastened to bicycle. Can be put on any bicycle; no key required; always ready to lock; fastens to front fork; locks ***instantly;*** unlocks in five seconds; ***140,000 combinations;*** every rider has his own combination; combination can be changed in two minutes; full nickel plated.

Weight 3 1-2 ounces. Sent by mail, prepaid, for $1.00.

Jobbers, manufacturers, and retail dealers write for discounts. Is just what bicycle riders have been looking for.



Mills, Truesdell & Co.,

MANUFACTURERS,

123-125 LaSalle Street, CHICAGO, ILL.

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AGENTS, ATTENTION!

WRITE FOR TERRITORY

FOR THE

'96 Meteors

BEST IN THE WORLD.

Meteor Cycle Co., 345 Wabash Ave., Chicago.

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IF YOU ARE INTERESTED IN.....

Mud and Chain Guards

We would like to have you see ours.
We make them to sell.

We are still making

Rock Elm Rims

The Pratt Manufacturing Co.

COLDWATER, MICH.

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Wood Rims

of the highest quality, made from seasoned elm and ash by experienced wood workers. Warranted to give complete satisfaction.

For terms write to

The Keystone Wood Rim Co.

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MENTION THE BEARINGS

Fairbanks Wood Rims

"Are the Best What Grows."
So say the makers of ANDRAE BICYCLES
THEY KNOW.....

MILWAUKEE, WIS., May 16, 1895

THE FAIRBANKS WOOD RIM CO.,
Boston, Mass.

GENTLEMEN: Inclosed please find order to confirm our message of even date. At the beginning of the season, we thought that single piece rims would be as good as built up rims—we know better now. We do not say that we had any extraordinary trouble with them, still we think that your built up rims "*are the best what grows*," and while we may have strayed somewhat from the *Fairbanks "flock,"* we expect to henceforth stick to you "like pitch to a shoemaker's pants."

You will please see that all our rims are well finished, and oblige,
Yours truly,
(Signed) THE JULIUS ANDRAE & SONS CO

N. B.—"Andrae Bicycles never disappoint,"
Neither do FAIRBANKS RIMS.

The Fairbanks Wood Rim Co.

Office and Factory at North Tonawanda, N. Y.

THE A. L. MOORE CO., Cleveland, New York, and Chicago,
Sales Agents.

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"FAMOUS"
CYCLE SUNDRIES.



Repair Outfits,
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Enamels,
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Manufacturers of the popular

BOSTON CYCLE OIL AND ALADDIN LANTERN OIL.

Send for our New Catalogue—Now Ready.

New England Mfg. Co., Office, 276 Wabash Ave., Chicago.

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THREE YEARS WITH

The Puritan Bicycle

The 1894 Model was GOOD.
The 1895 Model was BETTER.
The 1896 Model is BEST.

WATCH FOR IT!

Next year we will also make

"The Hector"

Better than most $100 wheels. Sold for $75.

No use sending for catalogues. They're not ready.
When they are, we'll say so here.

O. J. FAXON & CO.

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WOOD RIMS.
WOOD MUD-GUARDS.
BARREL HUBS, 15 ounces.
LACING CORD, all styles.
CORK GRIPS.
CEMENTS, OILS, Etc.

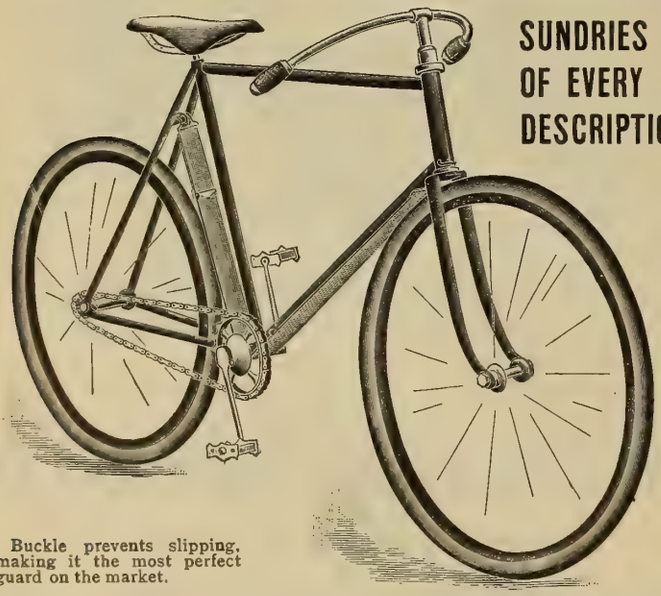
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The wise man looked into



and recognized their superiority.

SUNDRIES OF EVERY DESCRIPTION.



Buckle prevents slipping, making it the most perfect guard on the market.

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HIGH-GRADE WOOD RIMS

LARGEST CAPACITY IN THE UNITED STATES

FORT WAYNE, IND.

Our New Joint.
Can You Find It?

JOHN CALDWELL & CO., REPRESENTATIVES,

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Important to all Bicycle Manufacturers

and especially those who have no drop forge shop. The Simonds Rolling Machine Co. not only make

The Best Balls in the World

but equally as good forgings of all kinds, including

Pedal Pins, Pedal Cases, Crank Axles, Hubs, and Crank Keys for Bicycles.

These are rolled forged from the best stock obtainable. All those just starting in the bicycle business will find it to their advantage to write for samples and prices.

Simonds Rolling Machine Co.

G. W. Weymouth, Gen. Mgr. .... **Fitchburg, Mass.**

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WATERS' BICYCLE FRAMES.

WATERS' NEW "1896" TUBULAR HUBS.

WATERS' "1895" TUBULAR HUBS.

WATERS' BUILT-UP WHEELS.

WATERS' SADDLE AND TOOL-BAG COMBINED.

We make only for high-grade trade—the best in the market.

Bicycles made up and assembled from our frames and hubs will sell, will stay sold, will endure and give satisfaction, and will build up a trade and a reputation for you.

WE DEAL IN ALL BICYCLE SUPPLIES.

WRITE TO US.

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Do You Want to Build Bicycles?

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We can supply you with Ball Heads, Bottom Brackets, Machined Forgings, in fact a complete set of fittings ready for brazing. Write for quotations.

We are headquarters for every description of cycle material and supplies and can make prompt shipments and attractive prices.

Toledo Cycle Supply Co., Toledo, Ohio.



THE GLORY OF A YOUNG MAN IS HIS STRENGTH.
Medical books say: "Kola enlarges and increases the activity of the nervous system, acting upon the motor part of the system, medullary and cerebral. The effect of this action is not only to excite and stimulate the motor centers, but to diminish the sensation of effort or fatigue, which are both nervous and chemical phenomena."

RICHARDSON'S KOLA GUM
CONTAINS THE PURE KOLA,
INVALUABLE TO THOSE WHO RIDE THE WHEEL.
If your dealer hasn't it, send 5 cents for sample package to
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MAYER PLATING DYNAMOS

are highly efficient, of the latest and most approved design and construction; will not reverse, heat, or spark. At greatly reduced figures.



NET PRICES.

No.	Gallons of Nickel Solution.	Price.
2	350	$ 60 00
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Due to their extreme simplicity—being all cast in one piece—and the use of special machinery, we are enabled to offer strictly high-grade machines at the above figures.
Give these mach nes a trial before paying fancy prices elsewhere. Send for Circular.

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BICYCLE NAME PLATES A SPECIALTY

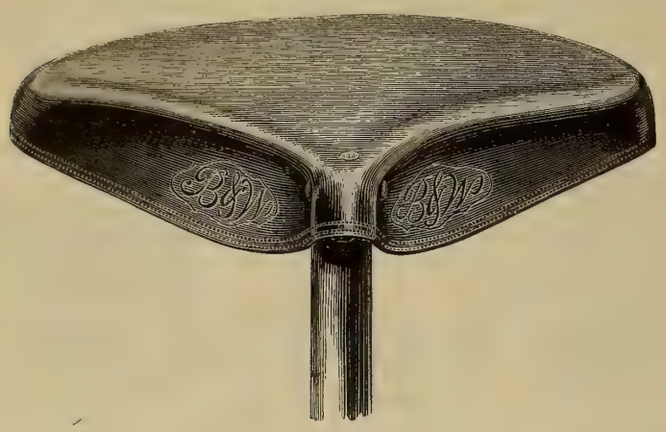
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DECALCOMANIA TRANSFERS
The Meyercord Co.
St. Louis, Mo. MAIN OFFICE Chicago.

SKETCHES FURNISHED FREE OF CHARGE

EMPRESS

FOR THE LADIES' COMFORT.

The only perfect ladies' saddle on earth. Constructed on scientific principles. Indorsed by the medical fraternity. The only saddle suitable for female cyclists. Ladies, if you want perfection in your saddle, get the B. & W. "EMPRESS."



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Polishing Wheels and Belts.

Made from best oak-tanned leather, of our own tannage, and peculiarly adapted for this purpose. Can furnish them in all sizes and hard or soft as desired.

GEORGE OBERNE & CO., Tanners,
CHICAGO, ILL.

Also Pure Oak Short Lap Leather Belting, and Leather Specialties of all descriptions.

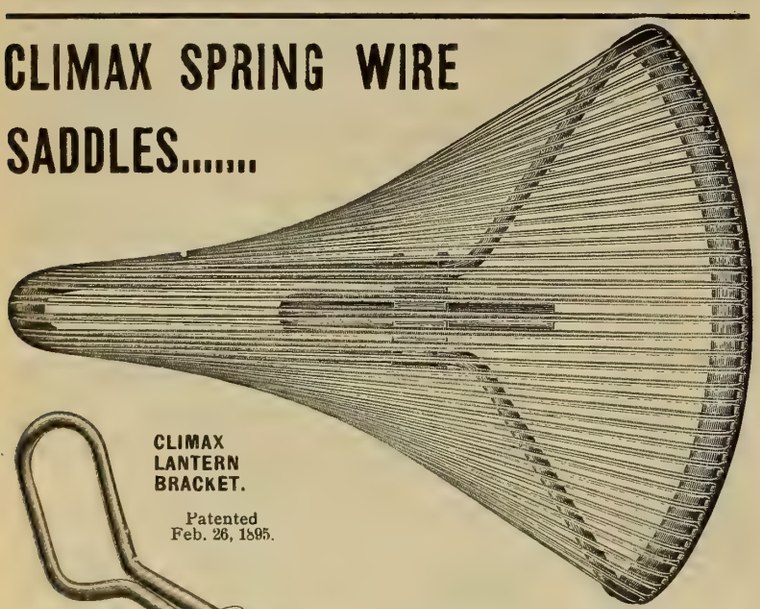
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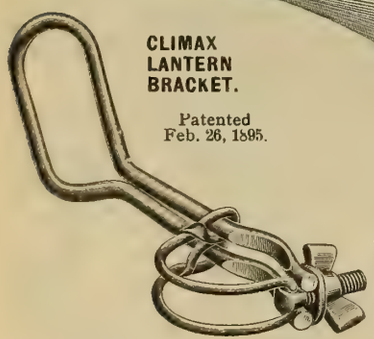
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401 N. Halsted St.

Telephone—North No. 892.

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CLIMAX SPRING WIRE SADDLES.....





CLIMAX LANTERN BRACKET.

Patented Feb. 26, 1895.

Only sanitary saddle yet produced. Cool, easy, and elastic; not affected by wet. Detachable cover with every saddle.

PRICES.

Ladies' and Gents', $5.50; Weight, 12 oz.
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You will observe that the introduction of the CLIMAX SPRING WIRE SADDLE to the bicycle rider is a decided departure from the saddles heretofore in use, and we desire to call your attention to the principal good features of our new line of saddles; principally among which is the perfect circulation of air through top of saddle, about seventy-five per cent being open, always insures a perfectly dry and cool saddle. The springs are very easy and elastic, yet rigid enough for a good firm saddle, and never sag; and being made of an anti-rust metal, are not affected by wet. We have made practical tests of this saddle, and feel warranted in saying it will stand more mileage and keep its shape, than any saddle ever produced.

CONSTRUCTION.—Frame made from best quality spring steel, full nickel plated, spring top made of two-ply wire made from a formula especially adapted to the purpose, containing eighteen per cent sterling silver; non-corrosive, and wearing to a polish of silver color.

We manufacture ladies' saddles in same general construction, slightly different in shape.

For sale by all dealers.

CLIMAX MFG. CO., East Hampton, Conn.

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SHOE'S SADDLE

for 1896.



Maker of Leather Tops to Suit.

No Wedge.

No Loose Front Clamp.

It is uncovered so that its simplicity will arouse your curiosity, compel your admiration, and procure your orders, which I am ready to have you send to

W. W. SHOE

428 Walnut Street - - Philadelphia.

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SWAGING, TAPERING, BENDING, and FLATTENING TUBING

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Bicycle builders will do well to communicate with us before determining to invest in the machinery necessary to do this class of work properly and at the right cost.

W. S. Frazier & Co.

AURORA, ILL.

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Cycle Fittings and Sundries

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Mfrs. of Drop Forgings, Frames, Lamps, Pedals, &c

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Mfrs. of the celebrated Plymouth Wood Rims.

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Mfrs. of the original Corkaline grips.

Write us for prices on Spokes, Nipples, Wrenches, Oilers, Chains, Saddles, Spelter, Bells, Cork Grips, and every description of cycle supplies.

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At Last a Perfect Saddle!

Brown's

As easy as a cushion.



Style C, Scorcher, Weight 16 oz., List $4.50.

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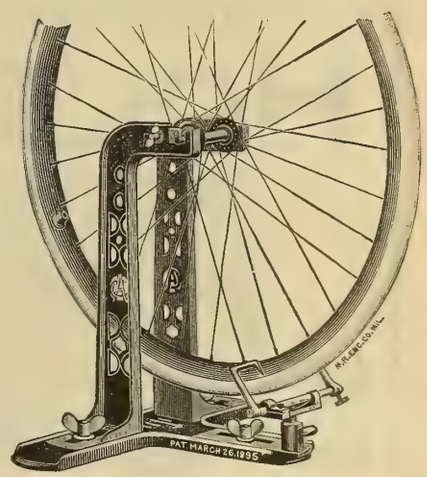
Brown Saddle Co., Denver, Colo.

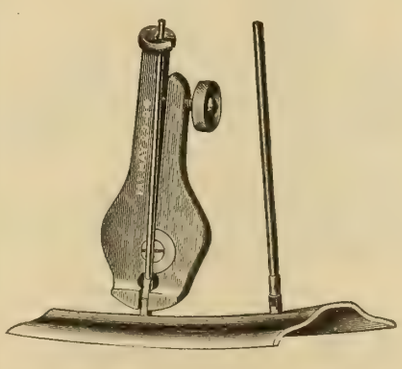
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Dudley's New Wheel Repair Stand

WITH TRUEING DEVICE.

Just what you need to have your wheels trued up in good balance.





Perfect Nipple Grip

The best Grip ever produced....

Sure grip.
Fits every nipple.
Does not wear off the corners.

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It will pay you
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Empire State "999" Cycle

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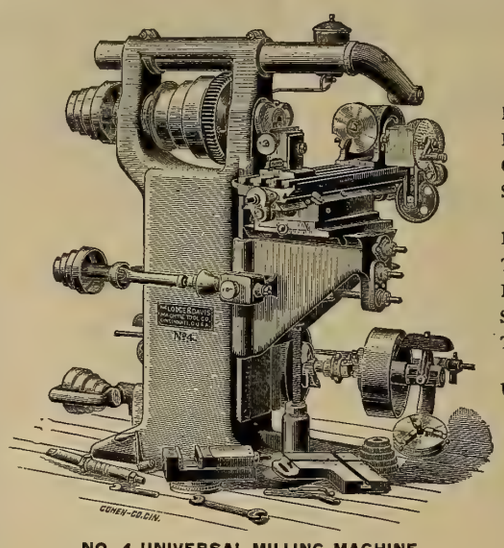
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NO. 4 UNIVERSAL MILLING MACHINE.

Manufacturers of
Hub Machines,
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Sprocket Milling Machines,
Rim Drilling Machines
Tube Cutters,
Engine Lathes,
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Tool Room Milling Machines,
Universal Cutter and Reamer Grinders,
etc.

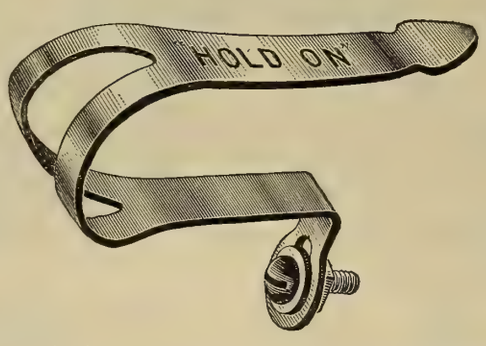
WORKS: CINCINNATI, O., U. S. A.

NEW YORK, 110 Liberty St. CHICAGO, 68-70 S. Canal St.
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TOE CLIPS



40c. per pair **40c.** per pair

Warranted to keep their shape. Adjustable to any rat-trap pedal.
Made from best spring steel, tempered. Weight, three ounces to the pair.
Sample pair sent postpaid on receipt of price.

DEALERS, send for Price List of Prof. Callan's
Hold-On Bicycle Gum, Never-Let-Go Wood Rim Cement,
Sunshine Black Enamel, Hard Cement.
Single and Inner Tube Repair Kits in Leather Pockets.

VALENTINE & WALLACE

19 PARK PLACE, NEW YORK.

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Puncture Proof Bicycle Tire



Our tire prevents punctures
No repair outfits necessary.

NO PUNCTURES TO REPAIR.

Catalogue and sample section of tire free upon application.
Address,

The Puncture Proof Tire Co.

QUINCY, ILLINOIS.

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Barnes' Drills and Lathes

FOR BICYCLE WORK.

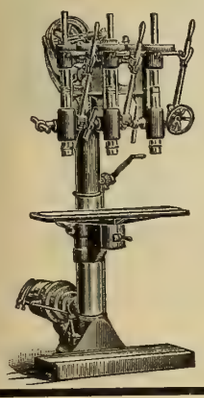


We make the best line of Drills on the market, and are furnishing them to the largest bicycle factories in the country. The following representative concerns will tell you what they think of the Barnes Drills: Syracuse Cycle Co., Lozier Mfg. Co., Indiana Bicycle Co., Yost Manufacturing Co., Central Cycle Mfg. Co., and many others.

We also make a line of small screw-cutting Lathes for either foot power or steam,

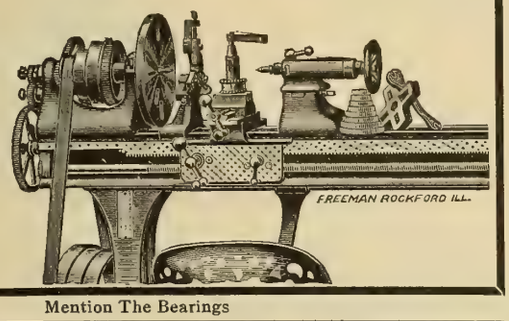
Especially adapted for Bicycle Repair Work.

Catalogue and prices on application.



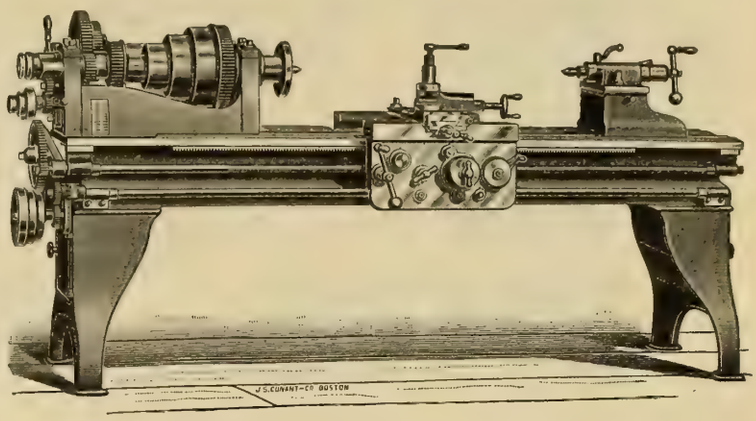
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BICYCLE MACHINERY.



Special Machines for making Hubs, milling Sprockets, and for drilling Forgings.

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14 S. CANAL ST., ...CHICAGO.

156 OLIVER ST., ...BOSTON.

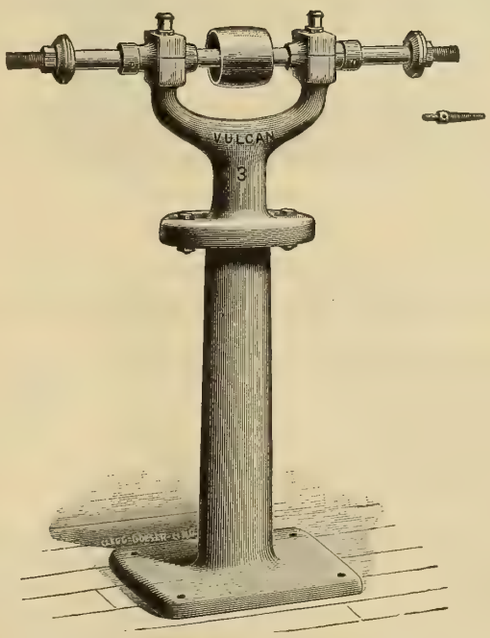
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A First-Class Buffing Lathe

AT A LOW PRICE.

BUILT IN TWO SIZES.

BICYCLE MACHINERY FOR QUICK DELIVERY.



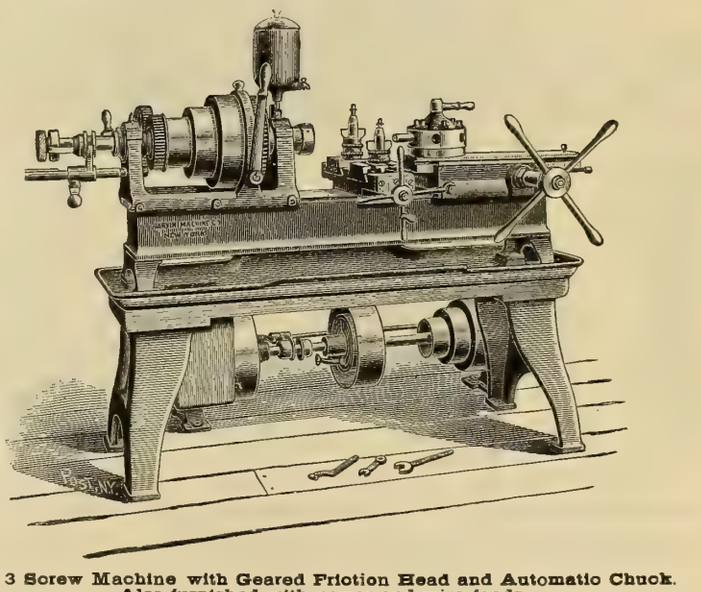
Rim Drills.
Spoke Headers & Benders.
Turret Lathes.
Milling Machines.
Drilling Machines.
Ferracute Presses.
Broaching Presses.
Handle-Bar Presses.
Screw Machines.
Universal Grinders.
Engine Lathes.
Shapers.

Send for catalogue of bicycle machinery.

PRENTISS TOOL & SUPPLY CO.

115 Liberty Street, NEW YORK CITY.

62 and 64 South Canal Street, CHICAGO, ILL.



No. 3 Screw Machine with Geared Friction Head and Automatic Chuck. Also furnished with power and wire feeds.

THE GARVIN MACHINE COMPANY,

MANUFACTURERS OF

MILLING MACHINES, SCREW MACHINES, CUTTER GRINDERS, TAPPING MACHINES, PROFILING MACHINES, HAND LATHES, DRILL PRESSES, SPRING COILERS, DIE SLOTTERS, ETC.

SPECIAL BICYCLE MACHINERY.

A stock of 600 new and second-hand tools, embracing everything in metal-working machinery

Write for 1895 catalogue and list of tools for immediate delivery.

LAIGHT and CANAL STREETS, - - NEW YORK.

Also 51 NORTH 7th STREET, PHILADELPHIA, PA.

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SEARCH LIGHT

Is what it is named.

It is **not** a signal to show that a bicycle is coming, but an **aid**, recognized by such riders as R. P. Searle, who says:—

Gentlemen: I have just finished my second record breaking trip from Chicago to New York. I used your lamp on all my night runs, sometimes running at a speed of fifteen miles per hour in the dark. I was only able to make this fast time by the splendid light which I was enabled to obtain with the use of your lamp. I used your lamp because I considered it the best in the world to-day, and it has far exceeded my expectations. Yours, very truly,
R. P. SEARLE.

Points of Superiority Over every other Lantern made:

Central draft—burns 10 hours.
Burns kerosene oil unmixed.
Flame absolutely adjustable (by set screw.)
Filled and lighted from outside.

Saves Doctors' bills, barked shins, soiled clothing, and **makes riding** when there is the most leisure **a pleasure.**

Don't be insulted by having a cheap Lantern offered you which may possess possibly one characteristic, **but insist** *on having* the **Search Light,** which will be delivered free, if your dealer won't supply you, for the price, $5.00. Circular free. Address

BRIDGEPORT BRASS CO., Bridgeport, Conn.

MENTION THE BEARINGS

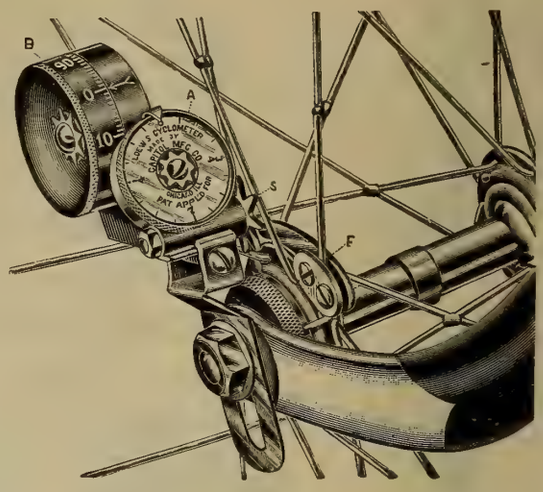
LOEW 10,000 MILE CYCLOMETER

Weight, 4 oz.
Price, $2.00.

The only instrument with independent trip and single mile dials giving mileage for each day or trip in addition to the total recorder which adds every turn of the wheel up to 10,000 miles and repeats, or can be set back.

Absolutely Dust and Water Proof.

Simplicity of construction insures durability and absolute accuracy.



Every Instrument Guaranteed to give Satisfaction or Money Refunded.

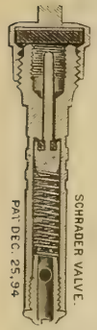
DEALERS, WRITE FOR REVISED DISCOUNTS.

CAPITOL MFG. CO., Chicago, Ill., U. S. A.

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SCHRADER UNIVERSAL VALVE

TRADE MARK.



SIMPLE AND ABSOLUTELY AIR TIGHT.

MANUFACTURED BY **A. SCHRADER'S SON,** ESTABLISHED 1844

32 ROSE STREET, NEW YORK.



Used by the Following Tire Makers:

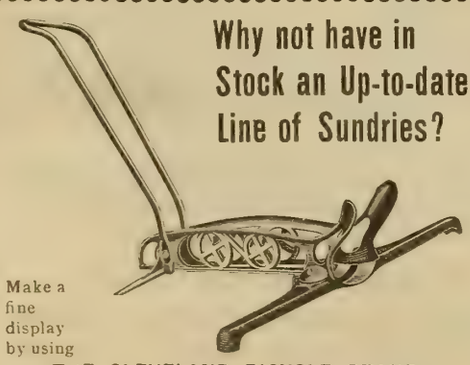
POPE MFG. CO.	AMERICAN DUNLOP TIRE CO.	NEW YORK TIRE CO.	MECHANICAL FABRIC CO.
HARTFORD RUBBER WORKS CO.	REVERE RUBBER CO.	EASTERN RUBBER MFG. CO.	MANHATTAN RUBBER MFG. CO.
N. Y. BELTING & PACKING CO.	NEWTON RUBBER WORKS	NORTH AMERICAN RUBBER CO.	UNITED STATES TIRE CO.
COMBINATION ROLL AND RUBBER CO.	THE DIAMOND RUBBER CO.	THE INDIANAPOLIS RUBBER CO.	

JOBBERS AND DEALERS are requested to purchase from above firms.

Mention The Bearings

We also make the Palmer Valve exclusively for the B. F. Goodrich Co and for the Palmer Pneumatic Tire Co.

Why not have in Stock an Up-to-date Line of Sundries?

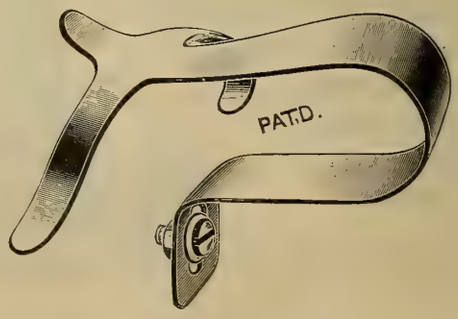


Make a fine display by using THE CLEVELAND BICYCLE STAND.

Manufacturers and Patentees of Cycle Sundries.

LIST OF SPECIALTIES:

Cleveland Cycle Stand.
Race Toe Clip.
Lightning Repair Kit.
Elastic Tire Cements, ¼-lb. tins.
Elastic Tire Cement in bulk.
Lustro Shine Metal Polish.
Easy Glide Chain Lubricant.
Axle Lantern Bracket.
Lubricating Oil. Lantern Oil.
Rubber Cement in tubes and bulk.



ORIGINAL RACE TOE CLIP.

NODERER MFG. CO., CLEVELAND, OHIO, U.S.A.

BICYCLE FITTINGS

FORK-CROWNS, FRAME CONNECTIONS, TEES,
CRANK HANGERS, and all sheet metal specialties like DUST CAPS, PEDAL PLATES, FERRULES, and WASHERS.

Worcester Ferrule & Mfg. Co., 100 Beacon St., Worcester, Mass.

We are prepared to make, on orders for quantities, all kinds o sheet steel stampings such as

STEEL BALL BEARING CASES,

Drawn from special cold-rolled steel, made to our order and hardened by experts which renders them equal if not superior to any made.

Do not carry goods in stock or issue a catalogue, but will be pleased to furnish estimates on samples or drawings of anything in our line.

Mention The Bearings



ONE WORD

YOU KNOW WHAT IT MEANS

FALCON

IT WILL MEAN MORE IN '96 THAN EVER BEFORE.

WRITE FOR A CATALOGUE OF OUR NEW MODELS.

THE YOST MFG. CO.

YOST STATION. ● ● ● TOLEDO, OHIO.

Mention The Bearings



We Make a Specialty of Accurately Machined Forgings.

HUBS, HEADS, CHAINS. and BOTTOM BRACKETS.
FRAME LUGS, CRANKS, and SPROCKETS.

W. W. Whitten Cycle Mfg. Co.

Office and Warehouse, 148 156 South Main St,
Factory, Potters Ave. and Melrose St., PROVIDENCE, R. I.
Mention The Bearings



SEND FOR 1895 CATALOGUE.

EVERY JOINT IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR. NEEDS NO OIL and is FRICTIONLESS

THE MORSE ROLLER JOINT CHAIN.



The PITCH is not only made TRUE but STAYS TRUE.

MANUF'D BY MORSE SPRING CO., TRUMANSBURG, N.Y.
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TRADE MARK

Albert & J. M. Anderson's

TRANSIT CYCLES

LIGHT. STRONG.
FLEET. NEAT.

L. N. WALLESTON RIDES A TRANSIT.

Oct. 4, at Newburyport, he broke the American competitive road records for 5, 10, 15, 20, and 25 miles. We could mention others.

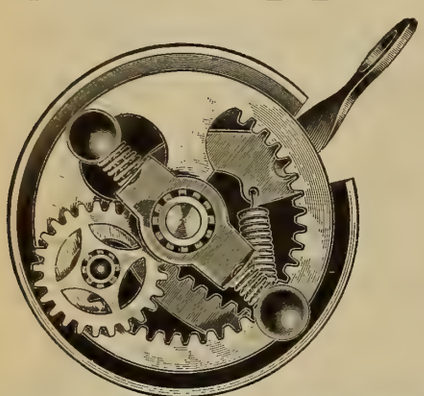
ALBERT & J. M. ANDERSON, Makers,

Factory—289-293 A Street, South Boston, Mass.

Mention The Bearings

Salesroom—44 Columbus Ave., Boston, Mass.

YOU WILL HEAR THOSE BELLS



The Climax Bell will soon ring everywhere.

And why? Because

The Climax Bell is the best and most scientific bell yet constructed. The stroke is positive whether pulled slow or quick. 26 blows from each pressure of lever. Examine and compare it with other bells.

Examine the mode of fastening the Bar-Lock Clamp. . . . . .

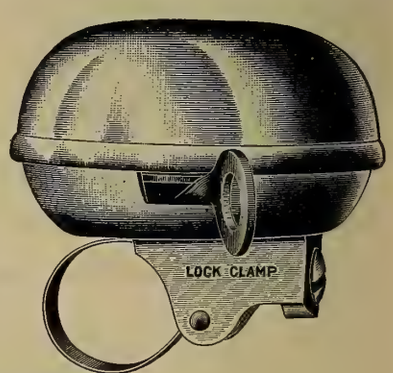
CLIMAX BOSTON

TRADE MARK.

On top of each Bell.

Don't take an imitation.

Our salesmen are now calling on the trade. Manufacturers, jobbers, and agents write us for prices and samples of the BEST BICYCLE BELL.



CLIMAX BELL CO., - 403 Washington St., BOSTON, MASS.

Mention The Bearings

HARTLEY & GRAHAM, New York Agents,

The Greatest Improvement Since the Introduction of Wood Rims.



Beautiful in Appearance.

Light in Weight.

9 ounces per Set.

Durable in Use.

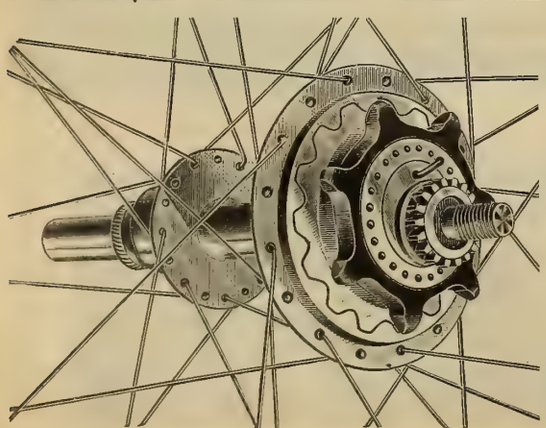
Cheap in Price.

You want them.

Your wheel will be 2 lbs. lighter and handsomer.

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MORE THAN SEVENTY BICYCLE MANUFACTURERS



have **bought** the "BI-GEAR" this summer, and have given it a satisfactory test. They will from now on accept orders for the Gear, and fit it to their wheels.

We will soon publish a list of the '96 bicycles on which our changeable gear may be obtained. It will be a BIG list, too.

THE BROWN-LIPE GEAR CO.

We're glad to answer questions.
Write for catalogue.

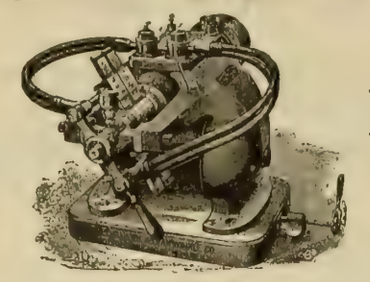
Office and factory:
SYRACUSE, N. Y.

Mention The Bearings.

DOWN TO A SCIENCE—AND THE BENEFIT OF 75 YEARS' EXPERIENCE.

WE CAN EQUIP YOUR PLANT WITH

COMPLETE
Nickel Plating
OUTFITS



WE FURNISH EVERYTHING IN

POLISHING LATHES,
BUFFS and
WHEELS

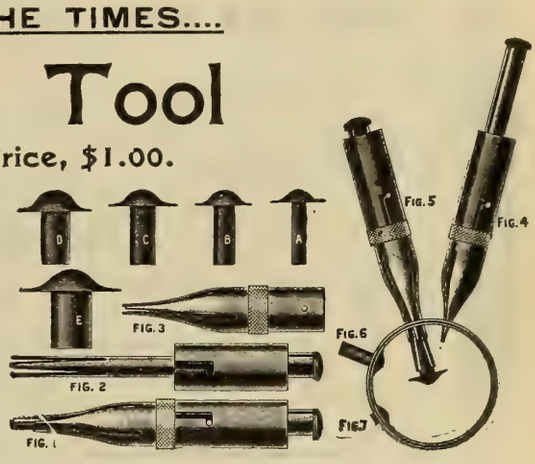
THE HANSON & VAN WINKLE COMPANY,

CHICAGO. NEWARK, N. J. NEW YORK.

....THE GREATEST SUCCESS OF THE TIMES....

Griswold's New Repair Tool

For Single Tube Tires. It will pay you to investigate. Samples sent upon receipt of price. Price, $1.00.



GRISWOLD'S DETACHABLE

Folding Bicycle Mud Guard

Price, $2.50

Made of the finest Para sheet rubber. Adjusts itself to any bicycle frame without the use of buckles or other cumbersome device. Weighs but 8 ounces.

For descriptive circulars, trade prices, and discounts write to

M. E. GRISWOLD CO. - WASHINGTON HEIGHTS, CHICAGO.

Mention The Bearings

Manufacturers

Don't order or make a Handle-Bar until you have seen our Adjustable Bar.

Will sell you the latest adjustable bar for less money than you pay for the old-style brazed bar. Write for prices and sample bar. 20,000 sold last week. Prices simply paralyze the other fellows.

Our Specialties are Handle-Bars and Lamp Brackets.

Whayne Mfg. Co., Louisville, Ky.

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...Many Ladies Will Purchase Wheels in 1896...

WE ARE PRODUCING

The Finest Lady's Saddle in the World

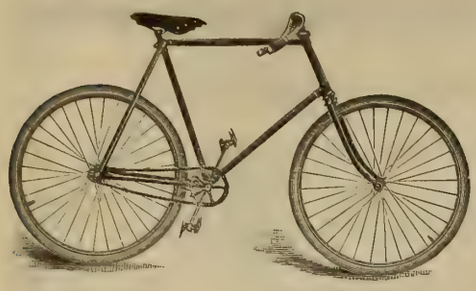
Hunt Mfg. Co., Westboro, Mass.

R. B. McMullen & Co.,
CHICAGO and NEW YORK.

MENTION THE BEARINGS.

I. N. DANN, Pres. GEO. WOOD, Supt. E. F. MERSICK, Treas.

ESTABLISHED 1863.



The New Haven Chair Co.

Manufacturers of

"THE NEW HAVEN" BICYCLE

(Strictly High Grade)

AND INVALID ROLLING AND RECLINING CHAIRS,

NEW HAVEN, CONN.

TRADE MARK

MANUFACTURED BY NEW HAVEN CHAIR CO. THE NEW HAVEN NEW HAVEN CONN.

Announcement

"THE NEW HAVEN" BICYCLE is the production of years of study and practice. Its **equal** does not exist in this or any other country for **beauty, style, strength, fine workmanship,** and **material.** We are now ready to negotiate for agencies. None but responsible parties need apply.

Mention The Bearings

Manufacturers' and Jobbers'

SUPPLIES.









Wood Rim Washers,
Nipples,
Spokes,
Chain Studs.





Bicycle Specialties from Turned Wire.





The Springfield Machine Screw Co.

SPRINGFIELD, MASS.

THE "PATHLIGHT"



All brass, nickel plated. Burns kerosene oil. Weight, 12 oz.

is the handsomest, the cleanest, and most salable Bicycle Lamp ever made. Send for sample lamp and electrotypes for your '96 catalogue. Price $4.50. Discount to jobbers on application.

The Place & Terry Mfg. Co.,

215 Centre St., New York.

Mention The Bearings

Nearly 60,000 Sold!

A good enough testimonial for shrewd buyers
We furnish you standard goods at fair prices
We guarantee legitimate values
We sell you goods worthy the name PIANO
We can interest you in a choice selection

PEASE PIANO COMPANY

248 Wabash Ave. Chicago.



SADDLE AND TOOL BAG LEATHER

In Black, Russet, and Colors.

The Marathon brand of leather is used by the leading manufacturers in the world.

Marathon

Write us for prices and samples.

JOHN DUNPHY & SONS,

Tanners and Manufacturers,

29 Ferry St., New York. ... Factory, Marathon, N. Y.

Mention The Bearings

NO MAN SHOULD RIDE A WHEEL WITHOUT A JOCK STRAP.



Many have injured themselves by so doing.

Wear De Garmo's Ventilated,

IT IS

Proper Shape, Light,
Cool, and Comfortable.

Ask your dealer for it, or mailed on receipt of 50c. in 2-cent postage stamps.

G. J. DeGARMO,

122 E. 23d Street,

Mention The Bearings NEW YORK.

BARNES' IMPROVED BICYCLE WRENCHES.

Our wrenches are light, strong, neat in appearance, and the most convenient for use of any in the market. They are finely finished and nickel-plated. Weigh from 4¾ to 7 ounces. '94 resembles '95, but is lighter.

SEND FOR CIRCULAR.



92 PATTERN.



'93 PATTERN.



'95

Barnes Tool Co.,

P. O. Box 241,

NEW HAVEN, CONN.



"EUREKA"

The Handiest, Cheapest, and Most Practical Basket and

LUGGAGE CARRIER

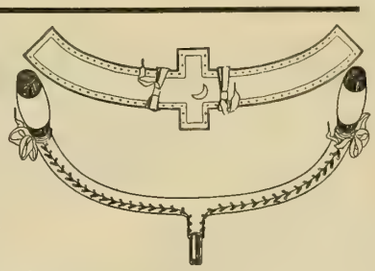
in the Market.

One agent sold four dozen in one day.
Price 25c. and 40c. Two samples sent prepaid for 50c.
Jobbers write for discounts and electro.

Manufactured by F. A. RUFF, 598 12th Street, Detroit, Mich.

Mention The Bearings

SPAMER HANDLE-BAR COVER.



The above cut represents a new device for wheelmen.
It is designed for the protection of the hands while resting on the metal surface of the bar.
It avoids all chafing of the hands, also affording to the rider a better hold.
The handle-bar cover is a protection of the eyesight against the glitter of the metal.
It gives to the wheel an elegant appearance, and saves the nickel plating, which is the first thing about the wheel to show wear.
For long-distance riders its advantages are manifold.
It is an indispensable adjunct to bicycles.
The covers are made of soft leather (with lacings of contrasting colors), in different lengths to fit all handle-bars.

PRICE, $1.00.

SPAMER MFG. CO., 3351 Morgan St., ST. LOUIS, MO.

Mention The Bearings

Palm, Fechteler & Co.

3 West 13th St., NEW YORK. 45 La Salle St., CHICAGO.

GIVE A TONE AND FINISH TO YOUR WHEEL BY USING OUR TRANSFER SYSTEM (**decalcomanie**) OF NAME-PLATES.

LIGHT. ORNAMENTAL. FIXED.
CAN NOT BE REMOVED.

Prices, designs, and ideas furnished on application.

Mention The Bearings



Athletic Knitting Co.

UTICA, N. Y.

Manufacturers of the largest variety of

Full-Fashioned Sweaters, Turtle Neck, Lace Front, Hood; Hunters', Golf, and Silk Sweaters. Also Ladies' Swiss Sweaters, reach only to the Skirt; Big, Bigger, Biggest Sleeve Sweater made.

CHICAGO OFFICE,

L. B. COX, 147 5th Ave.

Mention The Bearings

ARE YOU INTERESTED?

THE CHICAGO BORAX SCALE DISSOLVENT

will remove borax scale from brazed joints in from **five to fifteen minutes, with absolutely no damage to the metal.**

We should like to tell you more about it.

SIDWAY MFG CO., 32-40 S. Jefferson St., CHICAGO.

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WE CAN'T WABBLE.

The Automatic Bicycle Balance.

Will Balance the WHEEL to PERFECTION.

Increases the **pleasure** of riding 99 per cent. Will prevent all wabbling and keep the front wheel **straight ahead** over **rough** or smooth **roads,** turning circles and corners. Steady and true. Can ride double the distance without tiring with 1-10 the attention. In fact, the rider does the pumping, the Balance does the rest. Greatest invention yet; can ride without the use of the hands; will prevent the wheel from falling down when not in use.

The Balance consists of two highly tempered, quick acting springs, 1½-inch long, and three small collars or clamps, weighing only two ounces. Can be placed on any wheel in five minutes, and is almost unseen. **Price,** nickel plated, **$1.25;** black enameled, **$1.00.** Discount to the trade. If your dealer has not got them, send direct to

SPECIALTY MFG. CO.,
Box 1 A, 334 Central Park, West, New York.

When ordering give size of tubing in frame Agents wanted. Send for discounts and pamphlet.

Mention The Bearings.

Are you looking for

BICYCLE TUBING?

If you are, we have it for sale. Every tube the best weldless English make. First come, first served.

GARRATT-FORD CO.,
276 Franklin Street, Boston, Mass.

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Cycling West

Weekly

ONE YEAR, $1. NO MORE. NO LESS.

Read it and be up with the times.
The most interesting cycling paper of the day.
Send postal for sample copy.

The Cycling West Publishing Co.
DENVER, COLO.



DODSON MANUFACTURING CO.

Makers and Jobbers of

Bicycle Material and Sundries

Tubing.
Forksides.
Sprockets.
Hubs.
Cranks.
Finished Frames.
Comp'ete Heads.
Complete Crank Hangers.
Pedals.
Bearing Cases.
Coasters.
Rear Fork onnections.
Head Cups.
Steps.
Chain Adjusters.
Head Clips.
Hardle-Bar Tees.
Fork Crowns.
Chains.
Anti-Friction Balls.
Spokes.
Nipples.
Wood Rims.
Steel Rims.
Washers.
Tires.
Cements.
Repair Outfits.
Crank Pins.
Saddles.
Cork Grips.
Pumps.
Tool Bags.
Wrenches.
Deatchable Foot Brakes.
Bells.
Mud Guards.
Trouser Guards.
Detachable Lamp Brackets.
Toe Clips.
Bicycle Oils.

233 RANDOLPH ST., CHICAGO.

Mention The Bearings

HIGH GRADE BICYCLE PARTS AND SUNDRIES.

Cups, cones, and special parts for bicycles made to order in small or large quantities.
Write us for prices.

A blue print of '96 bicycle frame, showing our fitt ngs, angles and lengths of tubing, will be mailed, postpaid, upon receipt of 25 cents in stamps or currency.

JOHN GRANT COMPANY,
39 TO 43 W. WASHINGTON ST., CHICAGO, ILL.

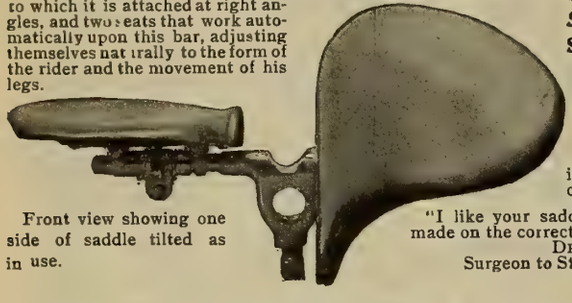
Mention The Bearings

AUTOMATIC BICYCLE SEAT.

(PATENTED.)
A BOON FOR ALL RIDERS OF THE WHEEL.

It is composed of a Carrying Bar that crosses the regular saddle bar, to which it is attached at right angles, and two seats that work automatically upon this bar, adjusting themselves nat rally to the form of the rider and the movement of his legs.

Will soon have cane seat.
Watch for cut.



Front view showing one side of saddle tilted as in use.

SIMPLE.
SENSIBLE.
SCIENTIFIC.
HANDSOME.
HUMANE.
HEALTHFUL.

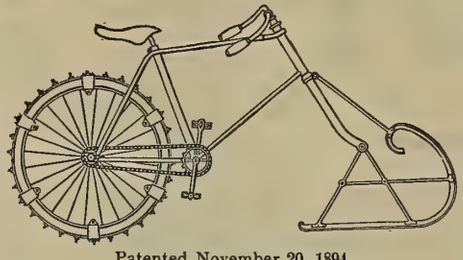
The following extract is taken from a physician's letter:

"I like your saddle very much. It is made on the correct principle."
DR. W. T. DODGE,
Surgeon to St. Mary's Hospital,
Big Rapids, Mich.

PRICE, $5.00 FOR SALE BY
AUTOMATIC CYCLE SEAT CO., GRAND RAPIDS, MICH.

Mention The Bearings

ICE-BICYCLE ATTACHMENTS.



Patented November 20, 1894.

A new era in cycling. Something new, novel, and useful. No room for improvements. Perfect in every detail. It will be your own fault if you don't get in line and get one and enjoy the sport with the multitudes who will use them this winter.

Time Test—Quarter mile in twenty seconds.

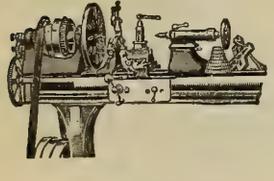
Write for catalogue or call on your dealer for further information.

CHICAGO ICE-BICYCLE APPARATUS CO.
Lakeside Building, - - - CHICAGO, ILL.

Mention The Bearings

Bicycle Repair Shops

BARNES LATHES



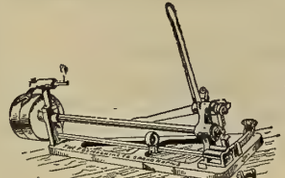
We carry a complete line of Foot Power Machinery, Lathes, Tools, Vises, Forges, etc., that are especially adapted for Bicycle Repair Work. Send 4 cents in stamps for our 100-page illustrated catalogue.

New York Standard Cyclometers, $1.25 postpaid.

THE WILKINSON COMPANY
83 RANDOLPH ST., CHICAGO.

Mention The Bearings

WHY! THE IDEA!!



Just think how heedless a bicycle maker is who hasn't written for cuts and prices of the

Fox Tube Cutter

A hack saw or screw machine will not cut one-tenth as much tubing as the FOX TUBE CUTTER. And see the saving in having the ends of the tube clean and free from burr and chips. Get our circulars of Tube Cutter, Rim Drill, and other bicycle machinery.

Fox Machine Co. = 240 North Front Street, Grand Rapids, Mich.

MAKERS OF THE FAMOUS FOX BICYCLE,

Mention The Bearings

The manufacture of **CYCLE CHAINS** is not a **side issue** with us. **It is our sole business** and that is why ours are

The Standard Chains of America.



We have the ONLY PRACTICAL HARDENED RIVET MADE.
It will pay you to investigate it.

Indianapolis Chain & Stamping Co., Largest Factory in the World....

First in America, 126-128-130 W. Maryland St., INDIANAPOLIS, IND.

ROGER B. McMULLEN & CO.,
139 Lake St., Chicago, and 309 Broadway, New York City, GENERAL U. S. SALES AGENTS.

J. S. LENG'S SON & CO.,
4 Fletcher St., New York City,
New York Depot.

New England Depot,
ELASTIC TIP CO.,
370 Atlantic Ave., Boston, Mass.

MENTION THE BEARINGS

BELLS! BELLS! BELLS!



First in Quality.
First in Quantity.
First in the Estimation of the People.



Read and be convinced.

BIGELOW & DOWSE, Boston, Mass:
We are pleased to advise that, having handled a large quantity of your Cycle Bells this year, we have found them to be very satisfactory goods in every respect and have had no complaints whatever from them in any way. We recommend them as being first-class goods and hope to use a large quantity of them the coming year.

LAYMAN & CAREY CO., Indianapolis, Ind.:
The Bicycle Bells that we have sold of your make have been very satisfactory, and have been well liked by the trade. The tone is very good and the workmanship is at high standard, we not having had a single complaint in any way, which is a satisfaction to us, as some bells we have handled have been returned on account of getting out of order.

THE MCINTOSH-HUNTINGTON CO., Cleveland, Ohio:
We are pleased to advise you that we have sold your bells with a great deal of satisfaction during the present season, and, so far as we can learn, that they have been liked by the dealers to whom we sold them equally as well as those of any other manufacturer.

N. N. HILL BRASS CO., East Hampton, Conn.

Mention The Bearings

WE RECOMMEND

Smiths' Wooden Rims and Guards

Garford and Hunt Saddles.

Have few equals and no superiors.

DIAMOND TIRES

For that reason we recommend them to our trade

"A. & M." Wrenches.

Indianapolis Chains.

And all our regular lines.

ROGER B. McMULLEN & CO.

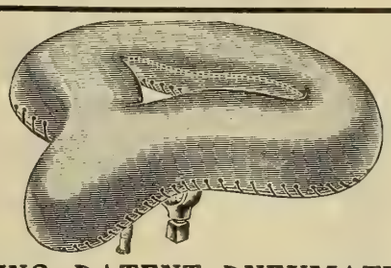
139 Lake St, Chicago. 309 Broadway, New York City.

Mention The Bearings.

No. 1

Dimensions: Length, 7½ in. Width, 9 in.

Price: $5.00



No. 2

Dimensions: Length, 6 in. Width, 10 in.

Price: $5.00

THE CUTTING PATENT PNEUMATIC SADDLE

Read what one of Chicago's most prominent physicians says about it:

MESSRS. CUTTING & KAESTNER, 164 West Van Buren Street, City. CHICAGO, ILL., August 23, 1895,

Gentlemen: You have asked my opinion about your Pneumatic Saddle for the bicycle. I consider it the easiest to ride, the most practical and sensible saddle for both men and women I have yet seen. I cheerfully recommend it in preference to the hard saddles most commonly in use. It is much more healthful from a hygienic point of view. There is no pressure upon the perineum, causing irritation of the prostate, which is a great fault of the hard saddle.

In all cases of people who suffer from hemorrhoidal or other troubles of the anus, as well as for those who have undergone operations for hemorrhoids or fistula, there is no easier or safer saddle made. I am sure your saddle will be adopted by all who wish to ride comfortably.

Office, 297 E Indiana St. Yours truly, S H. WATSON, M. D.

Liberal discounts and exclusive agencies given to hustlers.

CUTTING & KAESTNER, 162-164 W. Van Buren St., Chicago, Ill.



IT MAKES THE TOOL-BAG AIR-TIGHT,

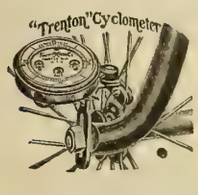
excludes dust, and protects the tools from rusting.
Send for catalogue and samples.

The CHAMPION MANUFACTURING CO., 424 Broome St., NEW YORK

Watch for advertisement in next number.

Mention The Bearings

"NOT CHEAPEST, BUT BEST."



Trenton Cyclometers

If you want an instrument on which you can depend, which you can conscientiously recommend, get a "Trenton."

They are light, strong, accurate, and not likely to get out of order, and fully guaranteed. Ask to see them. Seeing is believing. You will then want no other.

TRENTON WATCH CO., Trenton, N. J.

Mention The Bearings

Robertson's Famous Human Harness.



FAMOUS As a speeding device for bicycle riders.
FAMOUS As a device for keeping the human form erect.
FAMOUS As a spinal column supporter.
FAMOUS As a complete shoulder brace.
FAMOUS As a resting device for riders.
FAMOUS As a complete balance for the limbs.
FAMOUS As a device for providing elasticity of the limbs in walking
FAMOUS As its adaptability to old and young in every vocation of life.

Price, all Silk, any Color, $2.25: Lisle Web, $1.50.

Sent prepaid on receipt of price.
In ordering, give height and bust measure.

ROBERTSON'S FAMOUS HUMAN HARNESS CO.

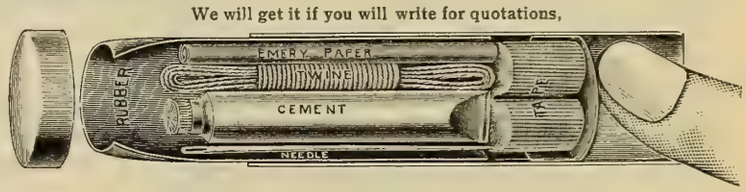
255 S. Halsted St., CHICAGO.

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WE WANT YOUR ORDER FOR

RED REPAIR OUTFITS For Single and Inner-Tube Tires.

We will get it if you will write for quotations,



You can depend on our material in both quantity and quality.

Perfumed Kerosene Oil in Cans for your Bicycle Lamp.

Originators of Cycle Specialties.

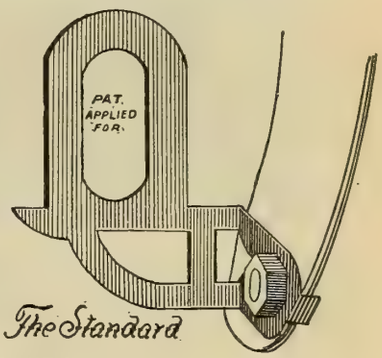
MASON & MASON CO., 587 W. Madison Street, Chicago, Ill.

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MANUFACTURERS...

ORDER YOUR

Lamp Brackets



FOR '96 WHEELS FROM US NOW

Prices right. Send for sample.

WHAYNE MFG. CO., = = Louisville, Ky.

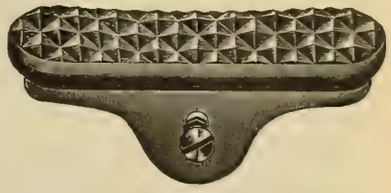
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REDUCTION IN PRICE!

THE CURTIS

ADJUSTABLE

PEDAL RUBBER



Thousands of them sold already. One of the nicest things ever invented

$1.00 PER SET OF FOUR.

With screws to hold them on. Sent post paid on receipt of price
Will fit any rat-trap pedal with straight plate.

The Reed & Curtis Machine Screw Co., Worcester, Mass.

Mention The Bearings

Frank Bender

63 Fulton St , NEW YORK CITY.

Name-Plates...



DIE SINKER, ENGRAVER
MEDALS, TOOL MAKING,
MODELING IN WAX,
MOLDS FOR METAL JAPANESE ORNAMENTS.

Mention The Bearings



The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents, B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

THE R. W. McCREADY CORK CO.,

43, 45, 47 Illinois St., CHICAGO.

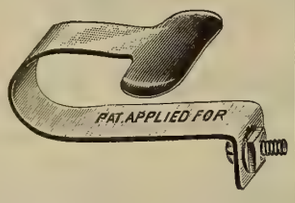
MENTION THE BEARINGS

THE FAVORITE TOE CLIP

Made in sizes to fit the shoe and made of tool steel. Every pair warranted. Be sure and send size of shoe.

Retail price

75c.



WOOD RIM PRESERVER.---It prevents the rim from cracking, and gives a fine appearance. Prepared in all colors. Jobbers and retailers write for prices.

HAGMANN & CO., 1042 W. Van Buren St., Chicago, Ill.

Mention The Bearings

RED CROSS COLORED ENAMELS.

For brilliancy, durability, and high-grade finish there is no enamel on the market equal to the Red Cross. We will warrant this enamel not to contain one particle of asphaltum.

We can furnish it in all the following colors; White, black, cream, yellow, rose, robin-egg blue, deep blue, orange, primrose, vermilion, light green, cycle blue, and drab.

Either air-drying or baking, furnished in bulk, in any quantity desired.

Send for our catalogue and prices of the best selling line of sundries on the market.

Get our electros for your catalogue.

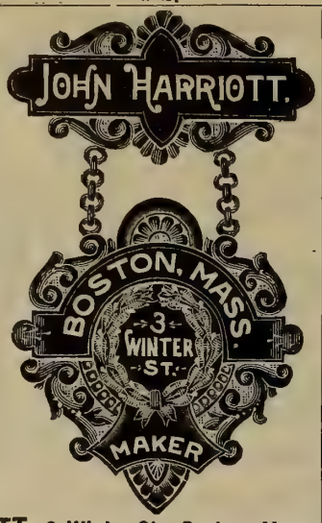


Price, per can, 50 cents.

ARLINGTON U. BETTS & CO., Toledo, Ohio.

Mention The Bearings

CLUB PINS AND PRIZE MEDALS CHARMS JEWELS ETC.



Send for Designs and state the events

JOHN HARRIOTT, 3 Winter St., Boston, Mass.

Mention The Bearings

SEE!!

Bicycle Name Plates.
Toe Clips.
Lamp Brackets.
Show Souvenirs.

S. D. Childs & Co.,
Chicago.

Mention The Bearings

Bicycle Pumps



15 Different Styles.

HAND PUMPS.

FOOT PUMPS.

FLOOR PUMPS.

POWER PUMPS.

"CYCLONES" ARE BEST.

Insist upon having them.

ALSO

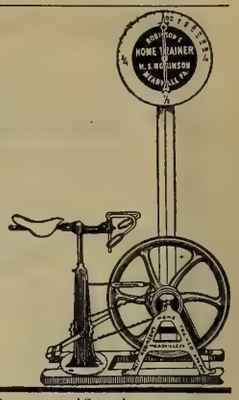
PUMP CONNECTIONS

of all kinds, perfect fit guaranteed. Liberal discount to dealers.

THE DAVIS & STEVENS MFG. CO.

Mention The Bearings — Seneca Falls, N Y.

Robinson's Home Trainer



The greatest EXERCISING, TRAINING, and RACING MACHINE in the world.

Send stamp for description and prices.

Runs exactly like a bicycle.

H. S. ROBINSON,
MEADVILLE, PA.

Mention The Bearings

DON'T WEAR

Bloomers



USE PETERSON'S

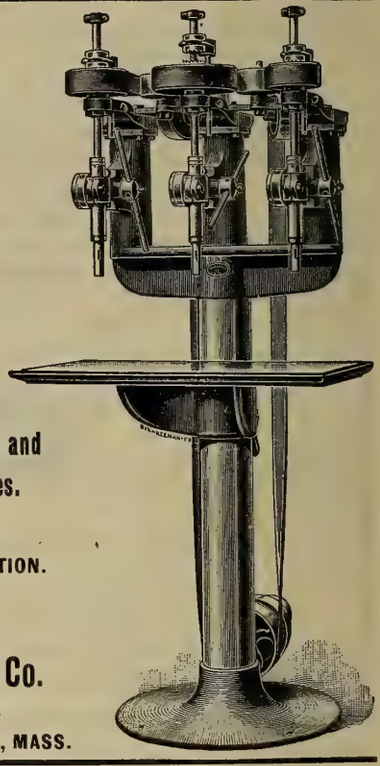
Bicycle Skirt Holder

and keep your skirts down. Invisible, adjustable, and easy to walk in. Sample, by mail, 50c. Dealers, write for prices. Manufactured by

H. S. PETERSON & CO., 112 Clark St., Chicago, Ill.

Mention The Bearings.

We manufacture the finest sensitive **Drill** made for **Bicycle Work** in one, two, and three spindles.



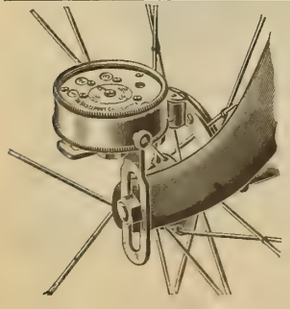
CATALOGUE ON APPLICATION.

The Geo. Burnham Co.
24 Hermon St.
WORCESTER, MASS.



Wire-Bound Wood Rims are the only reliable Road Rims made; they can not split or break; make a perfect riding bicycle. S. N. Brown & Co. DAYTON, O.

Mention The Bearings.



Have you a MODEL 1894 **Bridgeport Cyclometer?**

Do you want to exchange it for a '95 Model "A"? Then read this offer:

Upon receipt of 60 cents with your 1894 Bridgeport Cyclometer we will alter over to our new, improved, 1895 Model "A," with celluloid face plate and enlarged figures, and return to you by mail. This includes cleaning and re-nickeling. **Also, we will change for 35 cents** a 28 inch instrument to a 30 inch, or a 30 inch to a 28 inch, if this amount is mailed to us with cyclometer. Remember that our guarantee makes good any defect found in our cyclometers which is not due to the owner.

BRIDGEPORT CYCLOMETERS FOR 1895, will be made in three styles and will be fully guaranteed. Model "A" registers 1,000 miles. Model "B" registers 1,000 miles and has a bell attached which rings at every mile. Model "C" registers 10,000 miles and repeats, and can not be set back to zero. Sold by all dealers. Send for illustrated list.

THE BRIDGEPORT GUN IMPLEMENT CO., 313 & 315 Broadway, NEW YORK.

Cafe Brauer

Formerly Winter's Cafe,
Cor. State and Van Buren Sts.

Has Reopened at 231 State St.

Near Jackson St.

GOOD
BETTER
BEST

THREE DEGREES OF EXCELLENCE.

We have attained the third degree in making name-plates that are noted for their

ORIGINALITY AND SUPERB FINISH

Correspond with us.

C. H. HANSON, 44 Clark Street, CHICAGO, ILL.

WE MAKE

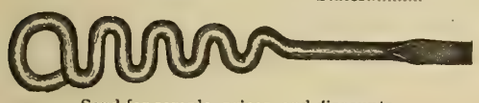
SOUVENIRS FOR THE CYCLE SHOW

MEDALS, BUTTONS, ETC.

Mention The Bearings

The Best Steel Screw-Driver made

Used and indorsed by the leading manufacturers of the United States.....



Send for sample, prices, and discounts.

Send for Catalogue.

Also manufacture Bicycle Stands, Saddles, and Lamp Brackets.

L. M. DEVORE, Freeport, Ill.

Mention The Bearings

W. W. Hutchinson

25 Styles. 25 Colors.



All Sizes. All Qualities.

SEND FOR '96 SAMPLES.

P. O. Box 796 B. ROCHESTER, N. Y.

Mention The Bearings

FAT PEOPLE.

Park Obesity Pills reduce your weight 15 pounds a month. NO STARVING, wrinkles, or injury. NO EXPERIMENT, positive relief. Price $2 by mail prepaid, particulars (sealed) 2c.

PARK REMEDY CO., BOSTON, MASS.

1895 High Grade Bicycles



Shipped anywhere C.O.D. Saving you dealers profit.

$100 Oakwood for $62 50
$85 'Arlington' " $45.00
$65 " " $37.50
$20 " " $10.90

Latest models, wood or steel rims; pneumatic tires, weight 17½ to 30 lbs.; all styles and prices. Large illustrated catalogue free.

Cash Buyers' Union, 162 W. VanBuren St. 132 Chicago

Mention The Bearings

FOR SALE, WANTED, TO EXCHANGE.

Advertisements under this head, 3 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

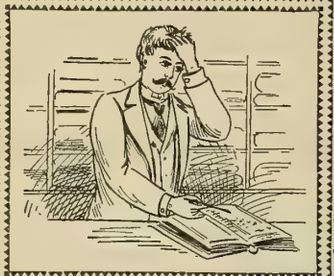
WANTED—By one who expects to take a trip through to the Western Coast, a line of bicycle novelties and sundries to sell en route. If you have a good thing let me push it along.
J. A. BARKHUFF, Amsterdam, N. Y.

WANTED—Superintendent in bicycle factory desires a change. Address: W. A. P., care "The Bearings."

FOR SALE—Lady's '95 Fowler. Almost new. First class condition. Address: R., care "The Bearings."

WANTED—Manufacturers selling agency for repairers' tools, bicycle specialties, parts, and sundries.
JOBBER, 1753 Juniata St., Philadelphia, Pa.

SCRATCH YOUR HEAD



It's hard work to remember that charge. Sometimes never think about it. Lots of money lost this way.

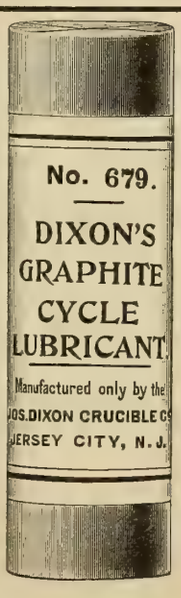
THE BAXTER REGISTER

(simple and accurate) looks after the cash and charge sales; gives the customer a bill, cashier or spindle a duplicate, while it retains third record inside under lock and key; all at one writing. Only costs $15.00.

SEND FOR CATALOGUE.

340-342 Dearborn Street, CHICAGO.

Mention The Bearings



SAMPLE FREE

To dealers who send business card.

Wheelmen who can not obtain it from their dealers will never regret sending 15 cents for sample.

There is no article in the market equal to it.

Jos. Dixon Crucible Co.

Jersey City, N. J.

Mention The Bearings



A FEW STROKES FILL THE TIRE

HAVE YOU OUR PRICE ON THIS PUMP?

THE GOULDS MFG. CO.

SENECA FALLS, N. Y.

Mention The Bearings

LAPEL BUTTONS

All classes of metal advertising novelties and the

Photographer's Pure Aluminum Developing Pan

Manufactured by

Thomas M. Goodwin, 425 Plum St., Cincinnati, O.

Mention The Bearings



The POCKET KODAK.

A Camera the cyclist can carry with comfort. . . . . . .

CHICOPEE FALLS, MASS., July 15th, 1895.

GEORGE EASTMAN, Treas.

Dear Sir:

I want to tell you how pleased I am with my Pocket Kodak—it is *all right* and a success every way. I wish every one of our army of Victor riders had one.

Very truly yours,
A. H. OVERMAN.

Pocket Kodak, loaded for 12 pictures 1½ x 2 in., - $5.00
Developing and Printing Outfit, - - - - 1.50

EASTMAN KODAK CO.

Sample photo and booklet for two 2-cent stamps. ROCHESTER, N. Y.

NOVEL BICYCLE CUTS.

WRITE BOX 327, CINCINNATI, OHIO.



In your '96 catalogue be sure to list the

Chicago Grip.

1 and 2 1-2 inch cuts furnished without charge.

Avery & Jenness,

6245 Oglesby Ave, - - - CHICAGO

Acknowledged to be the best on the market, our

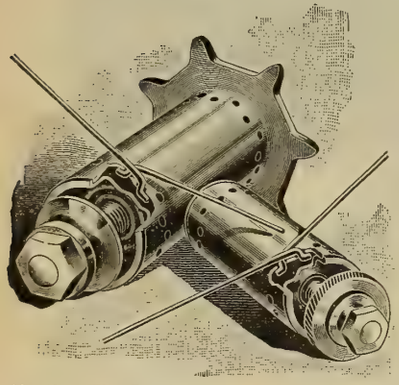
EYELETED WOOD MUD GUARDS AND CHAIN GUARDS.....

Send for samples.

INDIANA NOVELTY MFG. CO.,
MAKERS OF PLYMOUTH WOOD RIMS.
PLYMOUTH, IND.

Mention The Bearings

CULLMAN TUBULAR HUB.



STRONG—SIMPLE—NO FLANGES—TREAD DECREASED—SPREAD OF SPOKES INCREASED—MADE OF A SIMPLE PIECE OF TUBING—SPROCKET BRAZED OR THREADED



SNELL CYCLE FITTINGS CO.,

SOLE SELLING AGENT. TOLEDO, OHIO.

Mention The Bearings

WRITE US FOR 1896 ADVANCE SHEET.

THE 1896 NORWOOD?

HAVE YOU SEEN

SCHLUETER CYCLE MFG. CO.
CINCINNATI, OHIO.

MENTION THE BEARINGS.

PRINTED AND BOUND BY W. F. HALL PRINTING CO., PLYMOUTH PLACE CHICAGO.

Aluminum Finish (Patented) Handsome Durable.

Stiff wheels at a stiff price.

"The Handsome Wheel."

ANNOUNCEMENT...

. . . . There is one firm that is not going to quadruple its output next year, by rushing . . wheels through, and slighting construction and finish. It intends only to supply those who want a reliable, quick-selling wheel, finished the handsomest of any bicycle in the world. That wheel will be **The '96 Superb Smalley.**

PLYMOUTH CYCLE MFG. CO.
Plymouth, Ind.

Beautiful Finish will be a Winner next year.

THE WINTON IS A WINNER.....

THE WINTON IS A WINNER

All the surprises of modern accomplishment are shown in our 1896 WINTON BICYCLES, and wherever exhibited they immediately win the unstinted admiration of all by reason of their incomparable beauty and artistic magnificence.

Mr. Dealer, we can meet your ideas in the matter of superior quality and territory arrangement, for which we solicit your early application.

THE WINTON BICYCLE COMPANY,
108 PERKINS AVE., CLEVELAND, O.

NOTHING BUT.....

The Kenwood

1896

On top in our ads as well as in our wheels. After eight years of painstaking care by the best trained and experienced labor, our wheels for 1896 will come to you a

PARAGON OF EXCELLENCE

Look next week for cuts and detailed description. Write for catalogue and agency.

KENWOOD BICYCLE MFG. CO., 253-255 S. Canal St., Chicago, Ill.



POINT WITH PRIDE

The makers, agents, and riders point with pride

TO THE STEARNS

As the leader in advanced ideas of mechanical construction. Being the first to adopt and indorse single diamond frame, straight top tube, wood rims, narrow tread, adjustable handle-bars, judiciously light weights, the Stearns is justly entitled to rank

AS THE LEADER OF MODERN BICYCLES.

"The Yellow Fellow" is mechanically sound. Our new model will be little short of a revelation to the cycling world.

E. C. STEARNS & CO., Makers, Syracuse, N. Y.; Toronto, Ont.; Buffalo, N. Y.; San Francisco, Cal.

Border copyrighted, 1895, by E. C. Stearns & Co.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 15
CHICAGO, NOVEMBER 7, 1895.

TWO RECORDS DROP.

Gardiner Lowers the World's Mile Amid Frantic Enthusiasm—Coulter Breaks the Three-Quarters and Rests Happy.

LOUISVILLE, KY., Nov. 4.—Art J. Stackpole, Gardiner's trainer, is running around this afternoon saying: "Didn't I tell you that Arthur Gardiner was after that mile record? Well, didn't he get it?"

This has been another fine day, and advantage was taken of it by Gardiner and Coulter. Gardiner made the first attempt. He was paced by the two quad teams, the one composed of Lund, Rau, Vogt, and Bainbridge, and the other of Bowler, Skelton, Van Herik, and Bezenek. The start was made in fine shape and the speed increased with each revolution of the pedals. The quad was unable to shake Gardiner, who

Was Lapping the Rear Wheel

the entire distance. The pick-ups were made in excellent shape, not even a fifth being lost in the change from one to the other. The men knew from their Sunday experience that they could ride fast, and they wanted that mile for one of their boys. The crowd in the stand was almost frantic when it saw that there was a chance for Gardiner to get that record, and the efforts of the riders were redoubled. On the approach to the tape Gardiner tried to pass the quad, but was unable to get farther ahead than the second man on the big machine. The time, however, was a world's record. The intermediate times were: Quarter mile, :28⅗; one-third, :33; half mile, 50⅗; two-thirds, 1:07⅗; three-quarters, 1:15⅗; one mile, 1:42⅗. He rode a Thistle.

Coulter's Fast Three-Quarters.

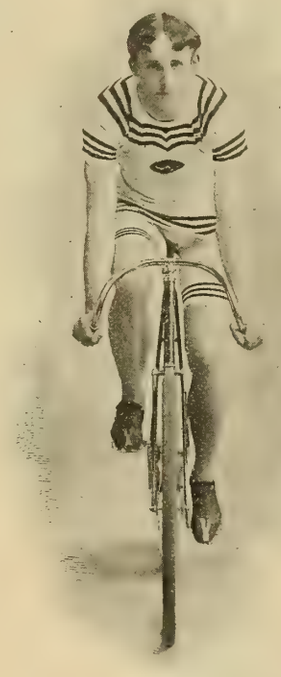
After giving the boys a chance to rest, the quad was called out to pace C. R. Coulter for an attempt on the three-quarters, flying start, paced. With the same good pacing by the same quad teams, Coulter landed the record. The times made for the intermediates were faster than Gardiner's, but he lost a little from the latter's three-quarter mark. This was due to a slight wind that arose after the start was made.

The intermediate times were: One-third, :32⅕; half mile, :50⅕; three-quarters, 1:18⅕.

They Quit, Satisfied.

With two of the best records dangling at their belts, the boys thought that they had done a good day's work and stopped for the day.

Gardiner's time for the three-quarters was 2⅗ seconds better than Coulter's record, but, under the Racing Board's ruling, Gardiner's intermediates do not count, as he started for the mile record. Coulter started for the three-quarters, and broke Johnson's record of 1:21, made in November, 1894.



ARTHUR GARDINER.

LAST WEEK IN LOUISVILLE.

LOUISVILLE, KY., Nov. 4.—The past week has been an eventful one on the track for the racing men. Not many records have been made or broken, but other matters have given them enough concern to keep their minds engaged. On Wednesday night the Humber team, under the management of Willis B. Troy, suddenly appeared in town unannounced, and made their way to the track on Thursday morning, and they have been hard at work ever since getting themselves in shape for more records before they leave this section of the country. The members of the team are Peter J. Berlo, Chas. E. Kluge, I. A. Silvie, William F. Saunders, Jay Eaton, Robert McCurdy, J. F. Starbuck, George Cutter, and William Hawes. The quintuplet, of course, is a part of their outfit, and they were very anxious to try it on the track. When it was put on and ridden it

Made the Turns very Gracefully,

and a great deal of favorable comment was passed upon its smooth working. The absence of the grinding noise with the chain motion is very noticeable; it makes very little more noise than a single wheel. It is geared to 100 only, but with a little practice the men claim that they can set a pace so fast that no one can follow it—but that remains to be seen. Berlo is very confident that he can do it, and that he will put the figures for the mile at 1:40 or less.

Astonishing as was Berlo's arrival, more so was that of Windle bright and early on Friday morning. He was not expected, as all thought him well satisfied at Chillicothe; but the weather was so disagreeable there that the party had to leave, and thought this the best place to come to.

Windle is Managing His Own Team,

which consists of F. M. Haggerty, James Clark, Nat Butler, George H. Thatcher, Burnes W. Pierce, and H. L. Woodward. The scene of the meeting of the Berlo and Windle teams, and their actions toward each other, was very much like a meeting of some crackajack members of the C. O. P. at some country fair, where each one believed that he was the only one who knew anything of the occasion and felt that the other was intruding upon one of his private snaps. Both teams found pleasant weather and have been congratulating themselves that they came here, notwithstanding the presence of the other.

The track and grounds of Fountain Ferry Park are filled with more racing men than have ever been congregated there at one time before.

The House is Filled to Overflowing

and some of the men are quartered at the neighboring houses, but take their meals at the park. The ladies' dressing-room under the grand stand has been turned into the Humber training quarters, while the old lunch-stand room is being used as the Barnes quarters. The other smaller rooms have been apportioned among the other boys, and a stove in each room makes them as pleasant as those of a house.

It is now absolutely certain that Louis Gimm will not be here, as the final declination of his employers was received last week. Twyman and Searle will make the attempt alone unless some other rider shows up between now and the time of the trial.

Friday Afternoon Wasted.

On Friday afternoon the sun came out clear and warm, and the officials went down to the track prepared to assist in making more records. When all of the riders were ready it was found that the quad was out of order, and then everything had to be stopped until the machine was put in order. By that time the best part of the afternoon was gone. This emphasizes the assertion that no team out for records should be unaccompanied by a competent repair man. The Humber team has this advantage, as Berlo carries an entire outfit of tools with him and can repair any wheel, no matter how badly it is injured, unless it should need brazing; he has no facilities for that part.

Ziegler's Pacers go too Slow.

Ziegler was brought out for an attempt at the standing start, two-third-mile record, paced by the quad team. The first start was made very badly and they were recalled. The second attempt was made in better shape and they continued. The pace was not fast enough for Ziegler, and he kept continually calling to the quad team to go faster. If he tried to go ahead of them they would go just fast enough to get in his way. With these disadvantages he managed to make the distance in 1:14⅘, reducing Johnson's time by one-fifth. If he had had better pacing there is no doubt that he would have made it several seconds faster.

The Men Celebrate Hallow'een.

The boys were out in great shape on Hallow'een night, and the park looked as if a cyclone had struck the place. Every chair in the park, as well as the tables, were taken and hung up in the trees. Some of them on the lowest limbs and some in the very top branches, while others were put

on top of the grape arbor. The kitchen stove was placed on the roof of the kitchen, and everything movable was scattered over the place. The barn fared worse perhaps than any part of the premises. A calf was taken up into the grand stand of the track, and when found the next morning was complacently making its breakfast off the flags and decorations placed there during the G. A. R. encampment. A sheet was borrowed from one of the beds, wrapped around a chair, and pulled to the top of the flagstaff in front of the house. The greatest feat was performed upon the family carriage, which was taken out of the barn and placed on the top of the very steep roof, where it defied discovery until one of

The Conspirators Pointed it Out.

Proprietor Landenwich drew the line at this part of the affair, as he could not see how it was to be lowered. So he called the boys together and made them a speech in which he stated that it would always be a mystery how they ever got the buggy up there and that he wanted them to get it down without his knowledge of how it was done so that he could always remember that they had placed it there and had taken it down. No one touched it during the day, but when Mr. Landenwich arose the next morning the buggy was standing on his front porch. The heavy delivery and general baggage wagon was placed inside of the gate-lodge by lifting it over the side railing. While part of the crowd was engaged in these things, another part was going through the rooms of the marauders carrying away and hiding everything portable. Some of them had no covering left for their beds. Arthur Gardiner's famous red hat was misplaced in the general proceedings and was not found until Friday night, when it was discovered in a corner of the dining-room.

Senn Gets a World's Record.

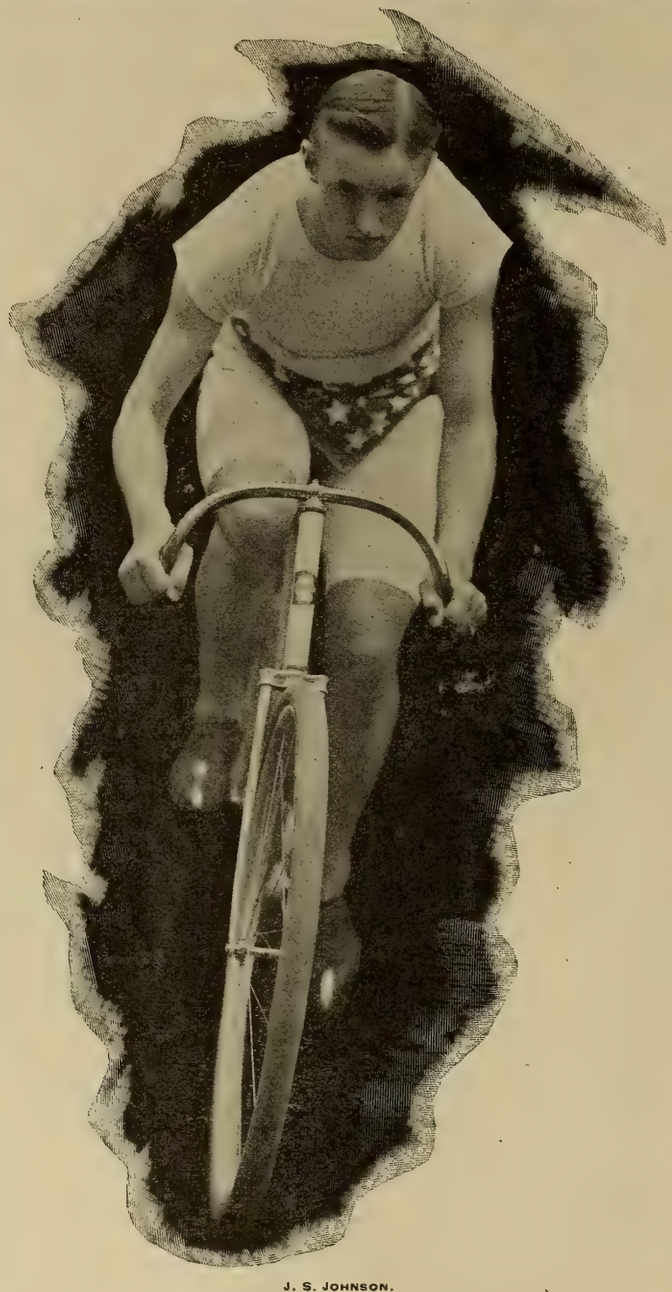
Last Saturday was another ideal fall day, and the boys began their preparations early and were able to take advantage of every minute. A. F. Senn made the first attempt and made a world's record (professional) for two miles, flying start, unpaced, doing it in 4:29. The first mile was ridden in 2:10, and the finish showed the staying power of the man.

H. A. Caperton and C. Kindevatter, on a tandem, made a new record for tandems, riding five miles unpaced, with flying start, in 11:14.

S. C. Cox rode a third-mile, standing start, unpaced, in :42⅖ and claims it as a Class A record. He was transferred to Class B several months ago, but has never ridden in that class, and has also tried to have the transfer withdrawn. No publication of the withdrawal has been made in the official bulletin and his side of the case could not be substantiated.

Gardiner Rides a Fast Mile.

Yesterday was as fine a fall day as any one could desire, and over 700 people were in the stand watching the boys practice. The Morgan & Wright teams were trying pick-ups to perfect themselves in the only deficiency of the quad teams, and after several trials they were given a chance to see how fast they could take Arthur Gardiner around.



J. S. JOHNSON.

The first quad, with Arthur tacked on behind, had a good start when they crossed the tape, and were told to try as hard as they could. The second quad made a beautiful pick-up on the half, and in answer to the encouragements shouted to them from the stand and from the men on the track they bent to their work, with Gardiner sticking to the rear wheel like a leech, and made him ride a mile in 1:46 flat, the best time the boy has ever made. It is greatly to be regretted that it was made on Sunday so that he can get no credit for his meritorious ride.

Rivalry Between the Teams.

After this attempt the quad teams had more confidence in themselves, and tried to do better with De Cardy, but they were too fast and ran away from him. He could not make up the space and had to quit. In justice to him it might be said that he did not know their intentions and was prepared for their usual speed only. If today is as warm as yesterday, it is very likely that several good records can be sent in from the track this afternoon, or the Morgan & Wright, the Barnes, the Humber, and the Windle teams are here for that purpose, and the rivalry between them is a good incentive to do their best. Every one of the men except Ziegler and Windle rode today. Windle was walking around the place looking as if he had lost his best friend, and was very much interested in the doings of his ex-friend Berlo.

Election Returns will Come by Wheel.

The telephone, telegraph, electric cars, horse cars, railroads, and horses and vehicles of all kinds will have to take a back seat in Louisville next Tuesday with the daily papers in collecting election returns. The *Evening Post*, *Courier-Journal*, and *Commercial* have organized corps of the best wheelmen in the city and will depend upon them entirely for collecting the returns.

In the county each man is assigned to a road, and he is expected to go to the end of the county on that road and on his way back to town will stop at each place and get a copy of the official return to be made of the votes cast and get back as early as possible. Speed and accuracy are the necessary points, and past experience has shown that wheelmen furnish the

Quickest and Most Accurate Returns.

In the city each man has a certain number of precincts to look after, and he must stay with them until he gets his copy. This election is the most noted one in the state and in the city, and the first paper out will have considerable to say about its organization.

The wheelmen of the city are being aroused to support several well-known wheelmen who are candidates on the different tickets. Two of them have based their canvass entirely upon the fact of having been wheelmen and on the interest that they have always shown in the interests of wheelmen. One man who is not a wheelman recognizes their power so much that he

Announced Himself a Candidate

for park commissioner on the pledge to do all in his power to have a boulevard made from the end of the brick street through to the Shawnee and Fountain Ferry parks. Of the wheelmen candidates there are three who deserve and should get the undivided vote of the wheelmen. They are G. E. Johnson (democratic) for councilman; E. W. Kelly (citizens) for alderman, and R. C. Kinkead (republican) for park commissioner. In addition to these are Helm Bruce (democratic) and W. O. Harris (citizens) for park commissioners, who are wheelmen, and J. H. Gilbert (democratic) for park commissioner, who is the one promising to work for the boulevard.

WITH THE M. & W. TEAM.

LOUISVILLE, KY., Nov. 5.—This is a tough windy day, and general loafing is in order at Fountain Ferry, so a few words to let you know that the Morgan & Wright team is still represented among the record breakers, may not be out of place. Yesterday was a fine day, and all the boys wanted a trial at their favorite distances, so Gardiner was sent for a little spin behind two quads in order to get a line on a fancy pick-up. He rode very easily and beat the quad out in 1:45⅕. Never was a man in better shape than Gardiner is now, and he has become one of the easiest boys to handle that a trainer would care to know.

Gardiner's Remarkable Performance.

The Windle party is here, and Willie looks fine. Berlo doesn't seem so good, for his "quint" shook him in a trial at the half mile in :51. Both of these men held watches on Gardiner this morning and caught a quarter, unpaced, in :25⅗. This, when considering that the wind was too strong for record trials, is enough to give him credit for a wonderful performance.

About a dozen of the boys have been blowing themselves for guns and rifles lately, and are spending their change for powder, so that the usual games suffer.

May Go to Nashville.

Eck has just wired to Nashville for information regarding track there and its suitability for record trials for short distances, so it is more tha likely that the M. & W. team will be down there some time next week.

WAR IN CAMP.

Chairman Gideon has a Warm Interview with the Board of Trade —Trouble Over the Titus-Cabanne-Murphy Case.

PHILADELPHIA, PA., Nov. 3.—Chairman Gideon returned from his trip through Maryland rather unexpectedly early last week, and after attending to a little business in this city proceeded to New Yoak, where he had an appointment with representatives of the Cycle Board of Trade. Just what was said or done he refused to state to newspaper men, but the main facts eventually leaked out, and they have a tendency to show that the interview was a very stormy one. It is said that Gideon was informed by the representatives of the Board of Trade, through the president of the organization, that they had it on good authority that the affidavits in

The Cabanne-Titus Case

had been doctored to suit the purpose of those who were maliciousty seeking to ruin and disgrace the two men. The Cycle Board of Trade demanded of Chairman Gideon a searching inquiry into the allegations preferred, and their representatives requested an opportunity to inspect the two affidavits of J. B. Sheridan, of St. Louis, one of which is said to have been changed by those who seek the downfall of Cabanne.

The report further goes on to state that Gideon was bluntly informed that if the personal enemies of L. D. Cabanne were permitted to vent their spite upon him through the L. A. W. Racing Board, the expulsion of Cabanne and Titus

Would Mean the End of Racing

under the direction and control of the League. In short, Gideon was informed that the members of the Racing Board could have all their representatives withdrawn from the L. A. W. control an conduct cycle racing themselves upon a professional basis.

In addition to this sensational announcement came a promise from the representatives of the Cycle Board of Trade of big suits to be commenced against the League of American Wheelmen to be instituted on behalf of Cabanne and Titus if they were wrongfully expelled. The Cycle Board of Trade representatives claim that if the original Sheridan affidavit had not been tampered with there was no reason why Chairman Gideon should refuse to permit the representatives of the Cycle Board of Trade to see it.

The Matter Grows in Interest.

The announcement of this interview and the ultimation of the Cycle Board of Trade is attracting widespread interest, and gives the now famous case more pretige than it ever had. The chances of the men's acquittal are brighter than ever, and it is now more than likely that the whole matter will be dropped.

The new half-mile wood track at Point Breeze is fast nearing completion and it is expected that it will be ready for a race meet about the last week in November, probably on Thanksgiving Day. Most of the track proper has been laid, and the little yet remains to be done can be accomplished in a short time.

Will Petition the Railroad.

The Chester Bicycle Club is circulating a petition against the charge for carrying bicycles recently imposed by the Pennsylvania Railroad. They are receiving the support of citizens as well as wheelmen in Chester, Wilmington, Philadelphia, and other cities and towns on the line of the system, and if other organizations would only follow their example, they might meet with success. Classing bicycles as weighing 100 pounds, and charging such an exorbitant rate, is certainly an outrage, as bicycles do not weigh anywhere near 100 pounds and are certainly to be classed as personal baggage.

Palmer Broke the Road Record.

Harold Palmer, a wheelman of Germantown, city, broke all previous records between Philadelphia and Few York last Wednesday by riding the disiance of ninety-five miles, unpaced, in 8:47:00. Far from a world's record, it is nevertheless remarkable, and the time correspondingly fast, when the condition of the course is taken into consideration. The roads are mostly of sand and clay and are very soft. Besides there are a great many hills to climb. In addition to these drawbacks, Palmer was kept back considerable by a strong northwest wind.

IN THE NATION'S CAPITAL.

WASHINGTON, D. C., Nov. 2.—The recent races have made quite a stir in the local world of cycling. Never before have so many events of such importance come together, and yet more are promised. There remains in question the club supremacy of the road, which is to be settled by a twenty-mile team race between the Washington Road Club and the Arlington Wheelmen. This event should be so arranged as to come off in a few weeks at the latest. In addition to this is the twenty-mile road race open to all riders, scheduled for Thanksgiving Day, over the same course. This race is being arranged by W. S. McArthur, a well-known local dealer, who will probably offer a Sterling wheel for first prize.

People are so used to seeing strange sights on bicycles these days that things that would have astonished them over two years ago are really hardly worth noticing now; but a bicycle group seen the other day was the occasion of many a stare. It was on a recent afternoon, not far from Dupont Circle. There came wheeling slowly along the street a colored man in livery. His right hand held fast the handle-bar of a woman's bicycle, and the woman on that bicycle—well, she was one of those marvelous creatures who are imposing anywhere. She was a trifle beyond middle age, and more than a trifle beyond plumpness. She was dressed in black, but it was not a bicycle suit. It was an elaborate toilet of mourning silk, and to complete it there was a widow's long veil and a widow's bonnet. Verily, it was a sight which turned the heads of all whom it chanced to pass.

An Open-air Act.

There was a sequel to the performances of the "Twentieth Century Girl" and "A Black Sheep" the other evening, which was not down on the bill, and yet it furnished fully as much amusement to quite a fair-sized audience. Cycling is an art in which all the up-to-date members of the theatrical profession are supposed to be expert, and especially would this be supposed to be the case with such advanced specimens as the "Twentieth Century Girl"; but alas! it was not so.

The members of the two troupes had arranged to give a cycle party run to Cabin John's the other evening. The young ladies were all willing to go, but the majority of them stipulated that they should go tandem. Now,

This Looked Suspicious,

but the men agreed to it. Consequently, about midnight, after the performance at the theater was over, six fiery tandems were ranged along the curb in front of Cobb's Hotel.

Miss Brunner and Miss Dalton, of the "Twentieth Century Girl," were the first to acknowledge they had never ridden a wheel before. That made no difference, so their friends declared. "It's so easy. All you have to do is to work the pedals." So they mounted.

The "Twentieth Century Girl" puts up an excellent front before the footlights, and one would never suspect her of feminine weakness, but the little cries of pleased fright with came from Miss Dalton as she attempted to guide the wobbly wheel sounded suspiciously like those made by a woman when she sees a mouse. Little Miss Lane, of "A Black Sheep," who was dressed in a very fetching costume of

Dark Bloomers and Other Things,

watched the show and encouraged her friends by giving directions. Finally the tandem got away and the circuit of the block was completed. But Miss Dalton had given up the idea of riding to Cabin John's.

Miss Brunner mounted with great glee, if not with grace and agility. Behind her was an expert rider, but they had not gone a block before they ran into the curb, and there were more feminine shrieks, mingled with masculine profanity, a flash of white skirts, and the twinkling of tiny boots, almost as if it had occurred on the stage. Miss Brunner also gave up the trip.

At the end Miss Lane dexterously mounted a tandem, the rider sprang on behind her; Miss Wells took her wheel, and accompanied by others they wended their way to Cabin John's. Miss Dalton and, Miss Brunner remained behind, and for some time practiced on the pavement, to the edification and amusement of the crowd.



TITUS AFTER THE HOUR RECORD.

Titus and Cabanne, about whom so much has been written of late, are both in New York at present. Titus is resting up preparatory to an effort to place the hour figures at thirty miles. He is practicing with a 103 gear which he will probably use in his trial. The use of so high a gear will depend for success on the absolute evenness of the pacing and with this in view there is at present an attempt being made to secure a number of motor cycles to serve on this occasion. As for Cabanne, he declares that he will ride no more, as the treatment that he has received this year has disgusted him with the game.

Touching on the matters pertaining to their suspension the Racing Board is not letting the matter drop at all. Gideon was in New York recently, and while there had a conference with a number of the parties interested. Of late the defense has filed a number of affidavits and statements bearing on the case, and it is not at all unlikely that a decision will be reached at an early date.

CLARK BREAKS ALL RECORDS.

DENVER, COLO., Nov. 5.—All Class A and B unpaced records from three to five miles were broken by Harry Clark, of this city, on the Denver Wheel Club's track today. He rode three miles in 7:18⅕, four miles in 9:56⅕, and five miles in 12:34⅖. The previous records were held by Senn, and were as follows: Three miles 7:28⅕, four miles 10:34⅖, five miles 12:35⅕. The track was slow and a strong, cold wind was blowing, which makes the performance the more wonderful. Clark rode a Fowler.

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GEO. K. BARRETT, EDITOR.

THE MOTOCYCLE CONTEST.

That the horseless carriage is destined to become the vehicle of the future, no thinking person will have the hardihood to deny. The sequence of events in the progress of civilization foretells it. That the contest which was set for November 2, did not come off as scheduled is to be regretted. It was necessary, however, as the inventive talent that has been at work on the problem of self-propelled trackless vehicles had not sufficient time to complete the many carriages that are in process of construction. Two carriages, however, started over the ninety-two-mile course and both demonstrated their entire practicability for road use over roads of all descriptions, for such were comprised in the course used. One of the carriages, he one that was clearly the faster of the two, met with an accident that was due to no fault of the vehicle itself, but to the carelessness of a farmer on the road. The vehicle which did finish covered the course at an average speed of about ten miles an hour and covered a distance that no horse could have covered in less than two days.

One remarkable thing in connection with the contest was the widespread attentiou that it attracted, particularly among the farmers. At every hamlet on the route almost the entire population turned out and patiently waited for the motocycles, and along the entire route there was scarcely a hundred yards that did not have its little group of expectant farmers, and each cross road was the gathering place of a considerable crowd. The questions that were asked of the tandem team that THE BEARINGS sent to accompany the vehicles showed the intense interest that the contest has awakened. With such an interest expressed by the public, and hundreds of inventors at work on it, the problem of the motocycle will soon be solved, and its adoption will become general before very long.

ACTIVITY SHOWN TOO LATE.

A queer state of affairs comes to light in Kansas. It somehow calls to mind the small boy trying unsuccessfully to dodge the consequences of evil doing. The city council of Emporia passed an ordinance requiring wheelmen and wheelwomen to ring bells at the street crossings. A number of arrests followed, as a matter of course, including half a hundred of the city's best young ladies. But the legality of the ordinance appears to have been unquestioned until it chanced that one of the councilmen himself was unfortunate enough to fall a victim to the machinations of the body of which he formed a part. He seems to have thought himself exempt from the laws manufactured to govern the rest of the community, and when he was arrested for so trivial an offense as neglecting to ring a bell to announce the important fact that he intended to cross an intersecting street, he saw the measure in a totally different light, and fought the case through the police court and then the circuit court, and, when the judge of the latter declared the ordinance constitutional, carried the matter to the supreme court. If the particular city father taking such an unhappily active part in the foregoing incidents was not to blame for the passage of such an ordinance, he might at least have saved himself and many others a deal of annoyance by as earnestly working for the repeal of the law as he is now trying to escape its consequences.

Apropos of the great amount of attention that the motocycle is receiving of late, E. P. Ingersoll, 157 William Street, New York, has given us the first number of a monthly journal devoted to vehicles of this class, entitled the *Horseless Age*. The editor in his salutatory truly says, "All signs point to the motor vehicle as the necessary sequence of methods of locomotion already established and approved. The growing needs of our civilization demand it; the public believe in it, and await with lively interest its practical application to the daily business of the world." Despite an apology for the desultory character of the first number, it is filled with readable articles of value in its particular field, all freely illustrated. In general appearance the magazine is fully up to the standard of the best trade papers.

It takes a bright hustler like Secretary-Treasurer Bull, of the New York State Division of the L. A. W., to engineer an election without expense. By selling to various manufacturers the privilege of advertising on the backs of the envelopes, and by compiling and printing a pamphlet of useful division information and selling advertising space in it also, he was able to send out 9,000 official ballots, enclosing pamphlets and return envelopes, and to complete the entire balloting, paying for all expenses out of the advertising funds raised. When the election was over the secretary-treasurer not only found that the voting had cost him nothing, but that he had on hand 3,000 pamphlets, which will be most useful in gaining recruits.

A favorite method of exploiting new inventions in England, inventions that are "going to revolutionize cycling," is to get crack riders to break records by their aid (?). It is a noteworthy fact that the records most easily broken are the ones usually attacked. It has now become quite the vogue, after such records are established, for other riders to get out on plain every-day machines and demolish them. Of course it is a really mean trick, but then it saves many a dollar for the unwary public, and often, many a dollar for the sanguine or manipulating inventors.

The latest news concerning bicycle construction which is thrust upon the fraternity in all seriousness is of a "nonoplet," a machine designed to be mounted by nine riders and undergoing construction by a man named Thompson, of San Francisco. Even the details of construction are given to lend weight to the account. According to the story floating about it will have 30-inch wheels, will weigh 180 pounds, will be geared to 225, and will be capable of making a mile in :20!

And now comes a calamity howler who says that cycle racing injures the hearing. The rush of air into the ears is what is alleged to cause the injury, and the left ear is said to receive more injury than the right owing to the fact that the racer inclines his head somewhat to the right. If this theory is true then all locomotive engineers must be as deaf as posts.

Disgraceful political fights in the L. A. W., like the one that is now in progress in the Massachusetts Division, are what disgust many members and unattached riders with the League. Every new fight recalls to the minds of the old timers dozens of others in days gone by and begets the prospect of many to come. They savor too much of ward politics to be digestable.

It must be refreshing for English cyclists to know that one of their number has again broken some world's records. It was J. W. Stocks who established new figures for all distances from ten to forty-four miles. His ten miles were ridden in 20:10⅕, twenty-five miles in 51:27⅘, forty miles in 1:24:20⅕, and the forty-four miles in 1:34:11⅘.

The many-times-heralded motocycle race of Chicago had to be postponed to Thanksgiving Day to give the inventors and builders more time to complete their machines. The scrub race for $500, run on the advertised day, resulted in one vehicle completing the century in about ten hours.

W. W. Windle in writing to THE BEARINGS about a year after he quit racing to deny a rumor that he would go after records that fall, said, "God helping me, I shall never ride a bicycle on the track again." We refrain from comment.



GOLDEN GATE NEWS.

Bloomer Girls Horsewhip a Reckless Driver—May not Allow Foster's Records—Southern Pacific Catering to Wheelmen.

SAN FRANCISCO, CAL., Oct. 28.—Bright and early next Wednesday morning a party of wheelmen will leave this city for Port Costa, where they will intercept the train that is bearing the western boomers to the coast, and accord them a welcome such as only a crowd of cycling enthusiasts can give. Telegrams were received from the party last night saying that they would arrive in this city on the 30th about 10 o'clock.

The Bay City Wheelmen are preparing to give the tourists a great reception on their arrival, especially Wells and Terrill, the Crimson Rim men. The club will give a grand smoker at its handsome clubhouse on Saturday night, and the intent is to give an entertainment that will open the eyes of the easterners to the manner of entertaining in the far west.

The Bloomer Girl's Revenge.

The bloomer girl, or at least two of her kind, got in their heavy work on a brutal horseman last week. They were riding in Golden Gate Park, minding their own business and enjoying the air, when a team came along drawing a carriage, in which were seated four men. The driver, in an attempt to be funny, drove so close to the bloomer girls that one of them was thrown from her wheel and bruised slightly. While she was picking herself up the impudent cub handling the lines drove on, every now and then turning around to laugh at the two girls in their plight. The party in the carriage drove up to a wayside resort and stopped for some time, and were just about leaving when along came the bloomer-clad cyclers, who sighted the driver just as he was emerging from the saloon. One of them made a rush for the whip and then started in to make the driver wish he hadn't, and she succeeded very well.

She Grasped His Curly Locks,

threw him under the carriage, gave him several cuts with the whip, and then started the horses on a run through the park. The lesson was a well-deserved one and will tend to stop a great deal of the reckless driving that is now indulged by the young bloods who drive in the park.

Frederick Williams, a German, aged fifty years, died at the City and County Hospital today, as a result of a collision with a bicyclist October 25. The deceased, with a friend, was crossing a street when he was struck by an unknown wheelman, who was riding at a rapid gait along the cable slot. The foot passenger was thrown to the ground and rendered unconscious. Detectives are looking for the cyclist, who, after helping the injured man to a drug store, rode on.

Will Have an Indoor Tournament.

It is very probable that another indoor tournament will be held in this city during the winter. It will be managed by D. R. McNeill, the famous manager of sporting games in this city. The scheme is to build an eight-lap track in the Mechanics' Pavilion and to give a week's racing some time in January. The track is to be made perfectly safe, and plans for its construction are now being drawn by F. D. Elwell, the designer of the Bay City Wheelmen's five-lap cement track at Central Park (recently torn out to make room for baseball) and the wood track that was laid in the pavilion for R. D. Irving, who conducted the indoor fiasco last winter.

Foster's Records Doubted.

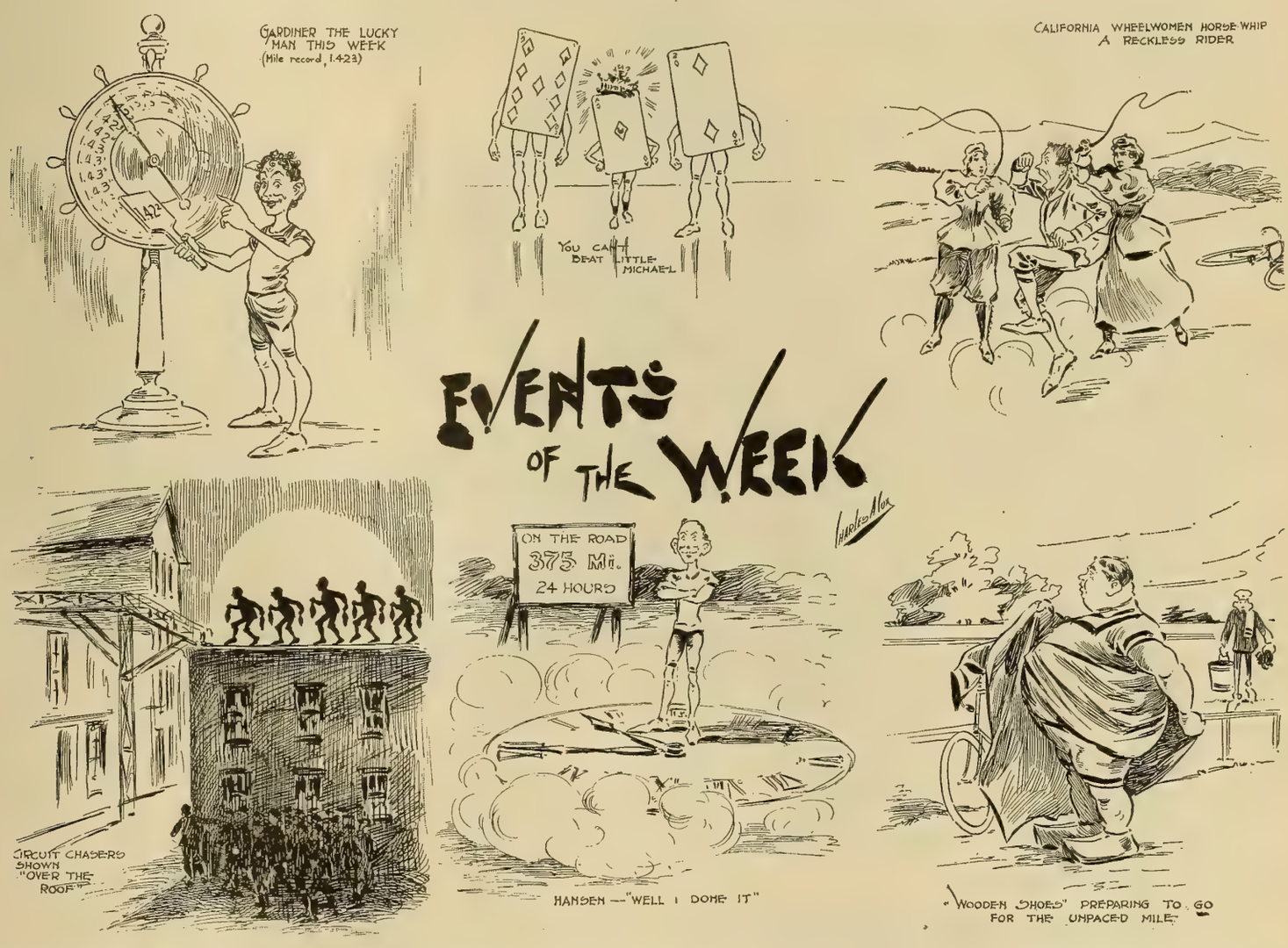
There is some doubt as to the reliability of the records made at Napa last week by Walter Foster. At any rate it is said that there is a drop of eight feet in a half-mile on the track, and that only the mile record will be allowed.

The Bicycle Dealers' Protective Association, of the city, held it regular meeting on Thursday. The principal business of the meeting was the lighting of Golden Gate Park. The members decided to circulate a monster petition for the signatures of citizens, requesting the park commissioners to have an electric-light plant put in and to have the driveways o the park illuminated by electricity.

Railroad will Carry Wheels Free.

T. H. Goodman, of the Southern Pacific Railroad Co., now comes ou with a statement that his company will not charge for the transportation ot bicycles, as it has been rumored that the company would do. This is good news from headquarters and puts at rest, for the time being at least, the much-discussed question of the taxation of wheelmen who travel on the railroads of this state. The Southern Pacific seems to be catering to the wheelmen just at present. It has been doing wonders for southern California cyclists, but as yet nothing has been done for wheelmen in this section, though it is said that the company proposes to build a track somewhere on the outskirts of the town.

Great is the bicycle! The Olympian games of ancient Greece are to be revived and will consist of almost the same contests as those of old with the exception that bicycle races will be substituted for the ancient, honored and oft-sung chariot races.



"OVER THE ROOF."

The Bay City Wheelmen Play a Good Joke on the Circuit Chasers—Bald Gains a Few Points.

SAN FRANCISCO, CAL., Oct. 31.—The Western Pilgrims had been out to the Golden Gate Park, had visited Sutro's magnificent bathhouse, had seen the great seal rocks, and had gone through Chinatown. The mysteries of that greatest of all curiosities hung over them like a pall. The day was two hours old—in other words it was 2 o'clock in the morning and no one was in bed yet. Bob Lennie, the Morgan & Wright traveler for the coast, made the rounds and a few minutes later the men bunched below in the Baldwin. "Now listen, fellows," said Bob, "we are going to see the greatest sight of all. What you have already seen is not a marker to this that is coming, and you will say so before you get done. All must be as quiet as can be, for there

"Have Been Frequent Arrests

for this very thing and, as there is risk, we do not want to be caught. I have been through this thing several times and once was nearly arrested; but the judge (Karrigan) saved my neck."

When all the Pilgrims and some of the local men, members of the Bay City Wheelmen, had gathered, the cavalcade started. A little down the main street Will Knippenberg, the Syracuse traveler, met the party. "Hist," said he, "I think the coast is clear. Be quiet all of you, if you do not care to be arrested. It will cost $5, and here is my dollar; you put in a dollar Bob and collect the balance from the men." Then Knippenberg ran away down the street to make the arrangements. Lennie stopped the men in the street and again

Cautioned Them to be Very Quiet,

meantime giving them tales of harrowing arrests and certain conviction if caught. Two blocks, possibly more, from the Baldwin the party was again stopped on the corner and a glance around for a policeman proved the coast to be clear.

A sneak along the side of the building and the first man was seen to dodge into a doorway. The rest followed, and were at once jammed in and the door was closed. Lennie removed his shoes and all the rest followed suit, in the meantime being cautioned to keep the strictest silence. When all shoes were off and in hand, Lennie led the way with Jack Burns, editor of the *Olympic*, aiding him. The party numbered eighteen or twenty, and it was with the greatest difficulty that it was kept quiet. In single file

The March Was Taken Up,

up the stairs, over a roof, down past the back second-story door of a house, and into a dark stairway. At the head of this stairway all were again brought close together. "Now," said Bob, "I want the promise of every man in this party that what he sees tonight shall be a secret guarded by himself. This must not get out, for it is one of the greatest secrets in 'Frisco and once out the entire detective force of the city would jump in and shut it up."

All along the line there was not a sound and indeed some of the men would not have whispered an assent to this proposition had they been commanded to. Once in a while, though, a muffled whisper could be heard. 'Can't you keep still, Dad?" hissed Earl Kiser to his trainer; who replied, "Still yourself."

Cooper Caught Temple by the Throat

when that trainer tried to say something and hissed something into his ears, and Murphy and Young nearly got into a scrap when one stepped on the other's corn. Although bright moonlight outside, not a thing could be seen on the darkened stairway. Twenty men were gathered there, all in stocking feet. Lennie was in the lead, Burns behind him, Young, Kiser, Cooper, Temple, Windle, Bald, Gleezen, and others back of him. "S's't," said some one in front and a rap was made on the door, under which a faint light could be seen by those in front of the massed party.

"Who's there?" came back in a female voice. The door was opened and the entire crowd, shoeless, was shoved out into the alley back of Market Street and a crowd of twenty of the Bay City Wheelmen was there to meet them with a yell that was heard for blocks and blocks

A More Crestfallen Lot of Sports

probably never came out of that stairway, and if reports be true hundreds of visitors have come out at the bidding of the local wheelmen. The $5 was spent for drinks at a neighboring bar and all was merry.

Every man in the party is now waiting for a time when he can have revenge on the 'Frisco men at some of the eastern homes of the Pilgrims. The Pilgrims had been "over the roof," as it is called. In days gone by Tuttle, the big incandescent of the Stearns force; Al Eager, of the Viking; Benjamin, of the Barnes, and many other noted travelers have gone over in the same way and with about the same guides. This has never come to the eastern papers, probably for the reason that a fool does not want others to know he is a fool.

Arrival of the Pilgrims.

The Western Pilgrims, in their special car, arrived on the coast Wednesday morning, were met twenty miles out by one reception committee from the Bay City Wheelmen, and at ten miles out by another party of thirty, including all the press representatives of the 'Frisco papers and southern circuit representatives, and when once at their hotel were never given a chance to rest for a moment. Time flew and when Thursday morning came all were glad of the chance for a rest by the trip for a couple of days to San Jose. The party returns for the Bay City Wheelmen's smoker on Saturday evening and for a day in Golden Gate Park Sunday.



W. F. TERRILL.

The 'Frisco races are off but San Jose is followed by twelve days of racing all through the southern part of California and a return to San Jose for December. The circuit men went wild over the flowers, seen everywhere in this country, and

Not One Wants to Return to the East,

even for the shows. Southern California is waiting to welcome the wheelmen quite as royally as did 'Frisco, and six weeks spent in this land of sunshine and flowers will be one constant round of pleasure and profit.

Will Knippenberg, who has been the most active in the promotion of the southern end of the national circuit in California, has the following dates set for the months of November and December: San Jose, November 8 and 9; Oakland, November 16; Los Angeles, November 21, 22, 23; Santa Ana, November 28; Riverside, December 2; Redlands, December 4; Pomona, December 6, and Santa Monica follows these. At each of these points theater parties, trips to vineyards and wineries, club smokers, and so forth are arranged.

Bald has increased in percentage again this week as the result of his winning of two races in Ogden without defeat. Kiser, who was second in both races at that meeting, being beaten by two men and having defeated seventeen, has jumped several positions as the result of his good work. Murphy has advanced to one point over the 700 mark and Cooper has again dropped a few of those precious points. The two rivals are now very near each other, being separated by seven points only. Wells has advanced, but is still in the bulb. With the gain of ninety more points Wells will be seen in the thermometer. Cooper in the prize table has gained no points and Bald has gained six. Kiser has gone up as the result of his two seconds at Ogden,

And is Now Tied with Gardiner.

Murphy has ninety-nine points. These men are all fighting strongly for positions, and in the fifteen days of racing on the California circuit should make some big changes in the tables.

As an indication of the manner in which the men are throwing themselves into the work, it is only necessary to give the information that all of the racing men and their trainers left San Francisco days earlier than the local men wanted them to do, in order that they might train for the coming battle at the San Jose meet, when the cracks of the east will meet all the fastest men of the extreme west. The Stearns team has had an addition in Schefski, the Salt Lake rider, who will join them here. Schefski has ridden a paced half in :56 and is considered a great rider in his native state.

THE FABRIC IS THE TIRE
IN 1894
TWICE AS MANY
PRIZES WERE WON ON
PALMER TIRES
AS ON ALL OTHER
MAKES COMBINED
THE SAME IN ROAD AND RACING

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

CHARLIE MURPHY

on them has won ten one-mile open races up to date, with an average time of 2:05 4-5, including world's record in competition, 1:55 1-5.

A REMARKABLE COAST ON PALMER TIRES.

At the race meeting held at Waltham, September 28, occurred a very unique and creditable exhibition of coasting. Martin, after an impetus gained by riding about seventy-five feet, coasted a complete circuit of the track, one-third mile, and about twenty feet beyond. There was no "sculling," and nothing to take away from the merit of the performance as a fair and skillful exhibition of coasting. The rider took advantage of the dish of the track and here came in the skill. Martin had Palmer tires on his wheel.
—L. A. W. Bulletin, October 11.

Wise dealers should investigate the merits of the Palmer before ordering for next year.

Palmer Pneumatic Tire Co., 133 S. Clinton St., Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.

Murphy has taken to going to his dressing-room on the run after every race. After the Denver meeting he said that he had entered his last protest, as it availed him nothing and only resulted in hard feelings. Bald has protested men once or twice of late, but has had cause, as he was probably cut out of several fine finishes on the western trip by inefficient judges.

Charles Wells, the Californian, weighs at the present time, after a season of work, 196 pounds, and his team mate, Terrill, weighs 191 pounds. This is the largest pair of men ever associated on the same team. Last year Wells lost ten pounds in his trip to Denver when he and Ziegler gave the eastern men a sample of riding that never will be forgotten. This year he has gained weight and is planning to reduce his weight very considerably this winter.

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE.
Bald	177	$6,605	MacDonald	25	$707
Cooper	138	4,053	McLeod	23	487
Murphy	99	3,308	C. S. Wells	20	590
Cabanne	84	3 255	B B. Bird	19	895
Titus	55	2,246	Rigby	19	686
Bliss	48	1,451	E. C. Johnson	19	475
Gardiner	47	1,764	Scott	18	504
Kiser	47	1,570	Kennedy	16	325
L. C. Johnson	46	1,640	Helfert	15	483
Jenny	45	1,688	De Cardy	15	415
Maddox	40	1,295	Terrill	15	490
Ziegler	35	1,170	M. Wells	13	260
Brown	33	1.010	Allen	12	405
Coulter	30	860	L. A. Callahan	11	425
Sims	27	750	Butler	11	300

Team Records.

The following table shows the total number of the members of the various teams, the aggregate number of starts of the men of each team, the number of points scored by the team, and the team percentage. The percentage is figured from the position of every man in every national circuit race in which he has started.

Teams.	No. of men.	No. of starts.	Points this week.	Points last week.	Gain in points for week.	Percentage this week.	Percentage last week.	Gain or loss in Percentage.
Spalding	2	83	139	139	0	.717	.717	.000
Humber	1	71	99	97	26	.701	.694	+.004
Columbia	3	134	229	220	10	.681	.741	+.072
Monarch	2	116	186	186	15	.645	.652	+.002
Cleveland	2	29	29	29	0	.555	.555	.000
Orient	1	29	45	45	0	.527	.527	.000
Stearns	4	116	123	115	7	.518	.509	+.004
M. & W.	7	153	167	167	0	.485	.485	.000
Sterling	2	83	73	73	0	.432	.432	.000
Syracuse	2	58	35	34	4	.369	.369	—.001
Barnes	3	33	20	20	0	.367	.367	.000
Globe	3	18	28	28	0	.331	.331	.000
Brantford	3	26	50	50	0	.316	.316	.000
Lovell	2	4	11	11	0	.315	.315	.000
America	2	23	16	16	0	.315	.315	.000

—F. Ed Spooner.

MR. SIMPSON'S STRONG BLUFF.

London, Oct. 26.—During the week nothing startling has occurred in the speed line, although there have been several attempts. Chinn, Stocks, and Betts all have designs on certain records. On Thursday Chinn made an attempt to lower the mile record of 1:53⅗ made last week by Gibbons Brooks, but the weather was too cold and windy, and Chinn only did 1:57⅗. Frosty mornings and cold winds have placed a temporary period on further trials against the watch. Wridgway failed on Monday over the Brighton and back course through fog. Today it is bitterly cold in London.

This morning in the *Sportsman*, W. S. Simpson, the lever chain inventor, issues a startling challenge, or series of challenges. He complains that his invention has been unfairly criticised by the press, and proposes a series of six races at distances between 1 and 100 miles on the Catford track, between riders of plain and lever-chained modern machines. Mr. Simpson offers to deposit $5,000 against $500 that the lever chain machine wins four out of the six races. If no accident happens to machine or man he will deposit $5,000 to $5,000 that the lever-chain wheel wins *every* race. Further, if fair weather prevails he will deposit $5,000 against an equal sum that the lever-chain machine beats world's records in every race. If he wins he will hand the money to Jerome's Robin dinner fund. The stakes are to be lodged with the editor of the *Idler*, and the *Sportsman* and *Sporting Life* are to appoint referees.





The Six-Hour Multicycle Race

at Herne Hill proved a fiasco. Only three tandem teams started, and these all gave up inside three hours. Yeoman and Cooke seized the occasion to go for the mile tandem record which they failed to equal by one-fifth of a second. Wheelock, Cooke, and Yeoman were successful in an unpaced attempt on the mile triplet record, which they put down to 2:00⅕, beating the Butler-Platt-Clark time by :01⅘.

George Hunt, of Cuca and Anchor race renown, put up a warm mile on the road, riding straightaway, flying start. The slope was slightly in favor of Hunt, who used a Simpson lever chain, but the wind was against him. On a second attempt Hunt did 1:36⅜, which stands as English straightaway record.

Percy Low's Proposition.

At the meeting of the London Center held on Wednesday to consider the agenda of today's council meeting of the union, Percy Low's proposition to amend the amateur definition to allow of both classes racing together (all men refused amateur licenses to become *de facto* pros) was opposed. It must be borne in mind, however, that Low was not present to explain his motions, and Hillier and Turner nearly monopolized the speaking, the meeting, though a full one, seeming strangely callous to the whole matter.

At "Viola's"—a west end firm of fashionable ladies' tailors—an interesting exhibition of cycling dresses took place this week. Young ladies wore the various skirts shown, and the presence of several cycles allowed them to demonstrate their action and appearance in the saddle. The novelties included a skirt opening behind; a skirt opening in front, allowing a diamond pattern machine to be mounted from behind, and a skirt opening both back and front, all of which were indistinguishable from ordinary dresses when the riders dismounted. The well-known rational dress was, of course, also on view.

Coventry Trade.

Henry Sturmey, interviewed in the *Daily News* this week, declared that the cycle trade of Coventry has trebled in the past ten years. Whereas a decade since there were thirteen factories, there are now thirty-five. Six thousand persons out of a total population of 55,000, follow the cycle building industry.

The Honorable Mr. Fielding, brother of the Earl of Denbigh, was fined $1.25 with the option of three days' imprisonment, for riding near Banchovy, Scotland, without a lamp. He preferred to see the inside of a prison and was conveyed thither, accompanied by the Countess of Denbigh.

Hearth and Home in its last issue devoted itself to ladies' cycling, publishing a splendid double page of the portraits of fashionable and titled beauties who cycle in England.

Fontaine, in his recent ride between London and York, it is interesting to note, used his patent auxiliary hand gear. His machine was geared to 86. He covered 197¾ miles at a speed of over 17 miles an hour.

C. W. Hartung.

Where Amateurs Race for Checks.

In Belgium the prizes for amateur races consist of checks representing specific amounts of money. These are convertible into cash to pay for *objets d'art* or repairs to the owner's machine only upon presentation of the check, together with the bill of the purchase, to a designated auditor, who must assure himself of the correctness of the bill, and is authorized to take any measures he thinks necessary for the proper observation of the regulations of the league. It is notorious that the amateur, instead of the manufacturer or repairer, gets the cash, but nevertheless racing for the checks is not considered in the same light as racing for cash, as the professionals do. It has been proposed to the Belgian league, however, to do away with this check system.

ESTABLISH A TANDEM RECORD.

Louisville, Ky., Nov. 5.—Lund and Van Herik, on a tandem, paced by quads and with flying start, rode ten miles here today in 20:54. Johnson started for the mile record, but the quads made such bad pick-ups that he had to give up the attempt. De Cardy will try for the one-mile standing start, paced record tomorrow.

THEY CLIMB HILLS LIKE THE WIND.

Famous old Corey Hill, of Boston, has been resurrected from cycling oblivion and placed very much in evidence as a record-producing locality. There was a time when this hill was considered insurmountable by cyclists, but with the evolution of the bicycle it became less difficult, although at the present day it is considered a hard climb.

There were numerous well-known men on hand on October 26 to try their nerve and strength on the hill, which is nearly half a mile in length and very steep. The riders showed great courage and perseverance in the attempts, and the fastest amateur time was made by J. W. Manning, who did it in 2:05 2-5. Mr. Manning not only demonstrated the fact that he is a man of great speed and endurance, but also gave very plain evidence of the fact that "Columbias climb hills like the wind," for it was on one of these famous machines that his remarkable record was made.

CHAMPION BALD.

This is E. Columbia Bald's record up to November 1:

Won 58 prizes.

Won 48 first prizes on the National Circuit.

Won 15 second prizes on the National Circuit.

Won 8 third prizes on the National Circuit.

Won 10 first prizes off the National Circuit.

Won 2 third prizes off the National Circuit.

Won 24 of the 39 one-mile National Circuit races in which he entered.

Won all (7) of the mile events that he entered off the National Circuit.

Won 24 events out of 32 National Circuit races with his nearest competitor.

Won prizes that approximate $8,000 in value.

All this on a Columbia with Hartford single-tube tires.

Growing Willie Jones.

Willie Jones had bought a wheel,
Recommended true as steel;
Painted up so beautifully,
Willie quite was filled with glee.
Happy Willie Jones.

Willie saved quite a good deal
On his fine, new-fangled wheel;
Thought he'd make his friend feel sore,
'Cause he paid a little more.
Funny Willie Jones.

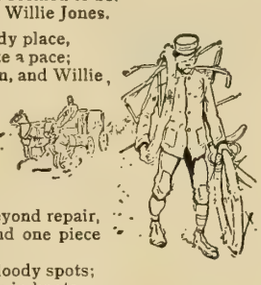
Friend had had experience, though;
Smiled to hear young Willie blow.
Willie saw him smile—asked "Why?"
Friend just winked the other eye.
Puzzled Willie Jones.

Willie went for his first ride
On his wheel with conscious pride;
Ran so fast and looked so swell,
Willie liked his purchase well.
Lucky Willie Jones.

Willie coasted down a hill,
Fast and easy, smooth and still.
Wheel was running out of sight,
Filled his heart with great delight.
Gleeful Willie Jones.

Wheel began to kind of shake,
Tighter grip did Willie take;
Wished that he could stop and see
What the trouble seemed to be.
Frightened Willie Jones.

End of hill a sandy place,
Willie going quite a pace;
Wheel went down, and Willie, too.
Same old story, nothing new.
Bloody Willie Jones.



Willie's wheel beyond repair,
One piece here and one piece there;
All around him bloody spots;
Willie was tied up in knots.
Handsome Willie Jones.

Friend took him to a drug store,
Cut and ragged, stiff and sore;
Doctor sewed and patched awhile,
Friend felt sad, but had to smile.
Patched-up Willie Jones.



In two weeks did Will appear,
Friend then whispered in his ear;
Willie blushed to beat the band,
Turned to friend and shook his hand.
Humble Willie Jones.

Now he rides a wheel of fame,
Co-Lum-Bi-A is its name.
Buy the standard, true and tried,
Then you will be satisfied.
Likewise Willie Jones.

BICYCLE VERSUS HORSE.

Colonel Hartman, the renowned broadsword champion, recently defeated Lieutenant Jones in one of the most remarkable contests heard of.

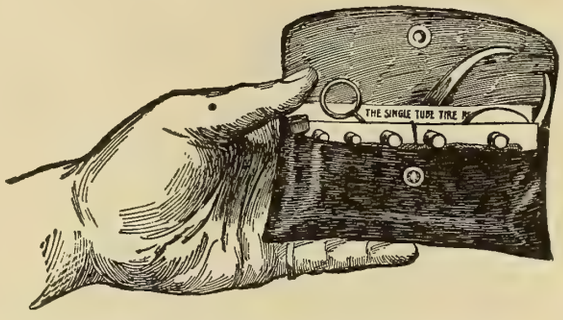
The contest took place at Atlanta, Ga., and after his victory, the colonel at once wrote the Pope Manufacturing Company a letter in reference to the Columbia wheel, part of which is published below:

"I desire to say a few words for the Columbia wheel. Nothing in this world is too good for it after yesterday's contest. The place where the contest occurred was covered with sand to the depth of at least three inches, the strain on the wheel being, therefore, very great. I experienced great difficulty in darting, and twice it seemed as if the wheel must break; but it was carefully examined after the contest and pronounced in perfect condition, and as good as new. The Columbia is the only wheel on which a contest of this kind can be successfully fought."

GET: Why do the front seats in an opera house remind you of the circuit chasers?

LEFT: Because it's a Bald headed row.

Put it in Your Pocket



This convenient, serviceable Repair Kit is the result of years of costly experiment. It contains everything needed for quickly and permanently repairing Single-Tube Tires and should be in the pocket or tool-bag of every rider. Ask your dealer for the

Hartford Single-Tube Tire Repair Kit

50c.

It is built for business—like the Hartford Single-Tube Tires that all are clamoring for. "One always rides home on Hartford Single-Tube Tires."

Hartford Rubber Works Co.
Hartford, Conn.

Chicago Office,
335 Wabash Ave.

RACING MATTERS IN CALIFORNIA.

Delay in Securing Sanction Causes Trouble—The S. P. Ry. Co.'s Plans—Will Build a Cycle Path and Use Locomotives to Pace.

LOS ANGELES, CAL., Oct. 28.—There is trouble between the Citrus Wheelmen, of this city, and the Crown City Cyclers, of Pasadena, over the awarding of the national circuit dates. The facts of the case are that the Crown City Cyclers were very late in applying for a sanction for a meet on November 20, and were refused a sanction for that date by Chairman Welch on the grounds that the three-day meet of the Los Angeles Club would be greatly injured, owing to the close proximity of Pasadena to this city.

The Crown Citys made a vigorous kick against Welch's decision, and tried to made him change his mind by withdrawing from the circuit altogether, but the chairman was not to be shaken in what he thought was a just decision, and he wrote the club that they must wait until later in the year for a date on the circuit if they want one.

Procrastination Turned to Account.

The Crown Citys declare that they will not apply for another date, but will defer the opening of their new track until New Year's Day, when they propose to have the best meet ever given in southern California and calculate on bringing the cracks from the north down to compete for the prizes that they will offer. The blood of the members is up over the affair, and what now appears to be a case of unfortunate procrastination may be a feather in the cap of the Pasadena organization.

Last Sunday night the clubs at Riverside, Santa Ana, Redlands, and Pomona sent a joint telegram to Chairman Welch, informing him that if a date was granted to the Pasadena club for November 20, they (the clubs sending the message) would withdraw from the circuit.

Pacemaking by Steam Engine.

If the plans of the Southern Pacific Railway Co. are realized, southern California will no doubt soon be able to claim the fastest mile ever ridden on a bicycle; but whether or not it will be a California man who will do the trick is a secret of the future.

The company proposes to build a cement bicycle path between this city and Santa Monica (a distance of eighteen miles), the path to run parallel with the tracks of the company. A small toll will be charged for the privilege of riding on this path, and the company thinks that the investment will be a paying one. The company will run special pacing trains, and will conduct contests between wheelmen and locomotives, and will also run observation trains for the benefit of those who desire to see the races. The possibility of a speedy man

Riding a Mile in a Minute

may be a long way off, but if Murphy, Titus, Bliss, or some of the other short-distance men do not come pretty near this figure on such a smooth track when paced by an engine, Foster or Edwards or some other Californian will, as the pacemaking will be all that can be desired.

Both Bliss and Murphy have expressed a desire to have such pacemaking, and if they are in California long enough next year they will in all probability have their desires fulfilled, or else they or some other eastern cracks will make a special trip to the coast for the purpose.

The old, and until recently almost forgotten, four-lap bicycle track (the only one that this city can boast of) is being reconstructed and will be in condition for the national circuit races here next month. The banks will be raised four feet, and what was at one time a dangerous course will be

One of the Best Tracks on the Coast.

Even in its old condition a practice mile was ridden on it in two minutes flat, so with the addition of four feet of material a much greater speed will be possible.

The wheelmen of this city, and particularly the scorchers, are having a hard time of it lately. The chief of police has given strict instructions to his men to arrest any rider going at a high rate of speed, and as a consequence the record book of the jail frequently chronicles the arrest of some unfortunate cyclist.

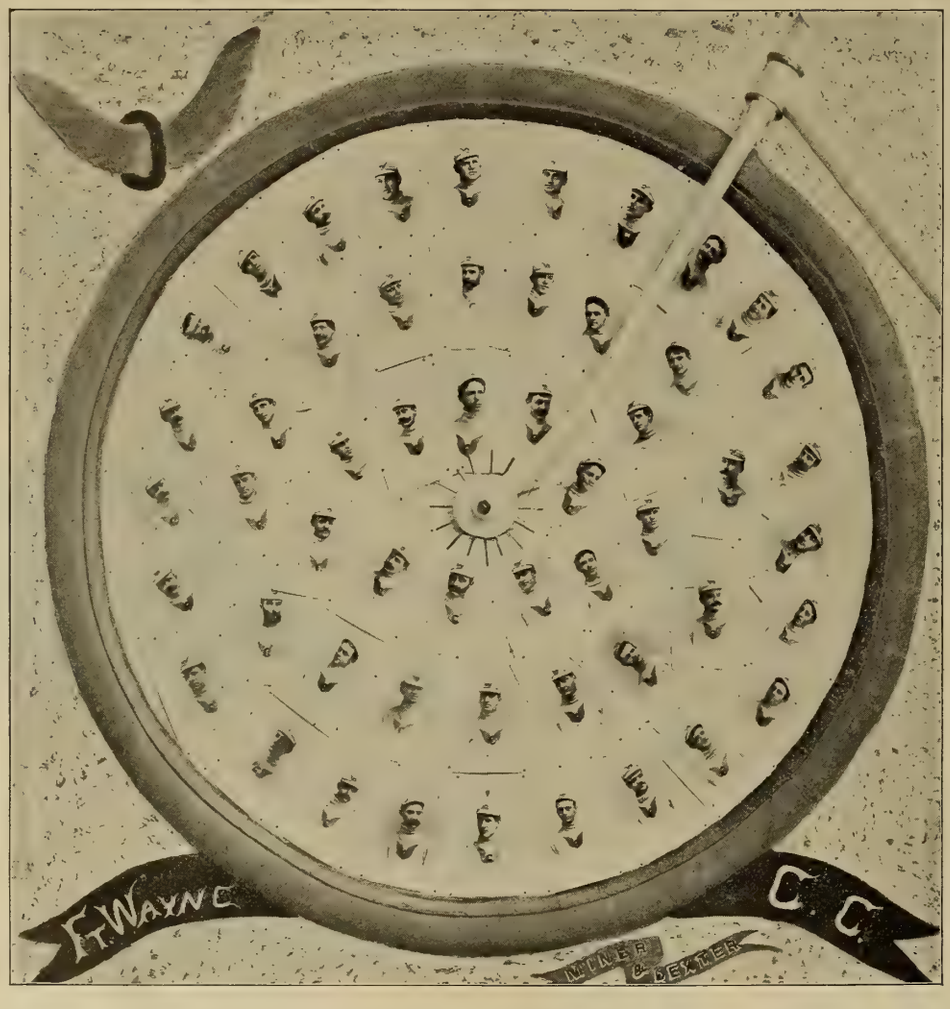
The wheelmen of Santa Ana have adopted a novel method of increasing the popularity of the sport in that city. Hereafter, on Saturday afternoons,

Matinee Races Will be Given

on the track of the Orange County Wheelmen and no admission will be charged to witness the races. The wheelmen hope that the races will act as a kind of missionary and add many names to the list of riders in this city.

The committee having the question of a bicycle track for Pomona in charge is searching for a suitable location for the track, which will be one of the best in the state.

The wheelmen of Riverside have hit upon a novel idea in the way of road improvement. They have sent out circulars to all prominent citizens of the county asking that they sign a petition to have signboards placed at all the crossroads in the county. The Riverside Wheelmen hope that this action will stimulate road improvement in this part of the state.



Something New in Club Photographs.

The Fort Wayne Cycling Club, of Fort Wayne, Ind., has hit upon a neat and novel club photograph. As may be seen by the cut on this page, the photographs of the members of the club are fastened inside of a huge wheel which adorns the whole side of one room in the clubhouse. It is very attractive and something out of the ordinary run. This club has a membership of 125, and is situated in a handsome clubhouse in the business portion of the town. The officers of the club are: W. W. Mungen, president; F. W. Beach, vice-president; F. W. Urbahns, secretary; F. X. Mohr, treasurer; W. F. Couty, captain; H. J. Y. Taylor, first lieutenant, and H. G. Niemayer, second lieutenant.

TOLEDO NEWS NOTES.

TOLEDO, OHIO, Nov. 5.—The past week in cycling circles has been comparatively quiet. The manufacturers have not been quiet, however, but have been and are hustling. One of the events in the Toledo cycling world was a visit from Alexander B. McDonell, who came in Monday night accompanied by his trainer, Cunliffe. He was the guest of the Union Mfg. Co., and was in the city several days. He is a splendid fellow to meet, and talks freely of what he has done and what he would like to do. Physically he is of medium height, well built, and has excellent lungs. He says he rode a wheel for the first time last May, and won three races at his first meet with the Riverside Wheelmen, of Rochester. He is nineteen years of age, and has lived in Rochester all his life. Every one interested in cycling knows what he has done, and will be interested in his future riding. He says he will not make any more 100-mile spins this season, but has his eye on the American hour record.

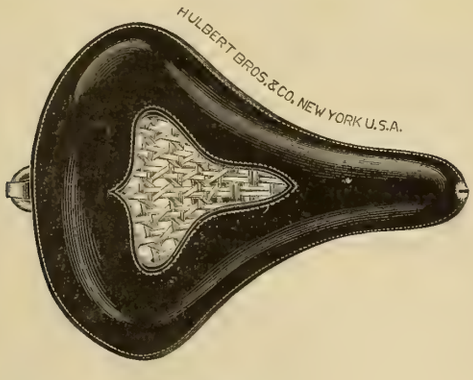
The Toledo Cycling Club kept open house Wednesday evening and entertained a number of its friends. The handsome club rooms on Ontario Street have been redecorated and rearranged throughout. The old billiard parlor has been made over into a music room, and the former wheel room is now prettily decorated and furnished with new billiard and pool tables of the latest and best pattern. The wheel room is now in the basement, reached by a run-way from the sidewalk. The Toledo Club has four parlors, reading, billiard, and music rooms, baths, gymnasium, closets, writing rooms, and every convenience.

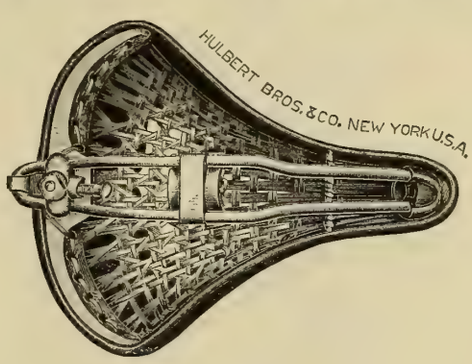
YOUR DOCTOR

WILL TELL YOU

That the last objection to bicycle riding for woman and man is removed by the use of

MESINGER BICYCLE SADDLES





The base of the saddle is formed of rattan, the lasting qualities of which have been fully demonstrated by its use in chair seats. This rattan base is covered with felt ¼ inch thick to which is sewed a cover of leather 1-16 inch thick. This combination of felt and leather makes the saddle very soft in front and a long V shaped aperture cut through both the felt and leather removes that element of danger which physicians have inveighed against ever since cycling received their attention. The anatomical value of this feature will be at once appreciated by every intelligent bicycle rider.

Weight 10 oz. **Guaranteed.** **Price $4.00.**

Liberal Discounts to Cycle Manufacturers and Dealers.

HULBERT BROS. & CO.

Manufacturers of Firearms, Majestic Bicycles, Sundries, and Sporting Goods,

26 West 23d Street - - NEW YORK CITY.

MICHAEL WON EASILY.

The Little Welchman Disposes of the French Boy in Short Order in a Match Race at Paris.

PARIS, Oct. 25.—Although last Sunday's meeting at the Buffalo track was interesting the racing was not of a sensational character. The Michael-Lartigue match, which, owing to the youthfulness of the contestants, both being in their teens, was called the "kids' match," did not come up to expectations.

Public opinion was in favor of the Frenchman, who has lately accomplished some wonderful performances, and who defeated during grand prize week such crack riders as Bouhours, Tom Linton, Dubois, and others. Michael, however, settled all doubts as to who was best man by scoring a hollow win over his French opponent.

There were but two races on the card. The first was the Prix de Flore, a mile handicap, in which over fifty riders took part. The second event was the Michael-Lartigue match. During the race a spectator accused Lartigue's pacemakers of not riding straight, and shouted out to the Frenchman to stop. This, of course, meant an apology or a fight. The latter



J. MICHAEL.

became the alternative, and there was a big row on hand in a little while. The pacemakers gained control of the situation, and the obstreperous and turbulent citizen was promptly marched off the ground.

Bouhours Surprised Himself

and everybody else by winning the mile handicap. His only object in entering the race was to while away the afternoon, and the thought that he might possibly win the handicap never entered his head. It is true his victory was due chiefly to the tactics he employed which might not be successful on any other occasion. Tony Reboul finished second and Piette third.

The final was a repetition of the heat in which Bouhours scored. The limit men were caught up to in the early part of the race, and on both occasions Bouhours jumped and gained a lead sufficient to carry him home safely.

Next came the much looked and longed for international match between the two little cracks, Michael (Wales) and Lartigue (France). At the start "Choppy" Warburton passed

A Mysterious-looking Black Bottle

to Michael with the injunction to have a good swig and "go right ahead." Michael swallowed the "galloping mixture" and dashed off at a tremendous pace, dropping his opponent in the fifth lap. Lartigue continued to ride gamely, and thirteen kilometers were covered before Michael succeeded in lapping him. At the twentieth kilometer Lartigue sprinted away from Michael but weakened immediately afterward. The Frenchman had evidently shot his bolt and Michael then played with him as a cat does with a mouse. At the thirty-third kilometer, when Lartigue fell, Michael slackened up and waited for him and in the final sprint he beat him by more than one hundred meters.

Lartigue is doubtless a smart rider and will be very dangerous on middle distances. He lacks experience at present, while Michael is perfectly familiar with all the corners and positions of a five-lap track. The presence of mind of the "little wonder" is really wonderful. When riding at the rate of thirty miles an hour he observes all that is going on, calculates his effort, and facilitates the "pick-ups" of his pacemakers. In spite of the quality of the two men, no records were broken or even approached.

Michael is to Meet Gougoltz

on the same track next Sunday, when the match will be the best two out of three heats, one mile, two miles, and ten miles with pacemakers.

These distances are rather short for Michael, who will have his work cut out to beat the French crack.

George Banker scored a brilliant win at Dijon last Sunday in the international scratch race, defeating Jacquelin second and Dumond third. He stood down in the handicap, in which Jacquelin failed to get a place.

The big twenty-four-hour race at Liege, Belgium, was won by the French rider Garin, who covered 694 kilometers, very far behind record. Schaller was second and Andre third.

The fifty-kilometer road record was broken yesterday, both on tandem and single, on the Bordeaux road. Excel and the Lanarti-Martet team both did the splendid time of 1:14:35.

Bouhours had a shot at the hour record last Wednesday on the Municipal track, but failed in his attempt. Although beating several intermediate records he only managed to cover 45 kilometers 900 meters in the hour.

OBNOXIOUS ORDINANCE FOR CLEVELAND.

CLEVELAND, OHIO, Nov. 4.—The wheelmen of this city are up in arms against the passage of an ordinance just introduced into the city council by a member named Case. There is already an ordinance in force requiring the carrying of a bell, but Mr. Case goes further and wishes the bell rung at every street crossing and upon meeting any other vehicle of any description.

The Cleveland Wheel Club has sent out a circular to each member asking him, if his views did not correspond with those of Mr. Case, to interest himself enough to see his councilman and endeavor to have the amendment at least modified. The club will also fight the obnoxious measure at every available point.

The contest for the *Amusement Gazette* trophy, offered to the Class A rider placing the Ohio competitive mile record at the lowest figure, closed Thursday, and P. W. Klinger, of Greenville, is announced as the winner. Klinger's time was 2:11, and the record was made at Tiffin in August.

The C. W. C. is to have a football team, and will be in shape for a game on Thanksgiving Day. Most of last year's players have volunteered their services and the team promises to be a good one.

The first in the series of C. W. C. ladies' nights will be held Wednesday evening. Progressive pedro will occupy the time until 10:30 and then dancing will be in order.

GEORGE GETS A RECORD.

SYRACUSE, N. Y., Nov. 5.—L. H. George, of Brockport, N. Y., rode the 100 miles between Erie and Buffalo yesterday in 4:31:18, unpaced, cutting 8:51 off of McDonell's record. George rode a Barnes.



L. H. GEORGE.

George is twenty-seven years old, and was formerly a roller-skater of prominence. During a career of three years he succeeded in winning 306 firsts, 56 seconds, and 14 third prizes in roller-skating races. He also established twenty-one world's records. He has been riding the Barnes since last June, and only trains after working hours. He is strictly a teetotaler from start to finish, and and never drinks or smokes.

McLeod's Mile in 1:33 2-5.

A feature of Angus McLeod's straightaway unpaced mile in 1:33⅖, on a Brantford wheel fitted with Morgan & Wright tires, was, that while the wind was favorable, the ride was slightly up grade. Should McLeod make an effort in the other direction, with the same favoring wind, perhaps 1:30 or lower, might be the result—a startling big step toward the ultimate in record breaking, whatever that will prove to be. Even a year ago the man who would have prophesied a bicycle mile in 1:33⅖ would have been declared a dreamer.

The American Union of Cyclers, the national organization of colored wheelmen, is growing apace. The colored wheelmen marched on and captured Washington, and are now organized in the capital.

The March, BICYCLES

The Most Complete Line of First-Class Bicycles for 1896.

MODELS ARE READY.

We want good agents everywhere.

Light Roadster, 22, 24, and 26 in. frames
Drop Frame Ladies'
Drop Frame Tandem
Double Diamond Frame Tandem
} 1¼ in. tubing.

Invisible Frame Joints. Detachable Sprockets. Internal Seat-Post Adjustment.
No Handle-Bar Clamps. No Crank Keys.

Track Racer, Track Tandem, and Ladies' 20-inch Diamond Frame, all of 1-in. tubing.

THE MARCH-DAVIS CYCLE CO.

Factory and Office, Wabansia Ave. and West 44th Street, CHICAGO, U. S. A.

The March-Davis Cycle Co., 739 Market St., San Francisco, Cal.
The March Cycle Co., 431 South Broadway, Los Angeles, Cal.
Phillips & Buttorff Mfg. Co. (Southern Agents), Nashville, Tenn.
F. M. Smith & Bro. (Agents for Minnesota), St. Paul, Minn.

SANGER IN MILWAUKEE.

He is Preparing to go for the Unpaced Mile Record at Denver—Other Cream City News.

MILWAUKEE, WIS., Nov. 5.—Walter Sanger, looking stronger and in better condition than he has been in the last two years, arrived home a few days ago and will remain here until Trainer Dumbleton will arrive, and the two will then go to Denver where Walter will try to break the one-mile unpaced record. Sanger looks to be in fine condition and fit to ride as well as he ever rode in his life. He is almost positive that he can lower the record in Denver, where he expects to get a great benefit from the rarer air. When Trainer Dumbleton arrives he will bring an Orient, fitted with Vim tires. After he has tried to break the unpaced mile record Sanger is not sure where he will ride. He may go to the Pacific coast, and he may remain in the east. He has formed no plans for the future as yet. It is likely, however, that he will ride in California.

Sanger Talks About Johnson.

Sanger had one topic upon which he talked with freedom and considerable length. It is Johnson and his methods. When asked if he desired a race with Johnson he replied: "I am not looking for a race with Johnson at the present time. I know a little too much about the methods of Johnson and his manager to be after a race with them. It is impossible to get on against Johnson unless he has the best of the deal in some way. The general public may not learn this fact in his challenges or replies to the challenges of others, but it is true that he always sees to it that everything is in his favor before meeting any one who is in his class. I do not want the best of it against any one. All I ask is a fair show, and, if I am beaten fairly, I am willing to accord the other man all credit for his victory.

Growth of the Wisconsin Division.

The present officials of the Wisconsin Division predicted early in the spring that the League membership would reach the 1,000 mark. At that time there were 426 members. Not only most of the last year's members have renewed their cards, but enough new members have been secured during the summer to make good the prediction of the officers. The division now numbers 997. If efficient officers are placed at the head of the division next year the membership of the state can again be increased over 100 per cent.

Appleton Wants the State Meet.

Bicycle interest has not died out in Appleton even if winter is close at hand. At present the wheelmen are making a strong effort to secure the state meet next year. There is a disposition to favor Appleton by wheelmen all over the state on account of the many inducements offered by that city. It is said that from 15,000 to 20,000 people can be accommodated at hotels and boarding houses, and the city is well fixed as far as railway facilities are concerned. Appleton can offer the best half-mile track in the state, which is a feature in the first consideration. It is also stated that the fair association will contribute the use of the grounds and will keep the track clear of horses for three to four weeks before the date of the bicycle races.

Kanaska's European Record.

News has been received here that Henry Kanaska, the local professional rider who has been in Europe all summer, is making good money on the other side. A letter received here from him says that on September 15 he won the International 3,000-meter scratch race in Paris, his time being 5:55⅕, the last quarter being made in :28⅕. On August 25 he won the 900 meters on the Buffalo track in Paris in 1:10⅕. defeating Mercier. He also made a mile, on August 17, in 1:55⅕. On the following day he rode a quarter, unpaced, in 26⅘. On his return to American soil he will go against the one-hour record in Milwaukee or Chicago. He rides a Whitworth.

Voting for Division Officers.

Marinette wheelmen are casting almost a solid vote for Martin Rotier, the L. A. W. candidate for secretary-treasurer. W. A. Brown, of Marinette, and Dr. D. S. McArthur, of LaCrosse, are the candidates for chief consul. Brown seems to have a slight lead at present. The voting will close November 15.

A bicycle ordinance compelling wheelmen to use bells and not to ride faster than ten miles an hour will be passed in the common council some time during the coming week. The ordinance, if passed, will cause a political war, as the wheelmen will not vote for any of the aldermen who upheld the ordinance. It is stated that Alderman Starkweather will not be able to get a seat in the common council after his term expires. He framed the ordinance and as there are a large number of voting wheelmen in his ward he stands a poor show for re-election for alderman.

A TANDEM RECORD BROKEN.

SAN JOSE, CAL., Oct. 28.—During the record trials held on the Garden City Cyclers' three-lap cement track during the week that has just passed, the world's Class A tandem record for the flying start, unpaced mile was broken by Hardy Downing and Vic Benson, of the above named club, who rode the distance in 2:03, which lowers the previous record by four seconds.

Hardy Downing also went for the Class A record for the flying start, unpaced third on Friday afternoon, but he only succeeded in coming within three-fifths of a second of W. De Cardy's record of :38⅕, made at Louisville last May. The trials in both events were made under sanction and the timing was accurate.

The Garden City Cyclers held their initial road race yesterday. It was a five-mile event and was won in 14:22 by Fred Seybolt, who rode from the 1:10 mark. The time prize was won by Hardy Downing from scratch in 13:32. Tony Delmas, who also started from scratch, rode in 13:33. The road was very rough, which accounts for the slow time made.

HANSEN'S BIG RIDE.

MINNEAPOLIS, MINN., Nov. 4.—When A. A. Hansen started for the world's twenty-four-hour road record last Saturday at 1 o'clock the weather conditions were perfect, the air being as balmy as in Indian summer, but not enervating. The track was not in the best condition, however, as there was only a narrow path on the outside of the boulevard on which the test was made that was smooth enough for the purpose. About 3 o'clock Sunday morning a breeze sprang up from the south and at daybreak had increased almost to a gale, which made Hansen's self-appointed task a hard one. But he stuck pluckily to his work, and when the time had finally



A. A. HANSEN.

worn itself away he had placed 375 miles to his credit and had broken the records for 200 miles and for twenty-four hours. He lacked but little over one minute of the 100-mile record, and would have secured this easily had not his tire received three punctures and his saddle and chain broken causing considerable delay.

The Records He Broke.

His time for the 375 miles was 23:57:50, and had he continued riding for the full twenty-four hours he would have broken his own track record of 376 miles. The course was around Lake Harriet, and quite a crowd collected Saturday afternoon to watch the event. Hansen was paced by twenty riders taking turns, some on single machines and some on tandems, who stuck right by him faithfully night and day. Hansen finished in fine condition, although naturally a little stiff from watching the rear wheel of his pacemakers for twenty-four hours. He was much pleased with the results of the ride, as he well might be, having broken by eight miles the world's boulevard record of 367 miles, made by Shorland, and all American records, track or road, including the boulevard record of 240 miles.

To THE BEARINGS' man this morning Hansen stated that he might possibly make a trial for the 100-mile record, which he would have captured but for the unlucky accidents in the beginning of the ride. He rode a 16-pound Syracuse, fitted with M. & W. tires.

Three notables have recently been added to the ranks of Fowler riders, and John L. Sullivan, Eugene Sandow, and Steve Brodie are now dashing over the boulevards on Fowler bicycles. Advertising Manager Van Sicklen says that he expects fresh additions next week.

One mile on the track
1:46 4-5
by Berlo on Straus Tires

Offer Extraordinary!

25 miles on the road
1:00:59
by Walleston on Straus Tires

$1,000

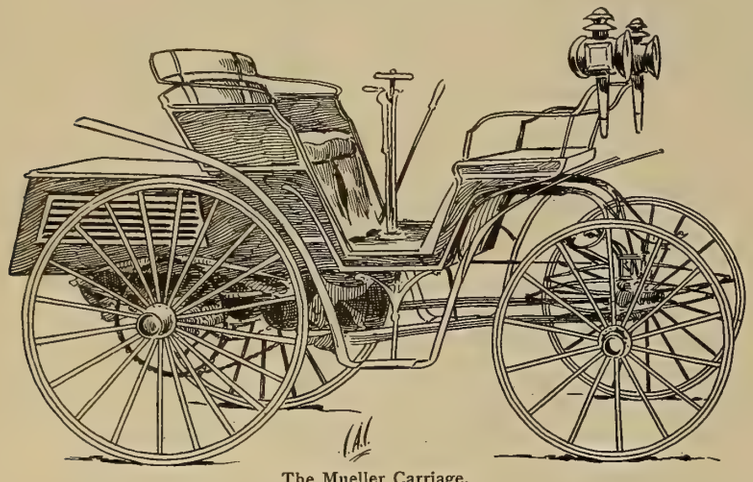
For distribution among the cycling clubs of the United States and Canada.
Racing men and agents may have had such
opportunities, but
THIS OFFER AFFORDS EVERY ONE
AN OPPORTUNITY
to help enrich his or her club's treasury.
The above amount will be given by
The Newton Rubber Works, Newton Upper Falls, Mass.
(New York Office, 21 Park Row,)
to the cycling clubs in existence previous to May 1, 1896,
which on July 15, 1896, have the greatest number
of members whose wheels are fitted with Straus Tires.
The $1,000 will be apportioned as follows:
To the club of 100 members or over, $500.
To the club of not less than 75 members or over 100, $250.
To the club of not less than 50 members or over 75, $150.
To the club of not less than 25 members or over 50, $100.
CONDITIONS: On May 30 and June 31 the secretaries of
such clubs as will compete for the prizes must file with
the Newton Rubber Works attested reports, giving the
names and addresses of the members, and the
makes of wheel ridden on which Straus Tires are
used. The awards will be made on basis of the full paying
membership on July 15, when the president, secretary, and
treasurer shall submit affidavits as to the correctness of the
final reports to be made on that date.
WILL YOUR CLUB BE ONE OF THE FORTUNATE FOUR?

STRAUS TIRES ARE HIGH-GRADE TIRES. ANY MANUFACTURER WILL FIT THEM TO YOUR WHEEL IF YOU INSIST.

THE MOTOCYCLE RACE.

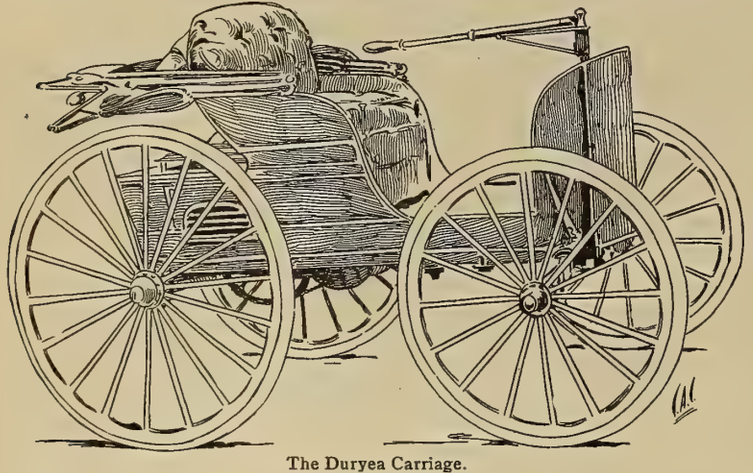
The big motor vehicle contest promoted by the *Times-Herald*, of Chicago, which was to have come off November 2, was postponed until Thanksgiving Day by the management owing to the fact that the great majority of the builders and owners of the machines declared their inability to complete their vehicles in time to enter them in the race.

A "scrub" race for $500 had, however, been arranged for the advertised time, but only four contestants appeared at the starting point to enter the race. Two of these, Charles Duryea and H. Mueller, got away at 9:13



The Mueller Carriage.

o'clock at Halsted and Fifty-fifth Street boulevard, followed by a number of press representatives and spectators on bicycles and in carriages. Five minutes later two Kane-Pennington motocycles arrived, and were sent away in the rear of the others, then one of Morris & Sloan's electric vehicles put in an appearance and started off down the boulevard. Of the five the only machine to finish the course was the Mueller vehicle operated with a



The Duryea Carriage.

Benz motor. It covered the distance of ninety-two miles in 9½ hours, including stops. The Duryea machine was run in a ditch to avoid a collision, and one of the wheels was broken. One of the others strayed off somewhere and has not been heard from since.

While others are inclined to ridicule the contest as a farce, the newspaper promoting the affair sees in the results promise of a great future for "horseless carriages," as the motor vehicles are commonly called.

HOW HURET FINISHED.

Doctor Tissié, a celebrated Parisian physician who is greatly interested in cycling, was present at the recent twenty-four-hour race won by Huret. He says: "When Huret finished he was in good condition, and showed neither weakness nor nervousness. His pulse was 112, and his heart beat normally, while the flexibility of his knee pans was not impaired. One might think that Huret had taken a spin for pleasure.

"He slept for five minutes during the twenty-four hours, and a slight weakness of the stomach was remedied by a glass of lemonade. He complained of feeling tired for a moment, and was very sleepy at about 4 o'clock in the afternoon, during the twenty-second hour, when the heat was oppressive and the air heavy. When he finished the ride he drank lemonade.

"I am astonished at the ease with which the great racers stand such exertion, Huret especially. It is a question of psycho-physiology of great interest to those who desire to make scientific investigation. As to the future consequences of such races from a physiological point of view, it is safe to answer the criticisms that have been made by stating that the immediate pathological effects appear to be slight, and the strain is not at all injurious to those men who have good constitutions and are well trained."

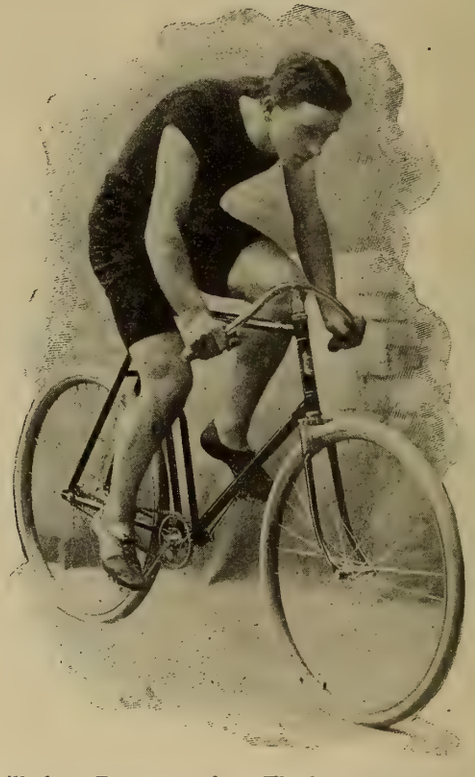
ZIEGLER GETS THE MILE STANDING START.

Louisville, Ky., Nov. 6.—Otto Ziegler, the "Calfornia Demon," this afternoon established a new record for the one-mile standing start. He was paced by the same quads that paced his team mate Gardiner when the latter broke the flying-start mile on last Monday. Ziegler's time was 1:50⅘ for the mile. His intermediate times were not inside record except his two-thirds which was ridden in 1:15 flat. Willie De Cardy also rode ten miles from a standing start in 20:45 flat, establishing a new American record, but being behind the English record of J. W. Stocks made at the Catford track, London, on October 14, in 20:10⅕.

The rear tire on the quintuplet exploded while the five riders were going at a 2-minute gate, None of the men received any serious injuries but all will be stiff and sore for several days.

THE COREY HILL CLIMB.

The recent successful attempt to climb Corey Hill in Brookline, Mass., and break the existing Corey Hill climbing record, demonstrated very clearly the peculiar success and practicability of the pebble tread which is used on the Vim tire. Young Urquhart, who succeeded in breaking the old record of nine times in the hour, going up and back eleven times in the hour, was fitted with the Fowler wheel and Vim tires, and says that he has no doubt that had he had a smooth tread tire he would have been unable to hold the steep grade. The pebbling on the tread allowed him to ascend the hill diagonally thus gaining time on every ascent. Corey Hill has long been a place of great interest for hill climbers because it is without doubt



the toughest hill about Boston to take. The last contest was held in 1886 at the sixth annual meet of the L. A. W. under far different conditions than that of today, for it was in the days of the old ordinary and hard solid tire. The old record of 3:16⅘ was made by George E. Webber and held for some time. In 1891 F. P. Benson, of the Newton Cycling Club, issued an open challenge to climb the hill against him. He succeeded in pushing a solid-tired safety of English make up the hill in 2:53. Benson also succeeded in going up nine times within the hour without a dismount, which is another record. This contest was originated by Dr. W. G. Kedall, then and now captain of the Boston Bicycle Club, who was asked to officiate as referee in the recent contest, in honor of this fact.

EBERHARDT BREAKS STATE RECORDS.

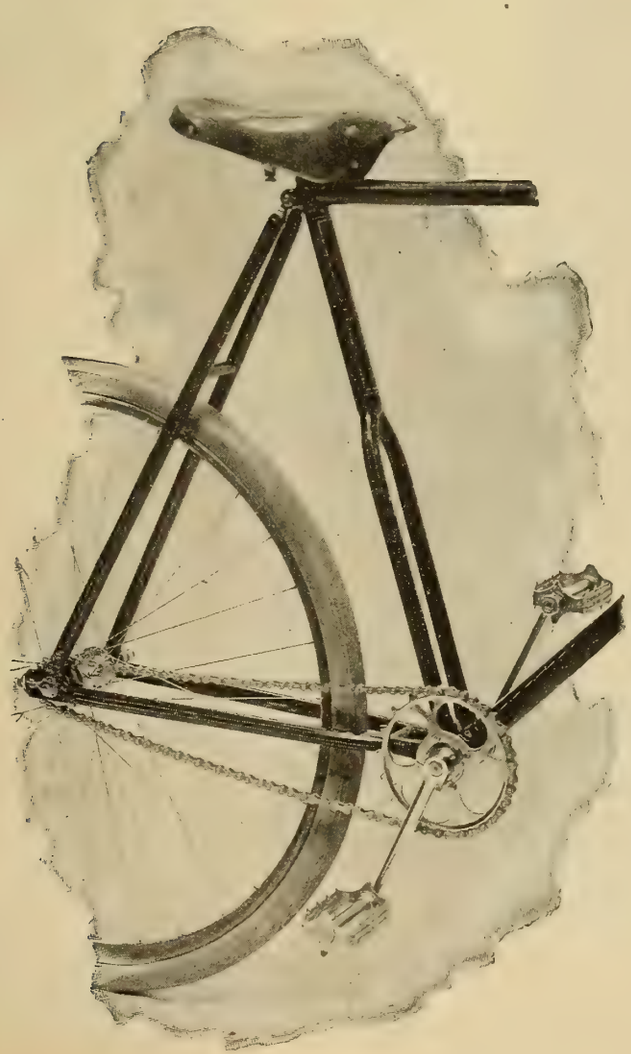
Salina, Kan., Nov. 2.—Frank Eberhardt broke four state records here this afternoon. He rode a third-mile, unpaced, standing start, in :44⅘; and in an attempt on the five-mile, unpaced, flying start record he rode two miles in 5:26, three miles in 8:24, and four miles in 11:19. He had to contend against a strong head wind on the homestretch. Monday he will ride again for records.

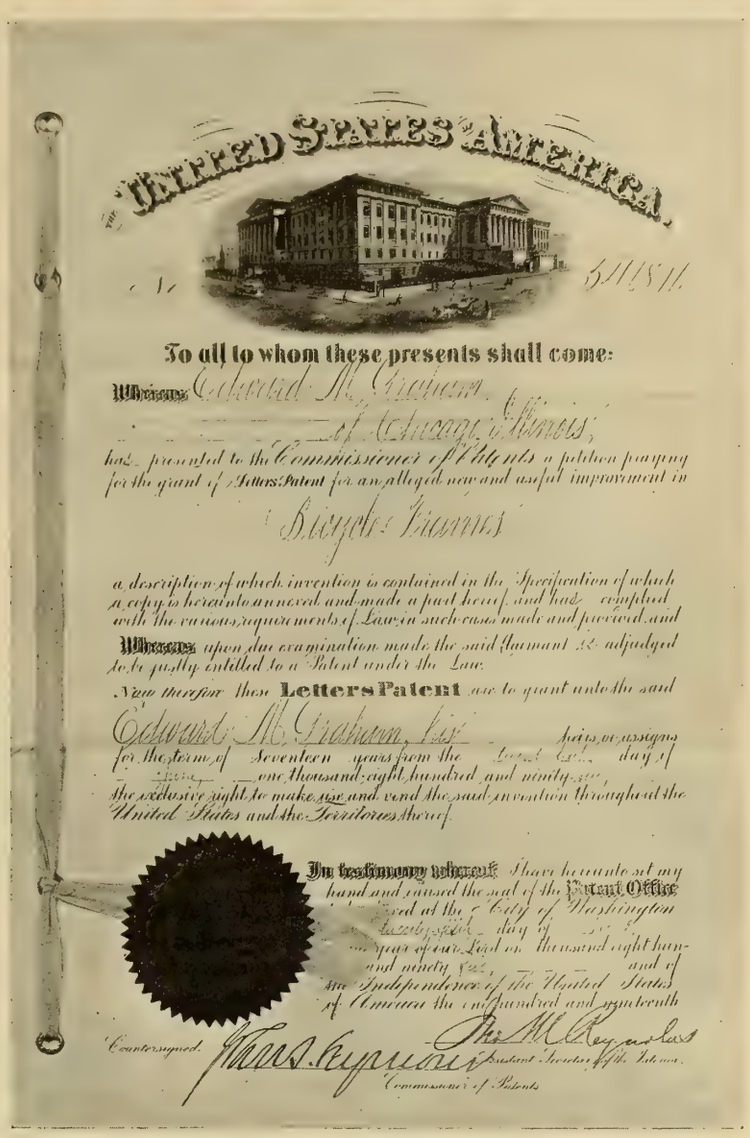
"Senator" W. J. Morgan, of the *American Wheelman*, will be married this evening to Miss Lillie Stilger. We extend the happy couple all the usual congratulations.

At Rochester, N. Y., on November 3, the world's road record for 200 miles was lowered from 11:58:30 to 11:46:58⅘, by Charles Shabel.

PLAIN ENOUGH!!

WE OWN AND CONTROL THE ORIGINAL TRUSS FRAME





THE UNITED STATES OF AMERICA.

541,811.

To all to whom these presents shall come:

Whereas Edward M. Graham,

of Chicago, Illinois,

has presented to the Commissioner of Patents a petition praying for the grant of Letters Patent for an alleged new and useful improvement in

Bicycle Frames

a description of which invention is contained in the Specification of which a copy is hereunto annexed and made a part hereof, and has complied with the various requirements of Law in such cases made and provided and

Whereas upon due examination made the said Claimant is adjudged to be justly entitled to a Patent under the Law.

Now therefore these **Letters Patent** are to grant unto the said

Edward M. Graham, Heirs, or assigns

for the term of Seventeen years from the Second day of June one thousand eight hundred and ninety-six

the exclusive right to make use and vend the said invention throughout the United States and the Territories thereof.

In testimony whereof I have hereunto set my hand and caused the seal of the Patent Office to be affixed at the City of Washington this twenty-first day of May in the year of our Lord one thousand eight hundred and ninety-six and of the Independence of the United States of America the one hundred and twentieth

Countersigned. Thos. Ewing Assistant Secretary of the Interior.

Commissioner of Patents.

(Fac-simile of Patent No. 541,811 owned and controlled by us.)

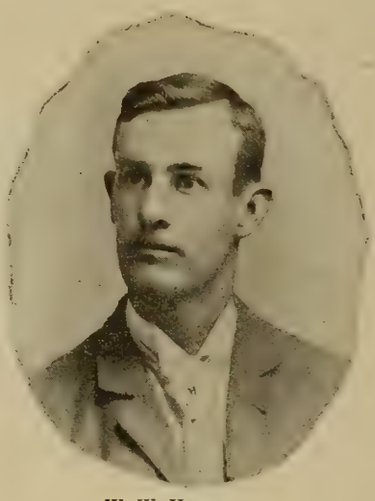
AND MANUFACTURE SAME UNDER THE PERSONAL SUPERVISION OF THE INVENTOR--MR. E. M. GRAHAM.

INTERNATIONAL MFG. CO.

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



W. W. HAMILTON.

Two Syca-mores.



W. DE CARDY.

Hamilton has a first mortgage on the Morgan & Wright 2 1-6 lb. slab of gold, by having ridden an unpaced mile in 2:00 2-5; De Cardy has ridden two miles, unpaced, in 3:53 2 5; both can undoubtedly do even better, and both have done more. The desire here is not so much to relate what they have done or what they can do, as to compliment them upon what they are—two of the most patient, helpful performers who have ever turned crimson-rimmed or any other kind of wheels. Look at their faces—honest, sturdy, brave fellows; the kind of men it is a pleasure to have ride the "good" tires.

How record breaking tapers off. It is almost a relief. Morgan & Wright record tables are fairly groaning under the weight. In this connection most of these records have been earned on Morgan & Wright racing tires. A tire constructed primarily for track purposes, but sold for road use, is likely to prove a mighty bad investment for its maker and a mighty good advertisement for Morgan & Wright. Perhaps tire makers who have tried the experiment will bear us out in this. If they won't, riders and dealers will. Meantime, M. & W. track tires, though not so recommended, have won road races, and M. & W. road tires have broken world's records on the track.

Speed, durability, liberal guarantee—these are the qualities in which we have faith. By providing them, we find that Morgan & Wright tires give the most comfort and the least trouble to the most people. Mr. J. E. Rosendale writes:

> I sold Dauntless wheels for about six months in Ohio and Indiana, and in all towns I visited that had repair men or dealers I asked which tires they thought gave the best satisfaction. They all said that M. & W.'s gave the least trouble and were cheapest in the end.

We are glad to state that Mr. T. A. Haupt, who recently won three races at Greensburg, Ind., on the M. & W. tires, used a Dayton wheel.

The M. & W. quick-repair tire, too, is a Sycamore.

Its stem is red.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

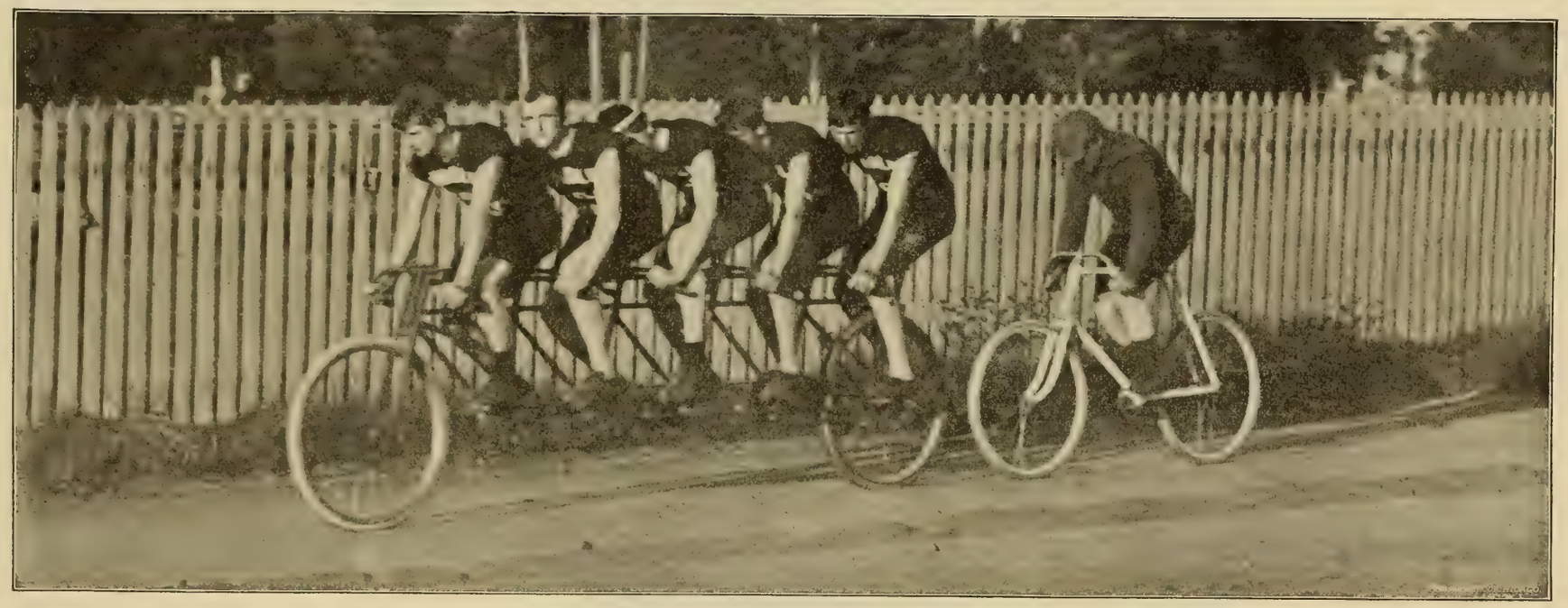
MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

THE BEARINGS OF CYCLING AUTOMOBILING AVIATION

On a Windle, with Morgan & Wright Tires.



WINDLE BEHIND THE QUINTUPLET.

CHILLICOTHE, OHIO., Oct. 29.—W. W. Windle, who came here from Worcester, Mass., broke three world's records, which were held by Johnson, here to-day. He made a half mile in :48 flat. Johnson's record was :51. The quarter was made in :22 4-5, against Johnson's record of :23, and the third in :30 2-5, against Johnson's record of :32 2-5.

Easy to distinguish the Morgan & Wright quick-repair tire—

Its stem is red.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

BRINGS BACK FOND MEMORIES.

Slowly but surely the good old ordinary is disappearing and in a few short years we will see the ancient machine placed in our museums as an object of curiosity. Every old timer has a warm spot left in his heart for the old wheel that stood by him so nobly in the days when cycling was in its infancy. Perhaps this was the reason that the fourth annual ordinary run of the Chicago Cycling Club to Pullman last Sunday was so well attended. This event always attracts a great deal of interest in the Windy City and on the first Sunday in November almost every high wheel in the city is brought out and given its annual exercise.

Last Sunday thirty-five turned out with the ancient machines. Those who went on the run had lots of fun, which they dearly paid for the next day. All along the route the club was greeted with laughter and cheers. There were many who couldn't understand what it all meant. Fines were levied for headers and dismounts, and a goodly sum collected. C. V. Dasey left the crowd at Five Points and scorched on alone. The first man into Pullman had to pay $1, and no one wanted to pay the fine. The crowd thought that Dasey had gone straight into Pullman, and so when the gates



Incidents of the Fourth Annual Ordinary Run of the Chicago C. C.

of the town hove into sight Van Nest and several others started to sprint. Van had no sooner passed through the gates than Dasey emerged from behind a bush where he had been hiding, and followed the leader in. Van Nest had to pay the dollar. The last man in was R. F. Bunting, who was also assessed $1.

Among the old-timers who turned out on the run were H. R. Winship, A. E. Lumsden, C. E. Randall, George Magill, J. P. Bliss, and N. H. Van Sicklen.

MUST RING BELLS.

EMPORIA, KAN., Nov. 2.—This town has a city ordinance requiring cyclists to ring bells at street crossings. Some time ago fifty society young ladies were arrested for violating this same ordinance in a different form, and the affair caused a big sensation. Then, later, Dr. E. W. Wagoner and J. E. Evans, the former a prominent dentist and the latter a lumber dealer and a member of the city council, were arrested for failing to observe the law. They appealed the case from the police court to the district court, and the decision was handed down last evening by Judge Randolph, who declared the ordinance constitutional. The case will be carried to the supreme court.

NEW YORK DIVISION ELECTION.

BUFFALO, N. Y., Nov. 4.—The counting of the votes in the annual election of the New York State Division of the League has just been completed by Secretary-Treasurer W. S. Bull, who announces I. B. Potter elected for chief consul, W. S. Bull for secretary-treasurer, and W. E. Underhill for vice-consul. The polls opened October 15 and closed last Friday, since which time the untiring secretary has been busy counting the returns, which, of course, come by mail. The voting was very light, falling short of the number cast last year, although nearly three times as many members were eligible to vote this year. There were no opposing candidates to any of the offices, and, of course, those named on the ballot were elected.

It Cost the League Nothing.

What most lends interest to the election is the fact, not generally known, that it cost the division nothing. Had the L. A. W. been obliged to pay the expenses, it would have cost about $140, but Secretary Bull is a hustler with a head full of ideas, and he decided to make somebody else foot the bills. So he sold the blank space on backs of the envelopes to be used for the voting to bicycle manufacturers, and succeeded in raising a neat sum, which, however, fell short of the required amount. He then compiled a small pamphlet containing much useful information concerning the New York division, of which he had 12,000 printed, advertising space in it having been sold to a bicycle maker for enough to pay for the expenses of publishing and to make up the other deficiency. Thus, after the balloting was completed, W. S. Bull found that instead of having incurred expenses the election had cost the League nothing, and he had on hand 3,000 pamphlets which will be most useful in recruiting new members.

The S. F. Heath Cycle Co., of Minneapolis, writes that John W. Washburn has occupied and still retains the position of head salesman in the company instead of Collie Bell, as was stated in a recent issue of THE BEARINGS.

GOOD SHORT STORIES.

Two Well-known Traveling Cycle Salesmen Figure in Anecdotes Told in the Editorial Office.

HIS NECKWEAR MISPLACED.

William Montague Perrett.

Stillman Ganymede Whittaker.

A pair of names—and none known better to the trade—which denote by their alphabetical combination two prominent figures in the cycling world, who are as dissimilar in their tastes and characteristics as the mighty waves of the ocean and the ripples of a mill pond.

"Billy," as he is familiarly called by all who know him—a dapper, gentlemanly, polished little Englishman, ever looking like a reproduction from a fashion plate, and who talks with a delightful cockney accent that stamps him at once with the hall-mark of good old Victoria's realm—has an able foil in the person of "Whit" (may he never grow bald)—an ex-racing man and crackajack in his day, and a regular Pooh-Bah, who, while he never posed as a Chesterfield, has a fund of anecdotes and witticisms which together with his personal acquaintance with every one, always make him a welcome addition to any party wherever he may drift.

Some years ago, during the progress of a race meet at Buffalo, "Whit" was sitting on the top step of the flight of stairs admitting to the judge's stand, from which exalted position he observed one of those Jay wheelmen, who always manage to make themselves obnoxiously prominent at all gatherings of the kind, strutting around about the grounds with a large piece of ribbon tied to about the calf of his leg, the artistic arrangement of an immense bow topping off the startling innovation.

"Whit" regarded the outfit for some time in silence, then suddenly called out loudly, "Hello! hello, there!" and eventually attracted the Jay's attention. The fellow came over to where the crowd was congregated, when "Whit," in a very audible stage whisper, said: "Say, Pete, your necktie's slipped down." And amid roars of laughter the Jay sneaked behind the grand stand and with his "necktie" disappeared from view.

* * * * *

WHERE THE LAUGH CAME IN.

A few years ago, at a Syracuse race meet, the irrepressible Whittaker occupied the exalted office of announcer. "Whit's" voice is hardly an ideal one for the needs of the job, but on the first day of the meet he filled the position with credit to himself and to the great amusement of the crowd in attendance.

In deference to the honor of the position, he had invested in a pair of white duck trousers, which he turned up a half-dozen times at the bottom. A pair of white canvas shoes, a nice double-breasted blue coat, and a broad-brimmed straw hat surrounded by a band that could be heard a long way completed his make-up, and for once in his life "Whit" looked dead swell.

But the spirit of deviltry was abroad, and on the morning of the second day's races some one got into Whittaker's room and by means of some paint and a brush decorated the ducks with an ornamental two-inch stripe of green. After dinner "Whit" went up to adorn his person with the regalia of office, while the crowd below awaited developments. But none came. The imperturbable announcer calmly walked downstairs, green-striped trousers and all, and, taking up his seat with the driver of the barouche which was to convey them to the grounds, drove away as though nothing unusual had happened, to the infinite amusement of the small boy and the public in general.

At the grounds, of course, he made a profound sensation, and in the meantime the jokers were wondering where their laugh was to come in. It came all right, but scarcely in the way they expected. For some reason "Billy" Perrett was blamed for the artistic effort by "Whit," who, however, said nothing.

That night the prizes were distributed between the acts at a theater in Syracuse, where the officials of the meet had a box all to themselves. After the show was over, and preparations were being made to leave, Perrett was minus his hat, a fine straw affair that he had bought only that day. A thorough search was made in vain, and "Billy" went back to the hotel with a handkerchief tied over his head. When he stepped up to the office for his room key, the clerk informed him that a package had been received for him, "25 cents collect." On opening the bundle, Perrett disclosed his new hat, the whole crown being neatly cut out. So "Whit" had his revenge.

* * * * *

"BILLY" PLACARDS THE TOWN.

As a hustler "Billy" Perrett has few equals in the cycle trade, and in his travels lets few opportunities to advertise the Dunlop tires go unprofited. A short time ago Sioux City was the scene of a race meet. "Billy" attended in the capacity of clerk of the course, for which he has a national reputation. On the morning of the tournament, while walking about town, he espied a bicycle in the window of a clothing store, the two wheels revolving swiftly by electricity. Into the store he walked and asked permission to place a Dunlop advertisement on the wheel. The favor was declined, but, as "Billy" wanted a new suit, he made a requisition on his diplomacy and politely asked to be shown the stock of clothing. He finally bought a suit of clothes, and in consideration of this the Dunlop card soon adorned the wheel in the window.

Pretty soon Perrett fell in with another salesman selling wheels, to whom he told his scheme. It wasn't long before the windows of the clothing store contained a large bicycle placard, and "Billy's" friend blossomed out in a new suit. Then together they visited a "gent's" furnishing store, a hat store, and a shoe store, victimizing each of the tradesmen in turn, until the windows of that town were veritable signboards for bicycles and Dunlop tires.

GOOD JOKE ON WILLISON.

According to a St. Louis paper a good joke was played on President Willison while he was in St. Louis attending the meeting of the executive committee. The president and other officials occupied a box at a local theater. During the first act Vice-President Morrison passed Mr. Willison a note, which read: "Archie, I understand that during the intermission between the second and third acts you will be called upon to make a speech on 'Good Roads and the L. A. W.'" Mr. Willison bit. He pulled out a pad and began with his memoranda. The intermission came and went, but no call was made on the president. He looked surprised, but said nothing. After waiting until the third act had begun he sent a note to Mr. Morrison, wanting to know why the audience had backed out. Mr. Morrison replied: "They heard that you never spoke for less than an hour on the 'good roads' subject. They want to get home."

REVIVAL OF OLYMPIC GAMES.

The Olympic games, which are to be revived in Greece in 1896, will be held from April 5 to 15 (March 24 to April 3 of the Grecian calendar). It is interesting to note that the resurrection of the Athenian games is contemporaneous with the rise of cycling, a sport that Pericles never dreamed of. The question of money came near defeating the plans, but the committee having in charge the work of organizing the tournament appealed to the generosity of Grecians living in foreign lands as well as in their native country, and prominent men of Athens, Constantinople, and London have up to the present time subscribed $30,000 for the purpose.

These Olympic games will include all kinds of athletic sport, such as gymnastics, wrestling, fencing, shooting matches, nautical sports, tennis, cricket, and cycling, and all the world will be invited to attend. It is noticeable that horse racing does not figure in the programme, which is published in the first number of the bulletin of the Olympic games, which has been issued.

The cycle racing programme is as follows: Speed contest, 2,000 meters (1 mile 1,521 yards) on the track, without pacemakers; 10,000 meters (6 miles 376 yards), without pacemakers. Distance contest, 100 kilometers (62 miles) on the track, with pacemakers; twelve-hour track race, with pacemakers. The regulations followed will be those of the International Cyclists Association.

The president of the organizing committee is the crown prince of Greece who, like his cousins, the descendants of the czars, rides a bicycle. France will not shine in this tournament, for the last line of the programme excludes professionals.

PICKS MEGSON TO BEAT ZIMMY.

For a long time the coming of Zimmerman has been uppermost in the minds of the Australian cyclists, if not of the general public. Every issue of the sporting and cycling papers contains some comment upon the subject. "Wheeler," writing in the *Referee* (Sidney, Australia), says that while Zimmy's flying times are "a bit ahead" of their records, they have been accomplished on specially prepared tracks and under the best of conditions, and that he believes the Australian champion, Megson, will be able to ride under two minutes on the Adelaide track, and come so near beating the world's champion that "the judge will have to keep his eyes very wide open." He says: "Racing at the association ground Zim will have a grass track, about which he knows less than our riders, and he won't come near his scorching American records on that. . . . Megson will leave no stone unturned to try and win the world's championship. He is a determined, bulldog sort of athlete (the Bill Beach stamp), and has such splendid sprinting powers that there is no telling what he may not do when fairly on his metal. He has contemplated a trip to America and England for some time—in fact, had pretty well made up his mind to start early next year—so if he can beat Zimmerman what sort of a prospect has he before him? . . . Perhaps the visitor won't take any risks, and simply content himself with exhibition business. To make it worth his while, besides what the League will do, a bit of money could easily be got to back Joe, the gentleman of the cycling track."

HALF-MILE TANDEM RECORD LOWERED.

New Orleans, La., Nov. 2.—W. Coburn and W. M. Randall, when pacing Frank Wing today, lowered the world's half-mile, unpaced, flying start record of :55¾, held by Titus and Cabanne, to 55 seconds flat. The trial took place at a matinee race meet on the Southern Wheelmen's track. Wing's time was the same as that of the tandem team, but he came within only seven seconds of the paced record of 48 seconds, although his was the best time for the distance ever made on a quarter-mile track.

Arthur A. Taylor is the proud papa of a nine-pound boy. At last accounts father and child were doing well.

ON THE PACIFIC COAST

HOOKER & CO.

of San Francisco,

the Well-Known Jobbers of Union and Barnes Cycles,

carry a stock of

THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

a truss frame bicycle standing by, he quite naturally remarked:

"What have you been doing—buying a Fowler? Fine wheel that."

When the man on whom he had called returned to consciousness he was too dazed to sign the advertising contract which had been placed before him, and so the eastern newspaper man hied himself out and away.

THAT REMINDS US.

"Where is the man who keeps the restaurant?" said the disgusted customer. "He's gone out to lunch," replied the cashier.

The above reminds us of a certain New England cycle dealer who was agent for one line of wheels, which he preached to the community as "best-on-earth"—and yet, can you blame him—purchased Fowler bicycles for himself and wife.

OUR EASTERN HOUSES.

Our New England branch house is located at No. 8 Park Square, under the management of C. H. Larsen, to whom all communications regarding Fowler agencies for '96 in New England as well as all other matters should be addressed.

The Fowler establishment in New York will be located in the Mutual Reserve Building, corner Broadway and Duane Street. James H. Robley will be in charge. The New York house will attend to all Fowler agents in eastern New York, New Jersey, and eastern Pennsylvania.

A PROFESSIONAL BATTLE.

FIRST WHEELMAN—"Wasn't that a battle royal in the professional mile open?"

SECOND DITTO—"It certainly was a warm argument, but not a marker to what occurred when the gate receipts were being divided."

THREE WORLD'S RECORDS.

As we go to press the following telegram from George E. Hannan, our Colorado agent, reaches us:

DENVER, COLO., Nov. 5, '95.
FOWLER CYCLE MFG. CO., Chicago.

Harry Clark, on a ***Fowler Roadster*** rode ***unpaced:***

Three miles,	7:18 1-5.
Four miles,	9:56 1-5.
Five miles,	12:34 2-5.

World's records for both Class A and B.

Track slow.

Strong wind.



'96 LADIES' FOWLER.

SEE THAT NEW FRAME. WATCH OTHER PEOPLE COPY IT.

Records official.

GEO. E. HANNAN.

The question is, what time would he have made on a specially constructed wheel like other record riders use?

His mount was a full roadster and has been ridden by him on the road all this season.

FOWLER BEARINGS ARE FAULTLESS.

The following note was printed last week in the advertisement of an eastern firm, the president of which was unceremoniously turned down last winter at the election of Cycle Board of Trade officcers:

"With a new wheel it is a safe rule to suspect the bearings of being too tight unless a perceptible side play is in evidence."

Bearings that are made right do not make even the slightest side play.

Fowler bearings are made right, and the man who wrote the note referred to above, we venture to state never in his life rode anything other than a cheap-john, rubber-neck machine.

WE ARE WATCHING.

Who will follow our lead in declaring the exact floor space and size of their factory?

We will closely scan the columns of the various cycle papers this week but really do not expect to see anything in the way of declarations.

TOWARD FOREIGN LANDS

Mr. and Mrs. McIlrath, the globe girdling tourists, who ride Fowler bicycles on their travels, recently sailed away from San Francisco, through the gauzy mists of Golden Gate harbor, and on toward Japan, where their journey awheel will be continued.

They are due on the other side this week.

AN ORDER DOUBLED.

Everybody east has heard of J. A. Johnston, that typical Fowler hustler of Pittsburg, Penn. He will look out for Fowlers in southwestern Pennsylvania in '96 as per the following letter:

FOWLER CYCLE MFG. CO.

Gentlemen: After seeing and thoroughly examining your new model for 1896, we have decided to double our order with you and would request the privilege of further increasing that number.

Wishing you and the Fowler your accustomed success, we remain

Very truly, J. A. JOHNSTON.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

A MONOGRAPH ON SADDLES.

Describing Some of the Inventions upon which the Patent Office has Issued Patents.

The successful saddle of today is the result of experiment. Each inventor has his own peculiar ideas as to how a comfortable saddle should be constructed, and although in the main these ideas may be similar, the embodiment of them results in a variety of devices differing materially in their utility and comfort. We have seen how the pneumatic saddle seems finally to have achieved success. The uninitiated, on first seeing a pneumatic saddle, may think that some inventor conceived the idea only yesterday, and put the embodiment thereof on the market today, when in reality such a saddle was first made ten or fifteen years ago, and found public favor only at the present time. However, the public likes variety in saddles as in other things, and the inventors have endeavored to satisfy its wants by submitting many different styles for consideration.

Ten or twelve years ago the saddle shown in Fig. 1 was designed. It may be termed the first radical departure from the common, solid leather hammock-saddle. A represents a metallic or other stiff base portion, provided with a cross-piece B at the rear. This cross-piece is provided with slots d, and the front portion of the base is likewise provided with a slot d'. A comparatively wide strap C is then passed from one of the end slots in the cross-piece B through the slot d' and then successively through the remaining slots in the cross-piece. The ends may be united by a buckle, as shown, which furnishes a means of regulating the tension of the seat. In the small figure is shown a modification. The front portion of the base A, instead of being slotted, is provided with a screw-threaded perforation, in which a headed thumb-screw, carrying an oblong link, is inserted. This link receives the strap at the front, and in order to adjust the tension of the saddle it is only necessary to turn the screw one way or the other.

In Fig. 2 is shown a seat which is constructed of two pieces of leather, instead of one solid piece. These two parts are connected by lacing them together with a flat, round, or other-shaped leather-lace or cord or catgut, preference being given to a flat leather lace. The letters A and B represent the two pieces of leather, and C is the lace. The inventor states that "the advantages of this principle of construction are that free circulation of the air prevents perspiration and its consequent disagreeable features to the rider, while at the same time the elasticity imparted to the seat renders it agreeable to the cyclist by adapting itself to the form of the rider."

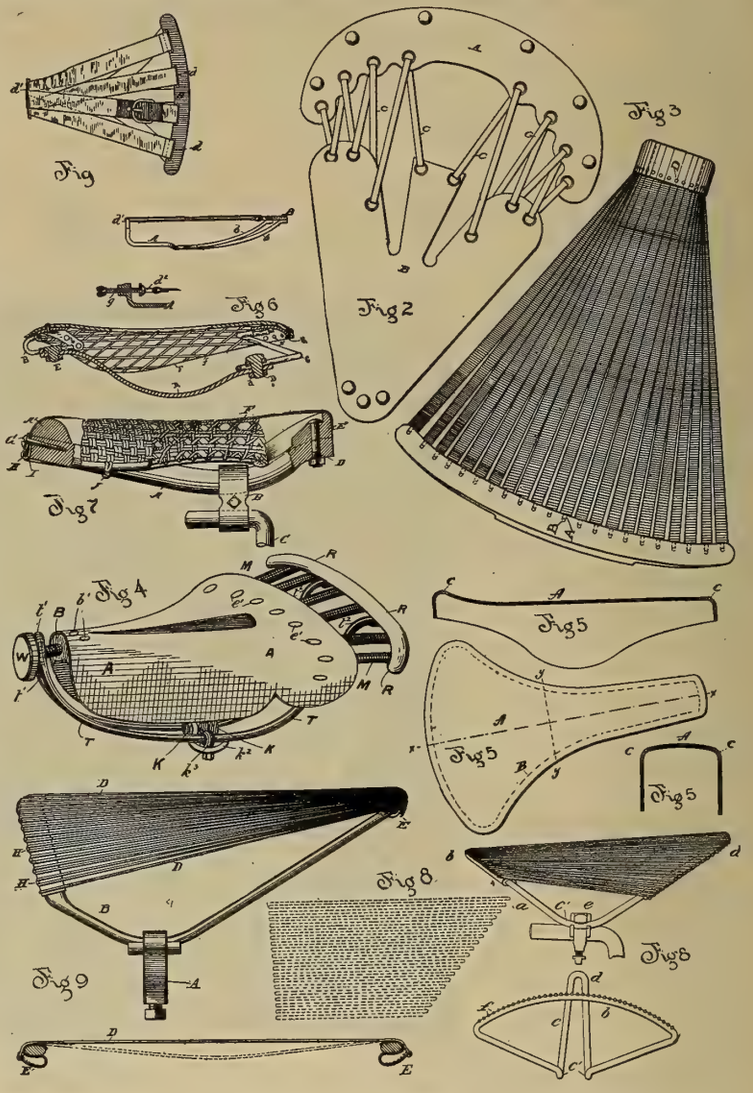
The saddle shown in Fig. 3 is composed of spiral metal, or other springs. Saddles are usually provided with a practically non-resilient cover supported on springs. In the construction shown in Fig. 3, however, the resiliency is in the seat-cover itself. The pommel plate and the cantle are provided with a series of holes for the reception of the ends of the wire springs. It will be noticed that the plates overlap the springs so as to present a smooth surface for the rider to rest upon. The inventor contemplates the use of India rubber or other resilient material in place of the metal springs. This seat may be provided with any kind of saddle-plate to connect the pommel and the cantle. Like the saddle shown in Fig. 2, this seat permits a free circulation of air and prevents perspiration.

Fig. 4 shows a construction which is a combination of the ordinary seat and the wire-spring seat. A stiff or slightly yielding rod or saddle support, T, is provided, and a saddle-seat, A, of ordinary form is connected to the front of the support by an adjustable screw which passes through a pommel-piece t', and in to the seat A. At the rear the support is provided with a cantle-plate R, and spiral springs connect said cantle-plate with the rear of the seat A. As stated by the inventor, this seat is "so designed as to avoid all hard parts, and so as to be flexible in every direction, while affording a substantial seat and support to the rider."

An improvement in suspension saddles is shown in Fig. 5. Suspension saddles are those which are unsupported between the pommel and cantle. As is well know, the common suspension seat of leather is liable to stretch and lose its shape, the difficulty being remedied by adjustment. Moreover, riders of the leather saddles are often put to great discomfort and inconvenience by the wetting of the seats when the bicycles are exposed to rain and moisture, for when such a saddle is wet it stretches and becomes distorted. A saddle constructed as shown in Fig. 8 is stated by the inventor to overcome all the above objections. The seat A is of the usual form, and may be formed in a variety of ways. The alleged advantageous qualities result from the manner of making the same, which consists in providing a seat-cover made of a mixture of fabric and rubber differentially vulcanized in the shape required. Blanks of the fabric saturated with rubber are cut out, laid together, and the edge of the misshaped seat finished. Then the same is exposed to heat in a two-part mold, shaped according to the shape of the seat to be produced. "In order to adapt the saddle to better hold its shape, and to make it stronger in those parts subjected to the most strain in building it up, add strips of fabric saturated with rubber more highly sulphurized or otherwise compounded, so that at the same heat these portions will be made harder and stiffer and stronger than the remaining portion." In the illustration the rounded edge along the broken line B is reinforced. The letter C shows this portion in side and front elevation. The inventor claims that his saddle is waterproof, that it will never stretch or distort under any of the strains or conditions which it may be subjected to in ordinary use.

Fig. 6 shows another seat designed for the prevention of stretching and distortion by use. A piece of sole leather is selected and a woven net of stiff brass or other metal wire F is embedded in the flesh side of the same. The leather thus prepared is cut or stamped into the required form for the seat, and the netting and leather may be bound at the edges if desired. This seat is attached to a support A, through the medium of the spring bands B C, at the pommel and cantle thereof.

Fig. 7 shows a saddle constructed of wood and rattan. The support A is made of wood, and at its rear portion is provided with a wooden cantle E.



The front portion is provided with a rounded block A' and a screw G. On the curved cantle-plate E is fastened the rear end of the seat F, made of longitudinal and transverse strips of rattan interwoven in such manner that the rear half of the saddle is in the form of open net work, while the front end is closely woven. The front ends of the longitudinal strips of this rattan seat are passed around, and thereby fastened by the screw or pin G, said strips passing over the block A', which prevents their fracture. The side edges of the transverse rattan strips are bound in over a wire H, extending from one end of the cantle-plate E around the front end of the bar A, to terminate at the other end of the said cantle-plate. J is a binding-band of rattan or other suitable material, which gives the necessary curved transverse section to the seat. Any slack in the saddle may be taken up by placing washers between the strands and the end of the bar A around the screw G.

In Fig. 8 is shown a saddle which is constructed of a continuous wire spring laced alternately around hooks or projections at the pommel and cantle of the support a. The construction is readily seen from the illustration, but the method of placing the wire in position requires explanation. The wire is bent into the form shown in the dotted line figure, which represents one-half of the seat portion. Then the support a is sprung into form and the wire placed thereon, the points where it is bent coinciding with the

hooks. The hooks are now bent down to secure the wire in place. In removing the support from the form, it will tend to spring back to its original size, thereby setting up a proper tension in the wire.

The saddle shown in Fig. 9 is made of strands of a substantially non-yielding substance longitudinally disposed upon the frame B. Sheet-metal springs E are fastened at the pommel and cantle to the support B, and the strands D are attached to these springs as shown, thereby acquiring sufficient resiliency to permit of the sag necessary in order that they may adapt themselves to the figure of the rider. J. W. ANDERSON.

BUFFALO CYCLE ROW CHANGES.

BUFFALO, N. Y., Nov. 1.—Last season's trade will not know itself next spring. Bicycle Row, Main Street from Huron Street to the World's Dispensary Block near Tupper Street, is in a condition of turmoil, and in addition to the changes now under way, more are expected. Various reasons are assigned for this condition of things, but, whatever the underlying truth may be, the facts still remain.

For several years H. C. Martin & Co. (now H. C. Martin) has occupied as a salesroom and riding hall the old stone church in the middle of the Row, but soon the base of operation will be changed. Mr. Martin and his new partner Mr. Salisbury will continue to sell wheels in the basement, but the old riding floor has been transformed for the winter into a dancing academy. John J. Gibson and Mr. Martin have established a factory at North Buffalo adjacent to the New York Central's belt line tracks.

G. N. Pierce is about to leave his old store in the row near Chippewa Street for larger quarters a little way up the street in Green's flats. The new store is now being put in order preparatory for moving day, and Mr. Pierce expects to have one of the finest stores in cycledom. His big factory on Lloyd Street is running at full speed long hours, and the new store will be well stocked with all grades of wheels.

D. H. Lewis & Co. expects to move into the quarters vacated by G. N. Pierce. This is a new firm, but Dai is a hustler in a business way, and every road rider and racing man in the country knows him and knows he would handle none but the best of stock.

Representatives of E. C. Stearns & Co. were in the city yesterday, and it is rumored that Lutz & Son, their local agents, may soon go into a new store. It has been known for a long time that the Lutz people were not satisfied with their store, though they are in the middle of the Row, and there is every probability that they will be in a new home before spring.

Fred L. Hartmayer, ex-president of the Ramblers, who has been head salesman for Seyfang & Prentiss for a year or more, has left that firm, and Fred Fuhrman has fallen into his berth. Fuhrman is a well-known racing man and his friends among the bicycle men at home and abroad are many.

It is entirely probable that France & Co., of Rochester, will soon establish an agency for the sale of the Viking and other wheels handled by them, in Buffalo. McDonell, the Rochester man who has been doing all kinds of things to local road records, rides a Viking, and the stock of the wheel, in consequence of his performances, is away up in the market.

TRADE ACTIVE IN TOLEDO.

TOLEDO, OHIO, Nov. 5.—Col. T. B. Terry, president of the Dauntless Bicycle Co., returned last week from his trip to Pittsburg and New York, where he went to look up material. He returned ill, and is not yet able to be at his desk. The Dauntless company is hustling with the other factories, and all men are satisfied with their lot. The Dauntless company gave J. P. Klotz a big slice of western territory Saturday. Mr. Klotz will represent the company in Colorado, Utah, Montana, Oregon, New Mexico, and Upper California.

The Yost Mfg. Co. sent two shipments of sample '96 Falcons to Europe last week. One went to Paris and one to London, where they will be on exhibition at the cycle shows. The company is working full time, but will not send out any wheels for some time. All the traveling men are out and report large sales.

The Colton Cycle Co. has eighty men at work and will add seventy to this force soon. It has sent out over 400 sample orders and reports a bright prospect ahead. George Colton captured a 500 order in Detroit last week.

The Lozier factory is another busy place. All the traveling men are out, and doing good work. One man reports 375 wheels sold in one week. The company has turned out some neat souvenir watch chains made of a section of bicycle chain, with small handle-bars attached. The Lozier company is in receipt of a large order from its California representatives. This is comparatively new territory, and several thousand Toledo wheels will be sold there; in fact all Toledo makers are represented in the far west.

H. A. Paul, manager of the Cleveland end of H. A. Lozier & Co., was in the city a day last week, accompanied by L. H. Bill, the New York representative of H. A. Lozier. They were accompanied by an Englishman who wanted 2,000 wheels of American make.

F. A. Peters has returned from Rochester, where he secured an order for some 200 wheels.

Ed G. Eager has returned from his western trip. He went from here to San Francisco, and from there to Oregon, returning via the northern states. He placed some good Viking agencies in these states, and picked up several orders on the side. John Swindeman has returned from Michigan and Norman Church from northern Ohio. They sold Vikings.

That bicycle museum scheme seems to have fallen by the wayside. No rooms have yet been secured for permanent occupancy, and one of the manufacturers told a BEARINGS' correspondent he did not believe it would be kept up.

Toledo is rapidly becoming one of the most important cycle centers in the country, and in substantiation of the statement a well-known maker said he received calls last week from four cities distributed over the country about as well as they could be. One came from California, one from Maine, one from Texas, and one from Michigan. They had heard of Toledo through THE BEARINGS and expressed themselves as well pleased with the place.

The National Meet Association meets regularly and the business is progressing finely. Alvin Peter is beginning to feel that he is doing all the work, and has given vent to the threat that if the other manufacturers don't get out oftener and hustle, he will confine his efforts to the Viking gold meet.

THE NEW OUTING.

The Hay & Willits Mfg. Co., of Indianapolis, Ind., is now entering its second year. During the past season the success of the Outing bicycle has been gratifying to the managers of this company, and although the output of the factory the past season has been limited, the company has had flattering reports from the wheel wherever it has been sold. In the city of Indianapolis alone, the number of Outings on the streets demonstrates the fact that the Outing is appreciated by riders in its home town, and while nothing is claimed for a racing record, it is a fact that the Outing holds both the championship of Indianapolis and the quarter-mile state championship. The policy of the company is one of protection to the agent by giving him exclusive territory, and under no circumstances will any wheels be manufactured in the Outing factory under any other name than Outing. This wheel will not be handled through the jobbing trade, but handled direct by retailers. By listing this wheel at $85 the company does not acknowledge the superiority of wheels listing at $100. In this machine the finest material obtainable is used, and the practical bicycle man will at once recognize such well-known firms as the Shelby Steel Tube Co., the Fairbanks Wood Rim Co., J. H. Williams & Co., the Excelsior Needle Works, and other concerns who have a reputation for good goods, and from whom the material used in the Outing bicycle is purchased. The makers could just as easily have called it a $100 wheel. A request for further information will bring a detailed description of the improved adjustable handle-bar, combination crank and axle, dustproof bearings, system of reinforcement, and other information concerning details of construction.



NEXT YEAR'S KEATING.

The Keating Wheel Co., of Holyoke Mass., is out with an advance circular describing its line for next year. The machines will be made with 22½, 24½, or 26 inch frames. The hubs are of the large barrel pattern with the direct drawing tangent spoke. The curve in the center tube, that distinguishing mark in the Keating, is retained. This curve allows the use of an extra long chain without changing the main angles of the frame and also makes the machine more rigid. The tubing used is 1⅛, ¾, and ⅝ inch throughout; the head tube is 1¼ inch in diameter and 10½ inches long in the 24½-inch frame. A new style of rear-top frame bracket is used. A finely finished barrel crank-hanger bracket is another feature of the wheel. The new divided crank-shaft does away with keys and nuts for fastening cranks.

ANOTHER PUNCTURE-PROOF TIRE.

MINNEAPOLIS, MINN., Nov. 4.—One of Kennedy Bros.' employes has invented a puncture-proof tire which has been exhibited to a number of manufacturers who have been favorably impressed with the same. The outer casing is made of leather, waterproofed by a secret process, the inner tube being the one in use at the present in the ordinary tire. An effort will be made to have the tire on the market at the beginning of next season.

A Remarkable Coast.

At the race meeting held at Waltham, September 28, occurred a very unique and creditable exhibition of coasting. Martin, after an impetus gained by riding about seventy-five feet, coasted a complete circuit of the track, one-third mile, and about twenty feet beyond. There was no "sculling," and nothing to take away from the merit of the performance as a fair and skillful exhibition of coasting. The rider took advantage of the dish of the track and here came in the skill. Martin had Palmer tires on his wheel.

The Central Cycle Mfg. Co. has added Alex Scott, of Minneapolis, to its traveling force.

WHERE SAGER SADDLES ARE MADE.

In all of the wonderful growth of the bicycle industry it is probable that the success of no individual company has been more marked than that of the Sager Mfg. Co., of Rochester, N. Y. The company has never competed for the cheap trade and the position for 1896 is more marked in this respect than ever before. Last spring, when in order to keep anywhere near filling orders the company had to run nights and crowd with all force, it was decided to be in better shape for 1896. Accordingly several months



ago contract was let for the new factory. It is located on Otsego Street in the very heart of the great manufacturing district of the city. The building is constructed on the slow-burning principle, receives light from all four sides, and for manufacturing purposes can not be excelled. The easy ten-hour capacity of the new factory is 2,000 saddles. Each department runs separately with a Westinghouse electric motor, and the company claims to have the finest saddle factory in the world. Certainly the home of Sager saddles should be second to none.

Business for 1896 has already assumed immense proportions; with few exceptions the Sager company has taken contracts from all the high-grade manufacturers. To be exact, the contracts now number fifty-eight.

ARE FILLING ALL ORDERS.

EDITOR THE BEARINGS: Within the past two months our attention has been called to various rumors concerning the integrity of our guarantee on wheels. These rumors have evidently been occasioned by the change in management and ownership of this property. We did not deem it necessary to deny or pay any attention to it, as idle rumor usually dies without funeral obsequies.

Our agents and friends with whom we deal are conversant with the circumstances, and are equally well aware of the fact that the present management is probably making and shipping as many '96 models as any other factory in the country, as well as fulfilling all the promises of the old firm, duplicating all parts, and giving prompt and liberal consideration to all their wants.

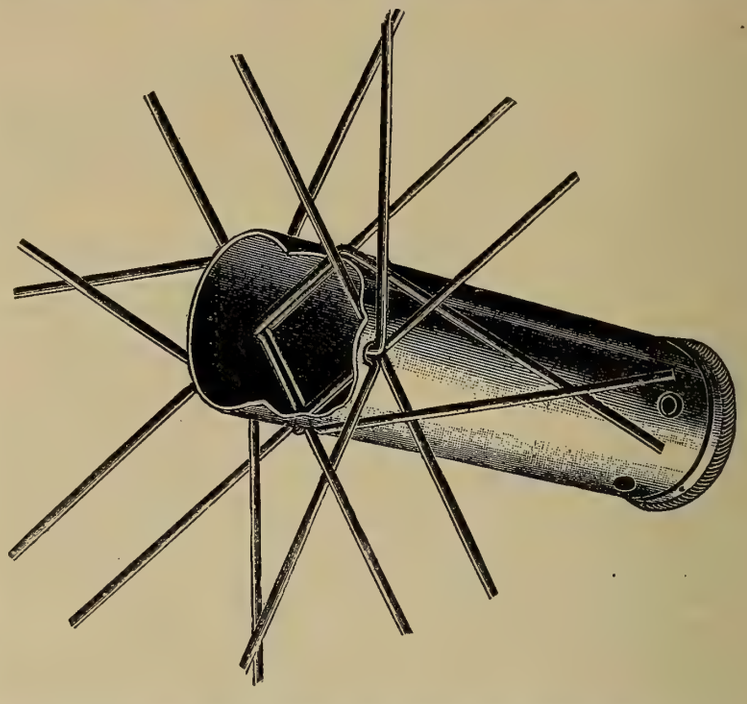
Very truly yours,

HAMBURG, PA., Nov. 1. W. I. WILHELM.

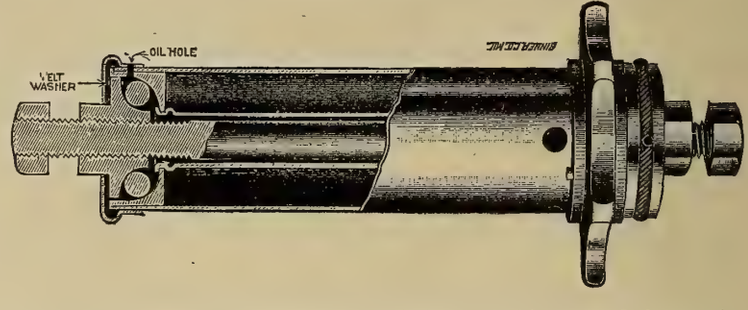
The North European Cycle Export Co., of London, Eng., has closed a deal with E. C. Stearns & Co., whereby the Stearns will be handled in Europe on an extensive scale. John Tourunen, head of the English concern, has just made a trip to America expressly for the purpose of selecting a representative American bicycle for introduction to the British and continental trade; and it is a decided compliment to the makers of the Stearns that their machine should have been finally chosen by Mr. Tourunen.

BOLTE'S TUBULAR HUB.

All the ills that the hub is heir to are cured in the Bolte tubular hub, so claims the inventor. The hub is manufactured and put on the market by the Bolte Cycle Mfg. Co., of Milwaukee. In the new hub the demand for an improved method of oiling has been met by a very simple contrivance which insures direct oiling on the bearings, namely, a continuous hole through the dust-cap, hub, and ball-bearing case, which is effectively closed and made dustproof by a slight turn of the dust-cap which, in this position



covers the oil hole. This, however, is not the most striking feature of the hub. What was formerly one of the weakest points of a hub was the necessity for a corresponding number of holes and spokes as well as the unavoidability of heading the spokes, thereby weakening the hub—in the first instance, at its most vital point; and secondly the evil of crystalizing the steel by heading the spoke. The thirty-two spoke Bolte wheel is constructed by passing four double spokes through each of the four holes at either end of the tubular hub, thereby precluding any possibility of displacing a spoke which is screwed in the wooden rim by the ordinary nipple, or breaking a spoke whose virgin steel has never come in contact with a hammer. The narrow tread combined with wide spread of spokes gives a



firm brace to the rim, and in addition to ball cups, which are of three-point contact, and the use of one-quarter balls are prominent features. The cuts will show that in avoiding hooked spokes, bent at sharp angles, the old trouble of tearing the holes by high tension as well as the danger of total displacements by a sudden jar, would be entirely avoided. This unique hub is made almost perfect by a device which makes the rear sprocket absolutely secure. It is well fastened to the hub, but can be removed very easily. The hub is made of 1¼-inch tubing, combining lightness, strength, and neatness. The Bolte Cycle Mfg. Co. as well as its predecessor, the Milwaukee Cycle Mfg. Co., has thoroughly tested the invention during a good part of 1895.

PALMER ENJOINS THE NEWTON RUBBER WORKS.

The Palmer Tire Co. has entered suit against the Newton Rubber Works for infringement on Palmer tires and has secured a temporary injunction restraining them from the manufacture and sale of their goods embodying such infringement.

Mr. Straus was out of town when THE BEARINGS' New York correspondent went after his side of the story. Mr. Straus' representative said that they had not yet been served with a notice and did not care to talk about the matter. He added, however, that he did not see what grounds Mr. Palmer had for taking this action.

Windsor BICYCLES

They Are

The Most Beautiful Bicycles
Superbly Built
Gloriously Finished
High Priced and
High Grade

The American.....
Beauties for 1896

Windsor BICYCLES

WINDSOR AGENTS

Start right when they secure the Agency for the exclusive sale of the American Beauties. They have the Quick Sellers--the Popular Mounts. There's only one side to the question here--

Are you going to be a Windsor Agent?

Let us hear from you.

Two Sides to the Question.

Two brothers kept a saloon in a Missouri town. One of them went to Chicago to lay in a stock of liquor. When he left home a revival was in full blast in the town, and he hardly reached the end of his journey when he received the following telegram: "Bill—Buy no liquor. Will join the church tomorrow night; business is taking us to hell—Jim." That night Bill went to hear Robert G. Ingersoll lecture. As soon as he got back to his hotel he sent off a message as follows: "Jim—Hold off till I come; have it from a prominent citizen of Illinois that hell is closed up—Bill."

Sieg and Walpole Mfg Co
KENOSHA WIS

Chicago Retail, 285 Wabash Ave.

Windsor BICYCLES

INCREASING THE STEARNS' PLANT.

The landscape in the vicinity of the Stearns cycle works at Syracuse, N. Y., is a decidedly changing quality. Not a year has gone by, since E. C. Stearns & Co. first engaged in bicycle building, that some enlargement of its facilities has not been rendered necessary by the continually increasing demand for its product; and the present autumn is witnessing some noticeable additions to the vast plant from which the famous yellow fellows emanate. The two new buildings are used as a paint tower and power house respectively. The tower is one of the highest in the city.



These buildings are, however, by no means the Alpha and Omega of the architectural improvements which are being undertaken at the Stearns factories. A new brick building, four stories high, the lower floor of which is to be occupied by the new offices of the firm, which will more than double the size of those now in use, is being erected and will provide much additional room. With the additions already planned and those in contemplation no wheel making plant in the country will have more complete facilities for turning out high-grade wheels.

ENGLISH TRADE NOTES.

LONDON, Oct. 26.—Humber shares are still going higher, and this week they have touched $105. Their par value is $25, so that somebody is making a bit. The shares of the Raleigh Cycle Co., Ltd., are also at nearly double par, and are expected to go higher still. It is rumored, and I believe with some certainty, that the two companies are at last about to amalgamate.

The Simpson chain mania still goes on merrily. The outside journals are being "worked" to a great extent, and some of them are bravely talking of the advantages to be derived from riding a bicycle "geared up to 100 miles," instead of the rider being content with "a low gearing of 60 miles," as at present. Then when everybody who knows anything about it laughs, these papers get mad and say that time will show—which it will.

The Export Trade

has kept up wonderfully so far, and the returns for the last three months are: July, $711,770; August, $518,895; September, $385,675; total, $1,616,340, as against $1,159,435 for the corresponding period of last year. It will be remembered that the total for the first six months was below last season's record, but this deficit has now been wiped off.

J. H. Price has now left the Palmer Tire Co., and rumor says that he has some very important fish to fry. What this is I am not at liberty to state at present.

One of the first firms to issue any special notice of its intended exhibit at the shows is the Rudge-Whitworth Co., Ltd., which has just sent out a circular calling attention to the improvements in detail which are to be made in its machines for next season. One of these is a pattern of crank-bracket in which the adjusting collars can be fixed in position by internal means, so that the appearance of the bracket is improved. A ball-head adjustment of simple and novel design will also be fitted. The only thing that I do not agree with the company is in its attack on the D-section tubing used by F. J. Osmond, who was at one time its designer. I note, however, that the company is adopting

Pedals of the Barrel Pattern.

This is an advance to the right direction, and one which is bound to be followed by all the first-class houses sooner or later.

As I have hinted before, there seems every probability that the patterns for next season will be modified from those of this in a few minor details only. It is, however, satisfactory to note that small points of general convenience to riders are receiving attention. The top tubes of the frames will not be horizontal at the expense of shortening the heads, and this is a good point, but, seeing that the disadvantages of short heads were fully known a couple of years ago, long before the idea of the horizontal top tube was thought of, one can hardly call the reversion to longer ones a modern improvement.

WILL O' THE WISP.

IMPROVED BROOKLYN BICYCLE STAND.

We herewith give illustration and description of a bicycle stand very much in demand during the season of 1895. The improvements made on the Brooklyn stands by the Bridgeport Gun Implement Co., of New York, will allow the same to be used for women's as well as men's wheels. The clamp on head can be adjusted to fit any size tubing, having threaded screws on both sides of clamp, which will allow user to get the proper adjustment. The improvement made on the head of this stand will be greatly appreciated by users, as it can be adjusted to fit any size crank-hanger used on wheels of the present day.



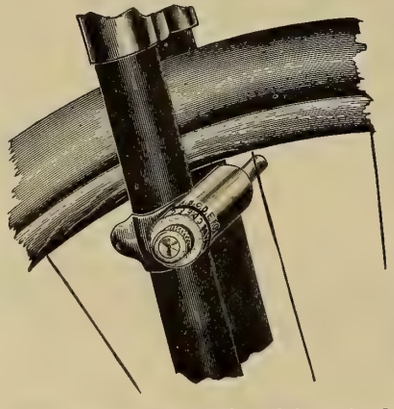
Dealers who desire to show the easy running qualities and the working of the chain on a bicycle will find this stand a great advantage in this respect, as the upright can be raised and lowered in the tripod, thus lifting the machine clear from the floor. The advantages for cleaning a bicycle after a rough ride should not be overlooked by bicycle riders, as this stand is fitted with castors which allow owner to sit on a chair and clean the entire machine without shifting his position. A special wire spring attachment to hold the front wheel in position can be had, if so ordered.

The manufacturers announce that they will supply exhibitors of the New York and Chicago shows with Brooklyn stands in a special white enamel finish, which will add attractiveness to an exhibit.

The No. 2 stand, which is especially adapted for exhibition purposes, is furnished with a twenty-six-inch rod, which will be about the proper height allowed at the shows, but a longer rod can be supplied if required. These stands can be had with castors or screw holes, and if a longer rod than twenty-six inches is used the company recommends a stand with screw holes. A list of stands made by this company will be sent to any address upon application.

THE MILLS COMBINATION LOCK.

The Mills combination bicycle lock illustrated herewith, is manufactured by Mills, Truesdell & Co., 123-125 La Salle Street, Chicago. It is designed to be attached to one side of the front fork like a cyclometer, and locks the front wheel of the machine by means of an axial pin, which may be instantly forced outward from the body of the lock until it projects between the spokes of the front wheel at the rim, effectually preventing the revolution of the wheel. No key is required, as the lock is of the combination variety, capable of 140,000 different combinations. The combination for unlocking the device, which utilizes the letters of the alphabet, can be changed in two minutes. The lock weighs only 3½ ounces. It is full nickel-plated, and retails at $1.



Aluminum Finish Patented.

The Plymouth Cycle Mfg. Co. has secured a patent on the aluminum finish used on the Smalley. The Plymouth company's claim for a patent is said to have been strongly opposed by lawyers for other concerns. The Plymouth people are very much pleased at having received the only patent granted on the finish of a bicycle. They furnish black or maroon finish with their wheels, but the aluminum finish will be the distinctive mark of a Smalley bicycle. The serial number of the Smalley patent is 523,120.



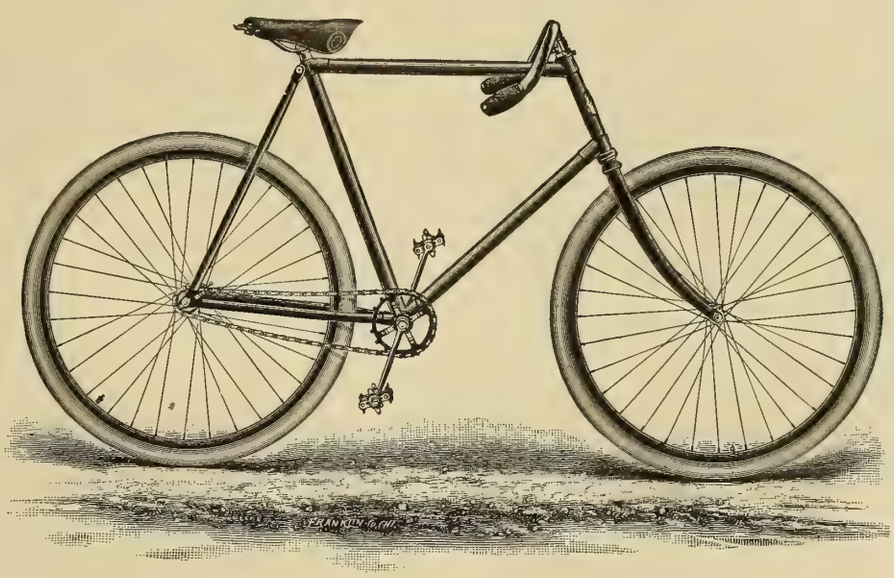
The Cleveland Bicycle

Swell Special

If it's large tubing, it is a Cleveland or an imitation.

●●

Watch the name-plate.



.....BEARINGS.....

Burwell Bearings are Beat Bearings and are used only on the Cleveland Bicycle.

BURWELL BEARINGS are turned from a solid bar of tool steel.
BURWELL BEARINGS are tempered not case hardened.
BURWELL BEARINGS are perfect in surface, the cones are ground, the ball races are ground in place, and are perfect in the relative position they hold to each other.
BURWELL BEARINGS give a perfect result.

THE BEST RUNNING BICYCLE IN THE WORLD.

The finest quality of workmanship will be found in all parts of the Cleveland bicycle.

That's why it leads! That's why it's so popular!

H. A. LOZIER & CO., Cleveland, Ohio.

We want representation in every representative town. We shall be pleased to have your name upon our mailing list for 1896 catalogue.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal
830 Arch St., Philadelphia, Pa.

ARE STILL KICKING.

New York, Nov. 4.—Show matters still continue to be the main topic of conversation among the eastern trade people. Expressions of dissatisfaction are to be heard on every side. A number of people who have been shelved, so to speak, have declared their intention of not showing at all, rather than occupy the space that has been assigned to them. It is hardly expected that it will be as bad as that, however, as a little thought on the subject will fail to reveal the wisdom of such a course. One of the plans that William Herrick, of Morgan & Wright, had in mind was to take one of the upper spaces that was available and hang out a picture of the moon on it. On the moon was to be painted, "Morgan & Wright tires are out of sight." The remainder of the scheme consisted in getting the privilege from some exhibitor on the ground floor to place a telescope in position so that all who took a peak could read the sign.

Gus Boyer has been in the city of late, and, as is always the case with him, has succeeded in making a number of good deals in and about New York.

J. C. Spiers & Co., who, a short while ago, placed on the market a line of their own wheels, have now decided to withdraw from the open market. The reason for this step is that they have contracted to make a line of wheels for a large eastern concern. The concern in question is certainly fortunate in its choice, as Mr. Spiers has had an experience covering several years in the making of wheels.

The Simplex Mfg. Co., 47 and 49 Center Street, is on the market with something new in the toe-clip line. The article is so made that when the pedal is hanging down the clip falls back out of the way so that the pedal may be caught without any attention being paid to the clip. Just as soon as the foot in pressed down on the pedal the clip flies up and into position where it locks firmly, and in so simple a manner that it seems odd that no one ever thought of it before. As soon as the foot is removed the pedal turns with the clip on the under side, when the mechanism unlocks of itself, and is at once ready for further use. Mr. Myers, the inventor of the clip, is also responsible for the repair device that is being used by the New York Tire Co., and at present he is working on a new wheel that will be ready in a short time.

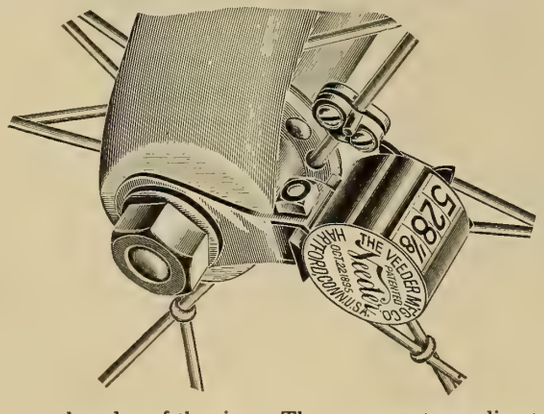
The Betts Headlight Co. is meeting with a well-earned demand for its lamp, which is capable of filling the wants of the most fastidious.

Down on Reade Street the Parkhurst & Wilkinson branch, under the care of J. I. Brandenburg, is doing a rushing business. Although Mr. Brandenburg is the manager, he is a very hard man to find, as he looks after the out of town trade. One has but to see his smile of satisfaction after one of his trips to know that he is threatened with writers' cramp from filling out order blanks.

Frank White, of the New York Tire Co., also wears a smile that speaks volumes. At present he is on a flying trip to Chicago partly to extend a glad hand to Mr. Fairchild, who has done much for the tire in the west, and partly to see the horseless carriage races. Vehicle tires are one of the specialties of the New York Tire Co., and they are meeting with a ready sale, due largely to the fact that the tires can be put on any wheel.

THE VEEDER CYCLOMETER.

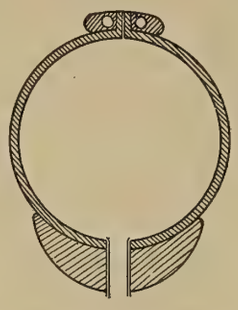
There is one point in the Veeder cyclometer, made by the Veeder Mfg Co., of Hartford, Conn., that will commend it to the trade, even if its many other fine points do not, that is its size, which is less than half that of any cyclometer on the market. Yet the figures are so large that they can be easily read from saddle. The figures occupy the whole length of the case, and are close to the glass. They register 999⅞ miles, and then repeat. The right-hand ring shows fractions of a mile, being divided into eighths by figures and into thirty-seconds by graduations on the edge of the ring. The movements are direct and positive. The reducing mechanism is a very simple and ingenious compound-differential combination of gears which has no small or delicate parts, and yet occupies a small space. Still another feature is the fact that it is protected from accident, as it does not project past the hub or beyond the fork. This cyclometer is adjustable to any wheel. The Veeder company's guarantee reads as follows: "In event of defect, breakage, or failure to register properly, the rider or dealer returns the cyclometer and we repair it satisfactorily or give a new one." The list price is $2.



The Harper Cycle Co., of Minneapolis, has added a manufacturing plant for bicycle sundries and specialties. It proposes doing a jobbing and wholesale business.

KOOPMAN'S NEW TIRE.

The latest thing in tires is the invention of A. T. Koopman, of 427 55th Street, Chicago, himself a hard road rider, thoroughly familiar with bicycle construction, and well known to the hardware trade and the general public by his previous inventions of tools for mechanics and of the pocket cigar lighter, which a few years ago was to be found at every tobacconist's. In the invention of his tire, which is being patented in this country and Canada, and in England, France, and Germany, he claims to have met all the requirements laid down by tire makers, wheel manufacturers, and the riding public. The points covered are safety, durability, comfort, speed, and ease of manufacture and repair.



His invention consists of an improvement of the outer case of the ordinary double-tube variety, and is explained in his own words thus: "A case intact on the side next the rim, but open on its entire periphery, the edges of the opening being molded with a heavy rubber cord or bead, which, when the two edges are sewed together with stout thread, forms a tread practically puncture proof."

The Simplicity of the Thing

is its chief merit. It will be readily understood from the accompanying illustration. The outer case is slit in the center of the tread all the way round, and after the inner tube has been inserted the two edges are sewed together just beneath the two rubber beads, and the air tube having been inflated, the tire is securely cemented to the rim all the way around. In case of a possible puncture, the tire is deflated, and with a sharp knife the outer case is opened in the center of the periphery or hood formed by the two contiguous beaded edges, opposite the injured place, and that portion of the air tube having been drawn out through the opening and repaired in the usual manner, it is then replaced and the outer case again sewn up. It will be seen that it is thus not necessary to loosen the tire in the least from the rim, and that the whole inner tube may be removed and a new one replaced through a small opening in the tread of the tire.

Aside from these advantages the thickened tread makes the tire practically puncture proof, without necessarily increasing the weight in the least. The resiliency is greatly increased, as the weight of the rider is borne by the hood, which may be depressed to the rim before the outer surface of the tire on either side touches the ground. The hood prevents slipping in the mud, and takes up all the wear on the tire, and as a new hood may be placed upon the tire when the old one wears out, the tire itself is practically indestructible.

A NEW ROUTE.

The Chicago & Alton R. R. has just started its new short line between Peoria, Chicago, and the east. The route was opened September 29 for freight and passenger traffic between Peoria and Chicago. The principal intermediate points on this through line are Washington, Streator, Dwight, and Joliet, Ill. There is being operated three solid through fast passenger trains in each direction each week day, and two trains in each direction on Sundays. Through freight rates will be quoted and through bills of lading issued from Peoria to Chicago and points east. The trains, both freight and passenger, are through trains in the strictest interpretation of the term. Cars, engines, and train crews all come straight through into Peoria, which point must be considered a local station on the Chicago & Alton. In these United States of America, at least, and probably throughout the world, no railroad has made a better record in the passenger field than the Chicago & Alton. It claims to be the pioneer palace reclining chair car line, the pioneer dining car line, and the pioneer Pullman sleeping car line. Not content with giving to the travelng public these three great practical improvements in the department of train equipment, its management built, and vigilantly operates 1,195 miles of magnificent roadway, which is laid with rails of heaviest steel. The installation of interlocking switches and crossings, "block signals," Blackstone couplers, vestibuled cars, and other safety devices, followed, it being a rule with the Chicago & Alton that as soon as it is indisputably demonstrated that an invention of any kind is calculated to insure the safety or the comfort of its patrons, such invention shall find a place upon its line without delay. And this policy has undoubtedly assisted the road in making the following remarkable record: Chicago & Alton trains are never late.—Adv.

Premiers in the South.

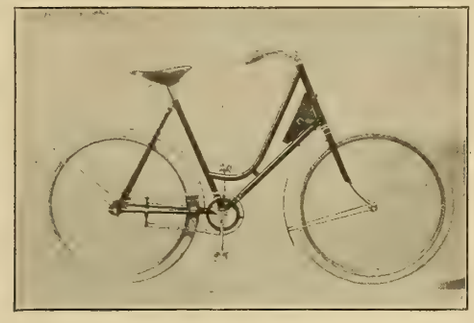
George Bowman, one of the Premier Cycle Mfg. Co.'s salesmen, is in the far south interesting dealers in Helical Premiers. He has placed the state of Florida on a large contract order with F. Bettelini, of Jacksonville, and the state of Louisiana on an equally satisfactory basis with Fairbanks & Co., the famous scale makers. He found helical tubing a great drawing card and writes that he has no difficulty in selling Premiers at good prices.

R. B. Abbott, formerly with A. H. Revell & Co., will look after Vim tire interests in and around Chicago. He will be located at 205 Lake Street, the Chicago office of the Boston Woven Hose & Rubber Co. Eugene I. Welch, formerly with the Plymouth Cycle Co. and Plymouth Wood Rim Co., will look after outside trade.

CROWN CYCLES.

The Crown Cycle Co., of La Porte, Ind., has just put its '96 models on exhibition. There are three of them—a roadster, racer, and ladies' wheel. The accompanying cuts show the first and last. As the company makes almost all its own parts out of selected stock and pays special attention to every little detail, the result is a line of bicycles that can not be beaten. Automatic and labor saving machinery fills the factory, which comprises two buildings, a three-story structure 142x48 and a two-story 110x24. Morgan & Wright or Vim tires will be fitted to Crown cycles unless otherwise ordered.





Of Interest to Manufacturers.

THE BEARINGS is in receipt of letters from the following firms who are looking for wheels and sundries: Lenn & Sons, of La Porte, Ind., will job a full line of all grades; the Brown Carriage Co., of Cincinnati, wants a wheel it can sell for about $60 to $85; J. A. Levy, of Walla Walla, Wash., is looking for medium grades: the Delker Cycle Co., of Owensboro, Ky., is looking for material to build a high-grade wheel; while the Garratt-Ford Co., of Boston, Mass., is ready to take agencies for bicycle fittings and sundries.

THE ANDRAE.

Henry Andrae is very proud of his new '96 model, and he has good reason to be. The Andrae line, made by the Julius Andrae Sons' Co., of Milwaukee, consists of a light roadster in 22, 24, and 26-inch frames; the lady Andrae in 20, 22, and 24-inch frames, and the racer. In the new wheels 1⅛-inch tubing, ¾-inch stays and bottom rails are used. One-inch front forksides, double fork crown, detachable front and rear sprockets, and barrel pattern hubs of new design are some of the features of the line.



GENERAL POORMAN FAILS.

CINCINNATI, OHIO, Nov. 5.—Yesterday morning there was a confessed judgment filed by J. E. Poorman, one of Cincinnati's most prominent bicycle dealers, in favor of the estate of his wife, Rhoda A. Poorman, for $5,980. It was expected that this meant a financial collapse, and that proved to be true, for late in the afternoon there was a deed of assignment filed in the insolvency court, making D. W. Huntington, the assignee. The cause of the fallure was given as dull trade. The assets were stated to be $25,000, and the liabilities $30,000. Besides the preference to the estate of his wife he gave a chattel preference to the Western German Bank for $1,700.

Mr. Poorman has been in the cycle business for several years, and has been a great patron of the sport. He has been the manager and was the inaugurator of the Poorman road races, which were held in this city, and competed in by riders from all over the country. His business has been dull for some time, and he was unable to meet a note which was due the estate of his wife, and there was no way to avoid the assignment. The amount of that claim, including interest, was $7,648.30.

Visitors in Chicago.

Among the prominent trade people in Chicago the past week were Col. A. A. Pope and George H. Day, of the Pope Mfg. Co.; Lieutenant Eames, superintendent of the Columbia tube mill; Messrs. Shattuck and Buffum, of Shattuck & Son, Boston; C. E. Weaver and J. Edwin Davis, of the Boston Woven Hose & Rubber Co.; H. J. Young, of the H. J. Young Mfg. Co., Toledo, and Frank White, New York Tire Co.; F. W. Settle, of Herman Boker & Co., New York; Walter Towne, of the Anglo-American company, and Mr. Butler, of the Peoria Rubber Works.

WILL HAVE ENAMELED HANDLE BARS.

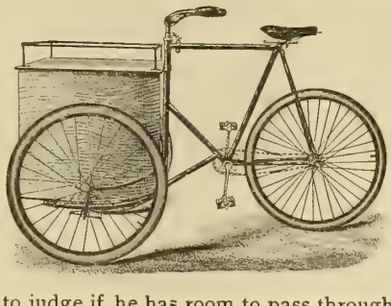
The latest accession to the ranks of high-grade bicycle manufacturers is the Cline Cycle Mfg. Co., of 67 W. Washington Street, Chicago. This company will make between 3,000 and 5,000 strictly first-class wheels for 1896 trade. Its men's machine will be called the Rainbow, and the ladies' wheel the Sunshine. Besides the usual new ideas for '96 improvements these bicycles will also have some original features in the way of reinforcements, the fork-sides at their tops, and the frame tubes at the joints being strengthened by seven-inch stripes of the finest Swedish steel, so shaped and brazed to the inner side of the tubing that it will be impossible for breaks to occur at these joints.



The main bars of the frame will be of 1¼-inch tubing, while the rear braces will be of ¾-inch tubing. Bearings of the best tool steel, five-inch tread and any gear desired, are some of the specifications, while an innovation will be enameled handle-bars for those who wish them, of the same color as the rest of the machine. These enameled handle-bars not only add beauty to the appearance of the machine, but also save the owner the trouble of cleaning the nickel-plating, which, when it begins to wear off, gives a rough look to the wheel. The illustration shows President Cline, who weighs 250 pounds, standing ready to mount his 21-pound Rainbow, on which he takes his daily exercise.

THE CATARACT CARRIER.

The Cataract parcel carrier tricycle, made by the Warman-Schub Cycle House, of Chicago, has met with a great reception, and Mr. Schub writes that he will turn out a good number next year. The carrier was described in a recent issue of THE BEARINGS. The advantage of having the box in front is quite apparent. The rider can keep his eye upon his parcels so that there is no chance for loss either by theft or dropping off. This is especially of advantage when there are any parcels placed on top. By having the widest part in front, it is easier for the rider to judge if he has room to pass through a narrow space in crowded streets, and it also enables drivers of vehicles to see how much room they must give him, thus lessening the chances of an accident. Without the box the Cataract carrier weighs from 37 to 38 pounds.



Thieves broke in at 4344 Greenwood Avenue, Chicago, last Monday night and stole J. H. Bawden's tandem. The machine was a single steering Rambler racer, No. 16,530, and the only machine of this kind in the city. Any information concerning the machine should be sent to G. & J.'s retail store, 85 Madison Street.

QUAKER JOTTINGS.

PHILADELPHIA, PA., Nov. 3.—Abe Powell, proprietor of the Powell Cycle Co., of 28d and Spring Garden streets, has accepted the local agency of the Peerless, and will probably seek larger quarters very shortly. The Peerless wheel is not unknown in Philadelphia, having been sold here last year, but under the management of Mr. Powell should become one of the most popular mounts now on sale in this city. Mr. Powell's new place of business will probably be located on Arch Street (Cycle Alley).

The '96 Rambler has arrived and is being viewed by hundreds of local riders every day at the store of the local agents, C. S. Smith & Co., 10th and Arch streets.

Hill and Lyster, the Humber agents, are preparing for next season in a manner that predicts a big business. For a young firm, the sales during the past few months have been all that could be expected, but with better facilities and a reputation to rely on, their prospects are very bright.

ITALIAN MARKET FOR AMERICANS.

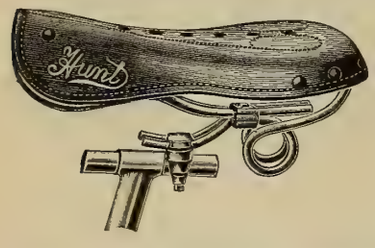
MILAN, ITALY, Oct. 12.—The Second International Cycle Show at Milan will be held in March next, by the Milan C. C. in their splendid grounds and in the large stall used for skating during the winter. The date will be fixed as soon as the bicycle manufacturers and agents have given their approval.

Mr. Raffaele Gattii, a member of the touring club Ciclistico Italiano, returned on the 9th inst. from his long journey awheel to the polar circle. Owing to the bad weather, only a few cyclists went to meet him on the road from Venice.

The Gladiator-Phebus Cycle Co., of Paris, has opened a large academy where cyclists will find all sorts of amusements, including a circular track and a skating ring. French enterprise should be imitated by Americans, whose manufacturers could find here a large and remunerative market.

NO DELAY HERE.

In order to place its customers in position where they will not be obliged to wait for their saddles and tool-bags when the rush of the season is on, the Hunt Mfg. Co., of Westboro, Mass., has adopted a plan that will be very beneficial. It has a great many large contracts with specified dates for the delivery of goods, and, with the exception of a style of saddle that it got out later, it is keeping up with orders for immediate delivery, and also storing a large amount of goods for future delivery. It has over 30,000 tool-bags and from 15,000 to 20,000 saddles all made up. The company has recently built on an addition to its factory, and last week it rented a part of the factory formerly occupied by it for one class of its work. The quality and popularity of its goods have forced it to this move. Manufacturers placing orders with this company will be sure of prompt deliveries and first-class goods.



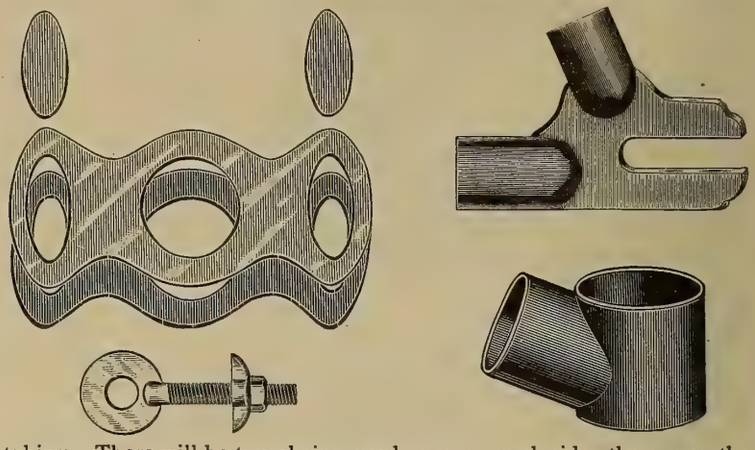
TESTING STEEL BY ACIDS.

The test by acids of the steel which enters into the construction of a bicycle is so simple and so conclusive that it deserves a very general recognition. According to the chemical composition and molecular condition of the various forms of steel, the surface of a structural piece will show effects from the application of acids which vary not only in color, but also bring the structural differences sharply before the unaided eye. Steel is distinguished from iron by applying a few drops of diluted nitric acid, when, at the end of a few minutes, the surface being rinsed with water without rubbing, the steel will show an intensely black surface on account of the carbon which has been set free. Iron, on the other hand, presents the color of the pure metal, a grayish white, when so treated. Another process has been devised by a French expert, and is much appreciated for controlling the uniform quality of machine parts. He uses hydrochloric acid of a density of 1.062. The piece to be examined is first polished and then plunged into the acid. Next it is washed, re-polished, rinsed in diluted ammonia liquor, and left to dry. If it is desired to preserve a piece of metal which has been treated in this manner, it is given a transparent coat of varnish in order to prevent rust. By this process all irregularities of structure, bad steel, flaws, and ashes are made plainly visible, and the use of two kinds of material in any part that is tested will be easily discovered. The quality of steel is thus easily discoverable by signs which leave no doubt of its character.—*Cycle Trader.*

Owing to the increase of business, it has been necessary for Forbes & Co., manufacturers of Kolako, to move into a larger suite of offices at 1318 Monadnock Building, Chicago. The business is in charge of I. D. Berg, manager, during the absence of Mr. Forbes. Mr. Berg is well known among the local cyclists. The growing demand for Kolako not only in the United States, but also in Canada, proves that its good qualities are more than was ever dared claim for it. It is not only used by cyclists but football players and all other athletes.

IS MAKING PARTS.

The A. R. March Mfg. Co., of Chicago, is making rear fork ends, head stampings, fork crowns, and chain adjustments, which it is selling to the trade in large quantities. These stampings are made of the best drawn steel and are meeting with a ready sale. The company is also building a tandem which will be a beauty. It is a diamond frame, and made of 1⅛-inch tubing. There will be two chains used, one on each side; the one on the left side running from the front sprocket to the rear hub, while the other chain runs from the rear crank bracket to the rear hub, thus giving a uniform strain on the frame and providing for a 5-inch tread. Illustrations of the tandem will appear later in the company's advertisement.



A STRANGE COINCIDENCE.

L. M. Wainwright, while on a recent trip through the west, partly on pleasure and partly in the interest of the Central Cycle Mfg. Co., of which he is president, encountered a strange coincidence, which was as unexpected as it was interesting. To relieve the tedium of a monotonous journey and also to get an idea of the trade in New Mexico, he checked his sample trunk to Santa Fe, intending to leave it in the depot until he was ready to resume his trip to the coast. Learning that the assistant postmaster, Mr. Fisher, was also an enthusiastic cyclist and agent for a well-known wheel, the suave president made his acquaintance and was soon invited to call with his new Ben-Hur at the governor's palace, as it is called, where Mr. Fisher resides with his wife and child. Mr. and Mrs. Fisher, being both ardent admirers of Gen. Lew Wallace, had named their son Ben Hur, after the character which he had created, and the combination of circumstances made it the most natural thing in the world for the wheel of that name to make an impression and that Mr. Fisher should take the agency for the wheel. It further developed that the contract was executed and signed in the very room where the story "Ben-Hur" was written while General Wallace held the office of governor of New Mexico.

THE NEW ARISTON FACTORY.

The accompanying cut shows the new factory of the Ariston Mfg. Co., at Westboro, Mass., where Ariston bicycles are made. The plant is fully equipped with new and improved machinery and the company is prepared to fill all orders promptly.



The Everett Cycle Co. is located at Everett, Mass., and is the successor to the McCune Cycle Co. President E. C. Fisher says that 5,000 wheels will be built next year, half of that number having already been contracted for in specified delivery contracts. The machine is strictly up to date in every particular.

BUY HUMBERS.

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

HUMBER QUALITY
MEANS SPEED.

BECAUSE OF "HUMBER QUALITY."

BECAUSE THEY ARE THE STANDARD.

BECAUSE THEY ARE ALWAYS RELIABLE.

BECAUSE THE BEST IS ALWAYS THE CHEAPEST.

BECAUSE THE BEST RIDERS IN THE WORLD USE THEM.

HUMBER & CO., AMERICA, LTD.,

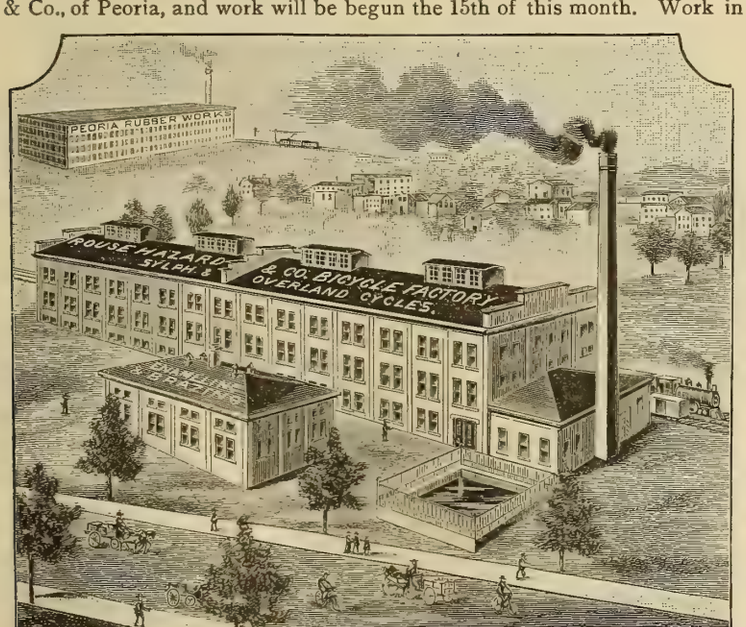
Salesrooms, 318 Broadway, New York.

WESTBORO, MASS.

Mention The Bearings

ROUSE, HAZARD & CO.'S NEW FACTORY.

Machinery is now being installed in the new factory of Rouse, Hazard & Co., of Peoria, and work will be begun the 15th of this month. Work in



the old factory on '96 wheels is still progressing merrily, and Rouse, Hazard & Co. are prepared to meet all orders promptly. The '96 line comprises ten models, including 24, 26, and 28-inch sizes, listing from $40 to $100.

Frank A. Kendall, representing the Gendron Wheel Co., Toledo, was in Chicago last week with a full line of samples, which fully sustains the high reputation these wheels have acquired in past seasons. He says the Gendron company will build 15,000 wheels next year, half of which will be the Reliance, a medium-price wheel. He had a novelty in handle-bars, which is to take the place of an adjustable one on the line next year. While here he placed two good agencies, and quite a number of juveniles, and reports, from the present outlook, an early placing of the output.

THE NEW SYRACUSE PLANT.

The Syracuse Cycle Co. has just completed negotiations by which the Mammoth Bradley Company's trip hammer and wagon plant becomes its property. This property covers an acre of ground and cost one-quarter of a million dollars to erect. It has been leased for a term of fifteen years, with an option to retain possession for a much longer period. On the first floor will be located handsome offices and a riding academy. For the latter, an immense room has been especially prepared. Its wainscotting is of the richest material. On the same floor will be ample room for assembling and shipping rooms. On the second and third floors the frame-building and brazing departments will be located, also the private offices of Chief Designer John Wilkinson and Supt. John Mundy. On any of the floors it will be possible for 1,000 workmen to labor side by side. It is estimated that 2,500 hands will be employed, beginning on April 1. This will give the Syracuse company one of the largest plants in the world. A full line of the latest and improved machinery will be put in. As soon as the new plant is in shape the Syracuse company will move in, while the Empire Cycle Co. will take possession of the old plant.

THE ZENITH.

The Zenith Cycle Co., of Binghamton, N. Y., has issued an advance circular to the trade in which the many fine points of the Zenith are told. The company calls particular attention to a few of its new and meritorious points, such as large tubing, large hubs, large balls, tool steel dustproof bearings, reversible handle-bar, and easily detached cranks. The Zenith wheels will be made in seven models, comprising three heights of gentlemen's frames, ladies' drop and diamond frame, racer, and tandem. The wheels weigh from 19 to 23 pounds and list at $100.



Ernest F. Walton, vice-president of the Tinkham Cycle Co., sailed for Europe last week. He goes over to inquire into the practicability of the different horseless vehicles now manufactured in Europe. He will return in the course of four weeks, and will in the meantime have visited London, Birmingham, Paris, Vienna, and Berlin. Mrs. Walton accompanied him on his journey.

A CYCLE MAN ELECTED.

Frank Wenter, a member of the Cook County drainage board, who, as a democratic candidate for re-election in the campaign just passed, headed his party ticket with 11,000 more votes than the next highest democratic candidate, and as a consequence is one of the four men who represent his party on the new board of trustees, is president of the Gladiator Cycle Works. He is one of the best known men in Chicago politics, and the heavy vote cast for him in an election that resulted in a republican landslide only serves to show his popularity.



FRANK WENTER.

Overman Building a Motocycle.

SPRINGFIELD, MASS., Nov. 4.—A. H. Overman, president of the Overman Wheel Co., is building a motovehicle. He had many opportunities during his travels in Europe to study the workings of various motor carriages in use now in England and France, which, while in a crude state, are in a measure successful. Mr. Overman, however, thinks the problem of motor vehicles has been approached in the wrong manner, and will himself build one, using the bicycle instead of the carriage as the basis. His first carriage will be "built for two," which he thinks is a good standard size, and which he will use as the basis of his experiments. Each carriage of this size will be fitted with three Pennington gasoline engines of two horse-power each, and will be as light as possible, being swung low between four bicycle wheels. The first of these new machines is now being built at the Overman factory at Chicopee Falls, where it is expected to be ready for trial by December 1.

THE CONTINENTAL CYCLE CO.

L. C. Jaquish, chief consul of the Illinois Division, L. A. W., has gone into the bicycle business and proposes to get to the front. He has organized the Continental Cycle Co., of Chicago, and is president and general manager of the concern. Associated with him in the company is M. H. Guerin, who will fill the position of vice-president. Mr. Guerin is a practicing attorney in Chicago and will not take an active part in the company. A. M. Farnsworth is secretary, treasurer, and general superintendant. He is a successful business man and was engaged in the lumber business for a number of years. He will have charge of the details of the business. His experience of eight years in the general building business and his knowledge of mechanics will stand him in good stead.



L. C. JAQUISH.

A. C. Culver, the master meghanic, has had an extended and varied experience in all branches of mechanical work and has had charge of shops and factories of different kinds for the past fifteen years. He has built everything from match and clothespin machinery to printing presses and locomotives. He has had five years experience building bicycles, and is especially clever in planning labor-saving devices of all kinds.



A. M. FARNSWORTH.



A. C. CULVER.

President Jaquish has spent three years and a large sum of money studying bicycle construction and making experiments. He has a new wheel and while he thinks he has a good thing, he does not claim that he will "revolutionize the bicycle business." He has a thorough understanding of fundamental mechanics, knows the bicycle from the ground up, and is familiar with the various methods of gearing bicycles.

The factory of the company is located at 183-187 S. Canal Street, and is fully equipped for turning out 3,000 wheels.

THE WAVERLEY'S NEW SUPERINTENDENT.

The accompanying half-tone faithfully portrays the features of William H. Ruef, the new superintendent of the Indiana Bicycle Co. Mr. Ruef learned his trade as tool maker many years ago in the state of New Jersey, coming west in '75 to work for the Brown Sewing Machine Co. In '76 he accepted a more lucrative position with the Atlas Engine Works of Indianapolis. Beginning as tool maker with this concern he worked himself up to foreman, assistant superintendent, superintendent, and then chief salesman, remaining for over twelve years with the firm. On leaving them Mr. Ruef was given a letter of recommendation, the equal of which is seldom received by any man, the firm giving him credit for having invented and made so much labor saving machinery and so systematized their factory as to make them able to secure business at good profits against the sharpest competition. Mr. Ruef spent two years in Europe for the Atlas Engine Works, during which time he remodeled and reorganized the famous Krupp Gun Works, and also the works of Marshall Sons & Co., of Gainsboro. The handsome gold watch he now carries is the gift of the latter concern, presented before his return. On his return to this country Mr. Ruef accepted the position of superintendent of the Straight Line Engine Co., of Syracuse, N. Y. He has been with the Indiana Bicycle Co. since September 1, and in that short period has entirely reorganized the Indiana plant.



W. H. RUEF.

SECURED A VALUABLE MAN.

The El Dorado Cycle Co., of Chicago, has made a valuable addition to its staff in M. E. Meader. Mr. Meader was with the Ariel Cycle Mfg. Co., of Goshen, Ind., for years and did much to bring that wheel to the front. He recently severed his connection with the company and was quickly engaged by the El Dorado company. Mr. Meader brings with him a knowledge of cycle construction that many a man might envy. He will have charge of the sales' department of the company, and, with the aid of Superintendent Fraher, ought to bring his wheel to the front where it belongs. Mr. Meader states that samples of the '96 machines are now ready for exhibition. At the present time the factory is rushed getting out the new wheels.



M. E. MEADER.

ECLIPSE'S BOSTON BRANCH.

The accompanying illustration is the branch house of the Eclipse Bicycle Co. at 257 Columbus Avenue, Boston. This branch has full charge over all New England territory, including the correspondence and placing of agencies, and is in charge of H. E. Walker.



ADD NO. 80 E.

OUR NEW "NAME PLATE," SEE!!

Plagiary n.

A Thief in Literature; one that purloins another's writings and offers them to the public as his own.

Plagiarism n.

(From plagiary) the act of purloining another man's literary works or introducing passages from another man's writings and putting them off as his own; literary theft.

Webster.



Commercial Plagiarism=

the act of "swiping" (stealing) body and soul another man's advertising phrases, catch lines, cuts, or other matter, also appropriating another's designs, name plates, etc., etc., which may not be copyrighted or legally registered but are used for commercial purposes, and placing them before the public as one's original ideas; Commercial advertising theft.

Pratt.

THE advertising phrases "Business Bicycles," "Bicycles Built for Business," Business Bringers" used in various forms in connection with advertisements of New Clipper Bicycles were first used in public Oct. 1894, and have appeared in almost every Clipper "add" since then. We have *never* to our knowledge been guilty of "purloining" without giving proper credit, any phrase or design. *We* originate, (or buy and pay for) all original ideas and designs, that we ever used.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

THE SEASON'S TRIUMPH

TRIUMPH WHEELS

At last—a high-grade wheel for $85.
For beauty of finish, durability, and practical all 'round value, we guarantee it the BEST BUY in the world's cycle market today.
Descriptive circular mailed on request.
GOOD Agents write for GOOD Terms.

THE PEERLESS MANUFACTURING CO.,

MAKERS OF PEERLESS AND TRIUMPH BICYCLES. CLEVELAND, OHIO.

ELMORE.



THERE'S

the name of the best $75 bicycle ever built, and

HERE'S

the address of the firm to whom agents should apply for quotations and other interesting information.



EDW. OLIVER & CO.,

21 PARK ROW, NEW YORK.

Mention The Bearings

TRADE HAPPENINGS.

BRADFORD, PA.—The Bradford Cycle Co. has been incorporated by S. R. Dresser, T. P. Kennedy, W. C. Kennedy, F. M. Webster, C. M. Brooks, C. I. McAllister, and A. D. Burns. Capital stock, $6.000.

CHICAGO, ILL.—The Cycle Pendulum Co. has been incorporated by Edward D. Ancona, James Kuh, and Ludwig Zeisler. Capital stock, $50,000.

SPRINGFIELD, MASS.—Charles Haradon & Son, bicycles, at 133 State Street, reported to have decided to sell out, and negotiations are said to be pending with parties interested in a new bicycle company at Holyoke, Mass. If the sale is effected Mr. Haradon will establish himself in the same business elsewhere.

GIBSONVILLE, N. Y.—A. Wein, Buffalo, N. Y., has purchased the factory building, with water power, and will commence manufacturing wheels for the '96 market.

REDWOOD, CAL.—Stafford & Johnson, bicycles, have dissolved copartnership, and have been succeeded by Johnson & Hughes.

NORTHAMPTON, MASS.—Hampshire Cycle Mfg. Co. has recently effected a reorganization, changing from a partnership to an incorporated company, with a capital stock of $25,000. This action was taken for the purpose of enlarging the company's factory from a capacity of 1,500 bicycles to 2,000 bicycles. The Nonatuck and Katherina bicycles are manufactured.

NEWBURG, N. Y.—The Newburg Cycle Co has commenced operations, manufacturing a high-grade wheel to be known as the Newburg.

INDIANAPOLIS, IND.—The Mohawk Cycle Co. has been incorporated.

PHILADELPHIA, PA.—Sharpless & Watts, at 1522 Chestnut Street, have commenced the manufacture of bicycles and intend to turn out 3,000 wheels on the '96 market. They will manufacture a high-grade $100 wheel, to be known as the Quaker City, also a trade wheel of ordinary grade. A special department of their business will be devoted to bicycle parts and sundries.

COUNCIL BLUFFS, IOWA.—The Council Bluffs Bicycle Co. is reported to have placed on record a bill of sale for $200, in favor of C. D. Baker.

SEYMOUR, CONN.—The H. A. Mathews Co., manufacturers of bicycle parts, has commenced running its works a part of the night in order to keep pace with increasing demand.

HACKENSACK, N. J.—Barnett & Co., bicycles, has sold out to John Lozier.

CUBA, N. Y.—F. Lown & Co., bicycles, reported sold out to Charles Gee.

NEW LONDON, CONN.—The Owens Mfg. Co. is setting up machinery for the manufacture of bicycles.

GREENFIELD, MASS.—Chas. F. B. Eddy, W. M. Severance, B. B. Noyes, and others, are organizing a company with a capital of $10,000, to manufacture a new bicycle, designed by Mr. Eddy.

OREGON, WIS.—The Badger Cycle Co. will increase its output of bicycles to 2,000 wheels. The company contemplates still further extensions to its capacity. Its '96 model will be of 1⅛-inch tubing throughout, except the head, which will be of 1¼-inch.

SHEBOYGAN, WIS.—The Jenkins Mfg. Co. announces its intention of commencing the manufacture of bicycles. This company has large machine shops which will be equipped immediately for the new departure.

NASHVILLE, TENN.—The Phillips & Buttorff Mfg. Co. has been appointed southern distributing agent for the Halladay.

PHILADELPHIA, PA.—The Lehman Mfg. Co. is applying for a charter to manufacture a new bicycle lantern, and other like specialties.

WILMINGTON, DEL.—McDaniel & Merrihew Co is preparing to erect a factory for the manufacture of bicycles.

LOUISVILLE, KY.—Kentucky Cycle Co.; Chas. H. Jenkins and Chas. Speed have disposed of their interests to Geo. W. Herbert, who has been connected with the concern for some time, and who will continue the business.

JACKSONVILLE, FLA.—The Jacksonville Cycle Co. has begun business with a complete line of bicycles and sundry supplies. In connection with its salesrooms it has established a livery and complete repair shop.

Recent Patents.

548,674.—Pneumatic tire for vehicles; Alexander Straus, New York, N. Y.; filed May 2, 1895; serial No. 547,844. (No model.)

548,745.—Pneumatic tire; Robert S. Crawford, Hagerstown, Md.; filed March 8, 1895; serial No. 540,935. (No model.)

548,820.—Pneumatic tire and wheel rim; John S. Sanger, Orange, and Hugh A. Kingsland, Belleville, N. J.; filed February 4, 1895; serial No. 537,169. (No model.)

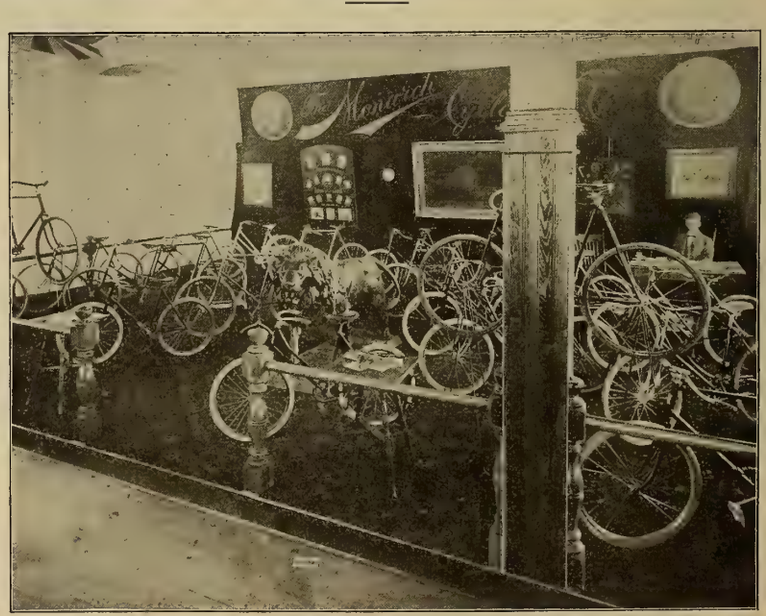
548,900.—Pneumatic tire; Marton L. Warson and Edward F. Pickett, Buffalo, N. Y.; filed July 9, 1895; serial No. 555,378. (No model.)

549,005.—Driving gear; Carl Nordell, Stamford, Conn.; filed December 1, 1894; serial No. 530,578. (No model.)

549 086.—Bicycle fastener; Daniel Williamson, Sunbury, Pa.; filed March 14, 1895; serial No. 541,839. (No model.)

DESIGNS.

24,799.—Link for sprocket chains; Charles Schrebler, Lawrence, Mass.; filed August 27, 1895; serial No. 560,704. Term of patent fourteen years.



The Monarch Exhibit at the Atlanta Exposition.

The Wheelman's Watch.

It should be ***accurate,*** that he may have peace of mind; it should be ***strong,*** that it may be none the worse for bumps and jars; it should be ***handsome,*** that it meet his sense of beauty and fitness; it should be ***low-priced,*** that he need not fear financial wreck in the sad moment when he ricochets in a country-road rut or suffers side-slip on wet city asphalt. The Watch Company which met the cyclists' want for an accurate and strong ***distance*** recorder, in the **"Standard" Cyclometer,** provides the fit thing for his ***time*** recorder, in **The New York Standard Watch.** See them at the jewelry stores.

The New York Standard Watch Co.

Mention The Bearings.

Stern Facts Rub out the Fancy Pictures

That's what some dealers will think about May next, when they find the wheel of their choice **"falling down"** and their trade going to **the other fellow,** who sells

Bellis CYCLES

Mr. Dealer—Strictly high-grade work like ours wins every time. Have you our catalogue?

Bellis Cycle Co. = Indianapolis, Ind.

Mention The Bearings.

TRADE NOTES.

F. A. Padgett, of the Jenkins Cycle Co., is traveling through the south with samples of the '96 Napoleon.

J. H. Lonn and H. H. Kessler, of the Crown Cycle Co., of La Porte, Ind., were visitors in Chicago last week.

C. R. Coulter, on a Falcon, fitted with Morgan & Wright tires, broke the three-quarter-mile record, flying start, at Louisville.

The Beck & Corbett Iron Co., of St. Louis, has contracted with the Monarch Cycle Co. for a large number of its jobbing wheels.

S. B. Jones, representing the Central Cycle Mfg. Co., was in Minneapolis last week and placed the Ben Hur agency with the Harper Cycle Co.

The Howe Scale Co., of San Francisco, writes that it has just received the new models of the Shirk and that every one is complimenting the machine.

Among the orders received by E. C. Stearns & Co. last week was one from G. Frohn, of Baarn, Holland, who placed a trial order for ten machines.

The A. F. Shapleigh Hardware Co. has issued a very catchy little song entitled "Angel Grace and the Crimson Rim," which has been given an immense circulation.

J. H. Sager, of the Sager Mfg. Co., is confined to his bed as the result of a fall which broke his knee-cap. It is thought that with care he will recover without any permanent injury.

The Columbus Bicycle Co. will build 23,000 wheels next year. Of this number about 17,000 are already contracted for. Tracy, Wells & Co., of Columbus, are Ohio agents for this wheel.

The bicycle business of Perry D. Gath & Co, of Zanesville, Ohio, has been purchased by W. E. H. Ashley, the junior member of the firm. The business will be continued under the firm name of Ashley & Stotts.

The Newburg Cycle Co., of Paterson, N. J., is making the Patriot, a high-grade machine with all the latest improvements. The company is at work on the new models and is about ready to place the machine before the public.

C. J. Whipple has just closed with the Ralph Temple Cycle Co., whereby the exclusive right of sale of Whipple's portable safety stand for the season of '96 passes into the hands of the company, which is prepared to fill orders in any quantity.

The Ashland Mfg. Co., of Ashland, Ohio, is a newly organized company engaging in the manufacture of pumps. It has ordered from the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, lathes, planers, drills, and other tools suitable for their manufacture.

The export trade of the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, continues to increase and during the last ten days they have shipped eight machines to England, two to Russia, three to South America, and two carloads to one party in Chihuahua, Mexico.

The Gilliam Mfg. Co., of Canton, Ohio., is very proud of its saddles, and claims that they are the best road saddles on the market. In his recent twenty-four hour ride Gimm used a Gilliam saddle and did not suffer from saddle soreness at any time during his long ride.

The Pond-Cottle Co., of 26 W. Randolph Street, Chicago, is now ready with its '96 line of bicycle lamps. It has enlarged its factory, put in new machinery, and is now ready to fill orders. Two of its lamps which are meeting with a good reception are the Vigilant and Defender.

The Badger Cycle Co., with a factory at Oregon, Wis., and offices in Madison, is making great preparation for '96. The '96 model for the Badger will have 1⅛-inch tubing. It is stated by one of the members of the company that 2,000 wheels are to be turned out, and that more than 1,000 can be placed at once.

The G. M. Shirk Mfg. Co. proposes to illustrate in its advertisements each week some of the scenes which Mr. Shirk has visited in the United States and Mexico. These illustrations will be half-tone reproductions of photographs, and valuable prizes will be given for the currect names and locations of these scenes.

Eddie McDuffie, the fast Malden racer, has made arrangements with the Boston Woven Hose & Rubber Co. to ride a straightaway mile against the record of 1:33⅗, which he thinks he can break. He has selected a course in Arlington, a suburb of Boston, which affords a perfect straightaway mile, and will be paced by a quad. The trial will occur some time this week and all precaution will be taken to protect the course both for the racer and the people crossing the road. He will ride a wheel fitted with Vim tires.

Joseph Jefferson, the veteran actor, whose "Rip Van Winkle" and "Bob Acres" have delighted more than two generations of theater goers, will soon be the possessor of "a bicycle built for two." Mr. Jefferson has just ordered a Stearns tandem through the A. L. Withers Cycle Co., of Paterson, N. J., who handle the orange-rimmed machines in that city.

The annual meeting of the stockholders of the Warwick Cycle Mfg. Co. was held last week. A. O. Very was unanimously re-elected as treasurer and clerk of the corporation. It was voted to decrease the number of directors from nine to five. The following members were elected on the board: G. A. Russell, A. O. Very, A. B. Wallace, E. S. Brewer, and N. D. Bill. The treasurer's report showed a prosperous business during the past season and announced a dividend of 6 per cent.

H. B. Shattuck & Son, of Boston, New England agents for the Stearns wheel, are responsible for the most novel century run of the season. Under their management, a "Yellow Fellow" century was ridden October 20 in which about 128 wheelmen and wheelwomen took part, every one mounted upon a Stearns. The hundred miles were made in an actual riding time of 8:40:00, the fastest made out of Boston this season. All who finished were presented with medals as souvenirs of the event.

Work having progressed in the Standard Cycle Works factory much more rapidly than anticipated they are pleased to announce that they will have models of the machine ready for inspection next week. Cuts are now being made for the roadster, ladies' dropped frame, double diamond tandem, and combination drop frame tandem. The preliminary catalogue is now in the hands of the printer, and will be ready for distribution about the 10th. These catalogues will be very neat, and will precede the regular issue which will not be ready for distribution until the first of the year,

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, reports a remarkable increase in sales of its line of bicycle machinery and especially its larger sized screw machines and patent hub machine. It has received orders for this latter machine from the following concerns within the past week: F. J. Meyers Mfg. Co., of Hamilton, Ohio; Howard Watch & Clock Co., of Boston, Mass.; Waltham Mfg. Co., of Waltham, Mass.; Century Cycle Mfg. Co., of Shelbyville, Ind.; Columbus Bicycle Co., of Columbus, Ohio, and the Munger Cycle Co., of Indianapolis, Ind.

Orr & Lockett, the hardware dealers, of 50 State Street, Chicago, have contracted with the Eclipse Bicycle Co. for several hundred wheels and will be a factor in Chicago trade henceforth. This well known house was organized in 1872, and incorporated in 1890, and stands at the head of Chicago retailers in its line. They will make the Eclipse their leader, and under their handling we look for a decided increase in the number of riders of that thoroughly good wheel in the city. They will also carry a complete line of medium-grade wheels and sundries. Samples will be on hand shortly.

Lovers of pretty music have a treat in store for them. The Sterling Cycle Works have been specially honored with a clever composition from the pen of F. J. Hamill, author of "A Night at the Play," "A Memory of Mother," "Love's Sunshine," and several other equally popular compositions, the first named of which is now being sung with great success in one of the leading Chicago theaters. We desire to mention that the Sterling Cycle Works now have their song in the engraver's hands, and that same will soon be ready for distribution. Those who desire a copy of this song should send their names to the Sterling Cycle Works at once, otherwise they may not be able to procure a copy until the cycle show in January.

"Monon Flyer" to Atlanta and the South.

The Monon Route has put on a new fast train for Atlanta and the south. The train leaves Chicago at 10:15 a. m., arrives at Louisville at 7:39 p. m., Nashville at 2:15 a. m., Chattanooga at 7:10 a. m., Atlanta at 11:15 a. m., making the run from Chicago to Atlanta in twenty-five hours. Returning, the train will leave Atlanta at 3:00, p. m., Chattanooga at 8:00 p. m., Nashville 1:10 a. m., Louisville 7:36 a. m., arriving in Chicago 5:30 p. m.

This train is equipped with elegant coaches, parlor car and dining car, Chicago to Louisville, and connects in Union Depot with L. & N. train running through to Nashville, Chattanooga, and Atlanta and the south.—ADV.

WANTED.

A position by an experienced bicycle salesman. Best of references. Address:
T. S. E., care "Bearings."

KOLAKO. KOLAKO.

Vain Regrets

Never come to the man who buys ***Kolako.*** It proves its worth with every day's use because it sustains the strength and prevents exhaustion, is perfectly harmless, and produces no habit. It is a ***Kola compound*** in tablet form, used and indorsed by the leading cyclists, athletes, and sportsmen in England and America. ***Sample box, postpaid, 50 cents.***

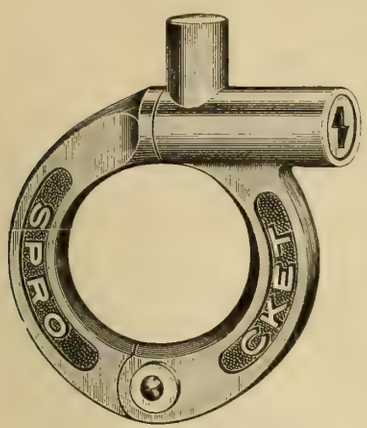
All bicycle dealers and druggists should keep this for sale. One box sells twelve others.

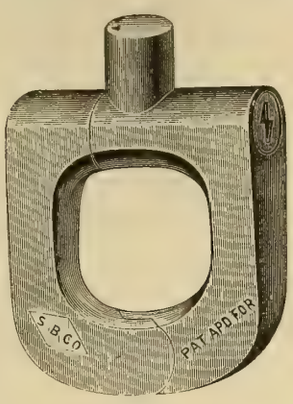
Forbes & Co., Ltd., 1318 Monadnock Bldg., Chicago.

London. New York. Philadelphia.

TWO SPROCKET LOCKS.

New bicycle specialties are a welcome addition to the bicycle sundry line especially when they possess undoubted merit. We illustrate this week two sprocket locks of novel design that are undoubtedly among the best of this kind ever produced. Being made of brass, they can not rust, and as the mechanism permits of more than 200 changes of keys, the chances of duplication are very small. The advance sale





of these locks has been large, and being the product of the Slaymaker-Barry Co. the quality of the locks is assured. John H. Graham & Co., of 113 Chambers Street, New York, who make the New Departure bell, are sole selling agents for the Slaymaker-Barry Co.'s goods. The New Departure bells next year will consist of a line of fifteen bells ranging from 15 cents to $2, and will be even an improvement over this year. Graham & Co. will be pleased to send catalogues of their line to any one sending address.

An Electric Headlight.

The Manhattan electric bicycle headlight is handled by N. W. Rubel & Co., 348 Wabash Avenue, Chicago. This lamp should certainly prove a ready seller, for there is a great demand for a good electric light. The battery is attached to the frame in the position of the tool-bag, except that the short side of the battery is placed uppermost. The side strap is fastened around the head. On ladies' wheels the battery is attached to the lower portion of the frame. Each battery is charged for about twelve hours' lighting, and is recharged for 10 cents. The price of the light is $8.

HE'S A DAYTON MAN, NOW.



A. D. BROWN.

A. D. Brown is a well-known man in the cycle trade in Iowa. For three years he traveled this territory for H. A. Lozier & Co. and became acquainted with every agent in the big state. This year he has transferred his allegiance, and is now with the Davis Sewing Machine Co., with his old state as a territory. He left Chicago last week with samples of the '96 Dayton for an extended trip through the west. On his return he will travel through Iowa.

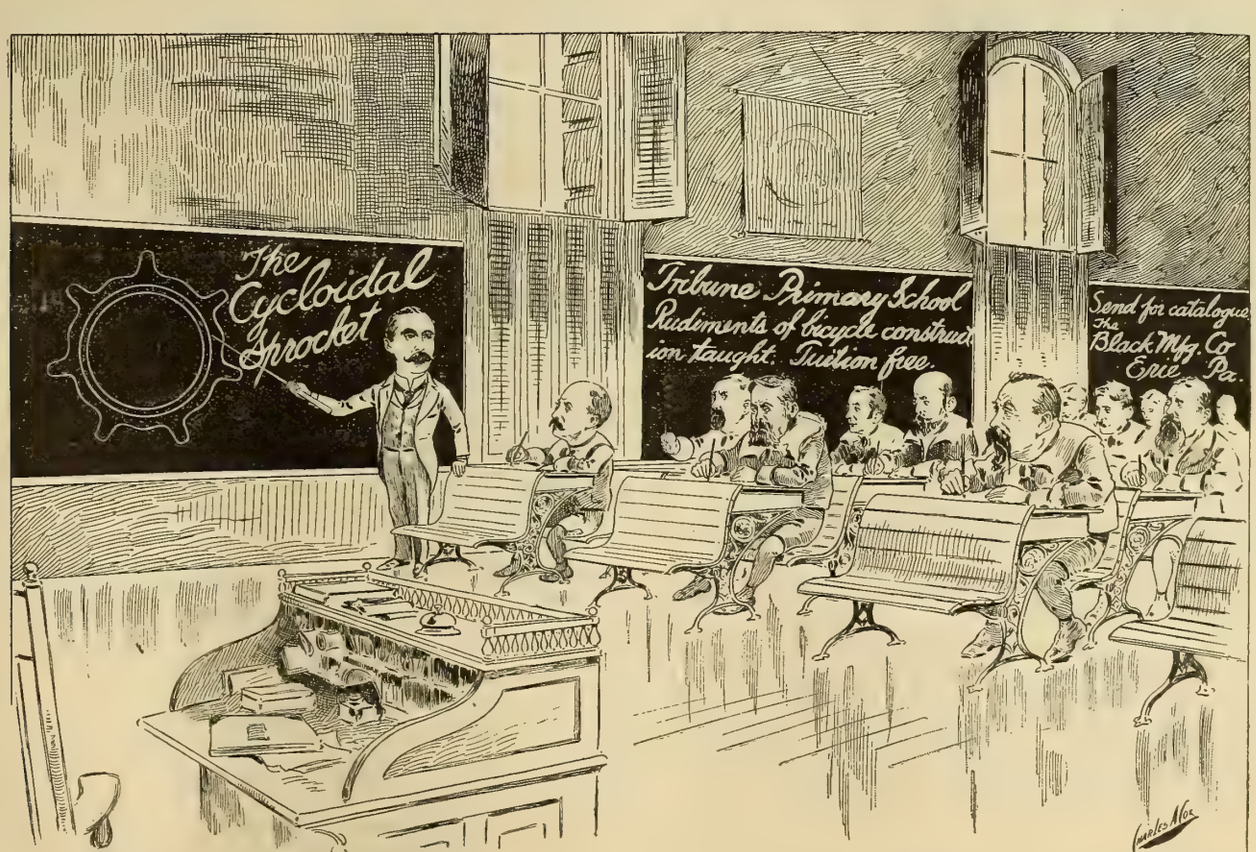
M. & W. Tires on the De Soto.

A party of Chicago riders went over the famous De Soto road, near St. Louis on Sunday, October 27. The Morgan & Wright tires in the party went through the hard trip without any trouble whatever from puncturing or breaking. A trip over the mountainous road gives the severest possible test to machine, tires, and man.

From Maine to California.

That "nothing succeeds like success" is most true goes without saying but in no case is it more applicable than with the International Mfg. Co., of Chicago, and the America. This concern started in '94 and has been continually going ever since, with the result that today it enjoys an enviable reputation as a high-grade manufacturer. The America is handled "from Maine to California," and its unbounded popularity speaks well for the company. A few of the more important deals closed lately with parties who have territory are as follows: B. B. Emery & Co., Boston, Mass.; Matthews Implement Co., Los Angeles, Cal.; Bradley Wheeler & Co. Kansas City, Mo.; Bray Bros., Cedar Rapids, Iowa; J. H. Fall & Co., Nashville, Tenn.; David Bradley & Co., Council Bluffs, Iowa; McKee Bros Denver, Colo.; W. B. Holton Mfg. Co., Indianapolis, Ind.; Adams & Hart, Grand Rapids, Mich.; House & Herrman, Wheeling, W. Va.; Rhea, Elton & Thieleus, Peoria, Ill.; David Bradley & Co., Minneapolis, Minn.; John L. Mason, Davenport, Iowa.

The Shone-Hanna Mfg. Co., of Rochester, N. Y., has issued a very neat and tasty catalogue in which are fully described the bicycle specialties made and handled by the company.



Black Mfg. Co., = = = Erie, Pa.

For Large Jobbers Only.

The following lots of cycles under **Jobbers' Brands** in **large quantities** for **cash.**

1,500 Men's and Ladies' 28-inch high grade, seamless tube; 22 lbs.; large hubs and crank hanger; detachable sprocket; turned cups and cones; narrow tread; black or maroon finish; choice of tires. A snap at the price asked. Well known makes.

2,500 28-in. Men's and Ladies', 24½ lbs.; brazed 1⅛ tube; large hubs and crank box; dust-proof bearings; cups and cones turned; double fork crown; swaged spokes. Price below the market for equal grade. 26-in. and 24-in. cycles to match.

5,000 Men's and Ladies', 1 1-8 Tube.

Large tubular hubs of special design; continuous crank shaft and crank; dust-proof bearings; special detachable sprocket; other special features making excellent "talking points."

3,000 24-in. Juvenile. Boys' and girls' patterns.

1,500 20-in. Juvenile. Boys' and girls' patterns.

Large buyers who will specify deliveries and pay 10 days' cash can save money by dealing with these makers.

ARTHUR A. TAYLOR,

Manufacturers' Agent,

First National Bank Building,

CHICAGO.

THIS AD WILL NOT APPEAR AGAIN.

KANKAKEE ART BICYCLES

With our one-piece crank and crank axle, which does away with all cotter pins, nuts, or connections

HAS MORE TALKING-BUYING-AND-SELLING POINTS.

Every modern improvement embodied in their construction. Acknowledged the most beautifully finished, artistic, and attractive.

Prices, $85 and $100.

Our Line of

BOYS' AND GIRLS' WHEELS

in bright colors are finest on earth.

Prices, $40, $50, and $60.

WE WANT A RELIABLE AGENT IN EVERY TOWN AND POSTOFFICE. WRITE AT ONCE FOR SPECIAL INDUCEMENTS. SOMETHING NEW. COSTS NOTHING TO INVESTIGATE.

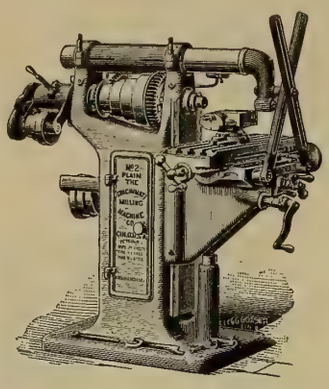
KANKAKEE MFG. CO.

Chicago Office—266 Wabash Ave. **KANKAKEE, ILL.**

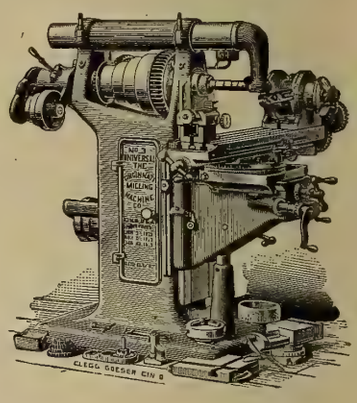
Mention The Bearings.

BICYCLE MACHINERY.

The design of a new line of plain and universal milling machines, embodying novel ideas in construction, is shown in the accompanying illustrations, the machines being an 1895 product of the Cincinnati Milling Machine Co., Cincinnati, Ohio, which are supplied by it very extensively to the bicycle trade. They are used principally for the manufacturing of various parts and for making the special tools required in a cycle factory.



The facilities of manipulation, rigidity in design, spindle power, strength of feed, and high-grade workmanship are the essential features in which the makers have striven for excellence. Owing to the independent arrangement of all the handles, the adjustments are taken care of in a way that requires the least possible time from the operator. The new feed mechanism as applied on back end of spindle, which is fully described in circulars furnished by the company, is quite an important improvement and has attracted considerable attention.



In the Plain machine we note that the table has an automatic right and left feed, the motion of which is reversed by a lever conveniently placed in front of machine, avoiding the necessity of stepping behind to change direction of the feed belt. The brace shown for stiffening the overhanging arm is an improvement as heavier cuts can now be taken and a double row of sprockets milled, thereby greatly increasing the capacity of the machine. With the four-step driving cone sixteen spindle speeds are obtained in connection with the double friction countershaft furnished.

The Universal is very complete, having all the improvements of the Plain machine and, in addition to the automatic longitudinal feed, the table has automatic cross motion in line with spindle. The circular form of swiveling carriage is an advancement and permits four accessible bolts for clamping. The Universal indexing and dividing head with tail stock is not lacking in design and has many good points. We are advised by the company that it has been compelled to erect an addition to its present building on account of the increasing business for this machinery and is running all night in order to supply the demands made upon it by the bicycle manufacturers.

The Shirk Mfg. Co. has on exhibition at its retail store, 273 Wabash Avenue, Chicago, models of the '96 Shirk, in both models.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distres ing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL. INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 16
CHICAGO, NOVEMBER 14, 1895.

NEWS FROM FOUNTAIN FERRY.

Johnson Breaks Another Record—Miller and Cox are Heroes too —The Professionals Want to Join the League.

LOUISVILLE, KY., Nov. 11.—The list of records published last week was added to on Thursday, when Johnson, Cox, and Miller made their attempts. Johnson was the first to go for the mile, with standing start, paced by two quad teams. When lined up at the mark and the signal to start was given, the quad was so long in getting off that Johnny had to pass them on the turn, and they were recalled. The start of the second attempt was made in better shape, and the boys soon set a hot pace, with Johnny sticking to their rear wheel. The first third was ridden in :40⅘, and they began to increase their speed so that the relieving quad would be able to take him along in a hurry. The second quad was to pick him up at the half, while the first was to pull to the outside of the bank; but when the first quad struck the turn it went up to the top of the bank, with Johnny in the rear, and came very near going over.

Johnny's Plucky Ride.

Johnson was following their rear wheel, and when he heard the command to cut away from them the second team was fifty feet ahead of him, going down the homestretch as if it was pulling every man on the track for the greatest prize ever given in a race. Johnson turned down the bank and then started for the vanishing quad, and showed by his work that he can be depended upon to ride as long as there is any chance at all. He caught the team after riding an entire quarter, unpaced, and finished the mile in 1:50⅘, equaling Ziegler's record made only a few days before. The ride was a remarkable one, under the circumstances, and there is not another rider who would have finished his ride after losing his pacemakers as in this instance.

After a rest of only twenty minutes he came out on the track again and called for the quad teams to make another attempt on the same record.

Lowered the Record this Time.

Another good start was made and Johnny was riding in the same time as before when it came time for the quads to change again. The teams made the same miserable blunder, and although he had to ride only a short distance unpaced this time, the team had slacked up for him and had to be urged on. He finished this time in 1:50⅕, reducing the record by only one-fifth of a second, but if the quads had made better pick-ups he would have reduced it not less than three or four seconds. He was willing to let the record go, as he made it the last time, and preferred to wait until the quad riders could keep their minds to their work and not allow the machine to run away from them. They could give no other explanation of their blunders except to say that they were going so fast that they forgot to look after the steering until they were well up the bank.

Miller and Cox Break Records.

C. W. Miller, the Chicago "Flying Dutchman," showed very remarkable endurance in his attempt on the five-mile, standing start, record, paced by the quads and tandems. He rode the distance in 10:07⅘, breaking the world's as well as the Class A record. The best previous record was 10:11, held by Starbuck. He rode a Fowler.

S. C. Cox came to the conclusion at last that he could not remain in Class A on his own determination, and celebrated his entry into Class B by going against De Cardy's record of 3:53⅘ for the two-mile, flying start, paced. He made the record 3:48, which is quite a reduction and shows that he has a great deal of speed in him that only needs to be brought out. He held to the pacemakers in great shape, never flickered, and was in good condition when he finished. Cox rode a Crescent Scorcher.

R. P. Searle was tired of waiting for some one to join him in the attempt for the twenty-four-hour record, and so made all of his preparations to start at 4 p. m. last Friday. He was unlucky, as the long dry spell was broken by a rain that began early in the forenoon and continued all day and all night, and did not abate until late Saturday afternoon. He was ready to go, rain or no rain, but none of the pacemakers would go with him, so he had to postpone the attempt, but very reluctantly. If the weather is favorable he will start immediately after the last race next Tuesday afternoon.



S. C. COX, OF CHICAGO, HOLDER OF THE TWO-MILE RECORD.

Windle and Berlo have made no attempts for records. Each seems to be waiting for the other to make a start, but

Both Have Agreed to Ride

an exhibition mile tomorrow afternoon, and, if the first one makes any good time in his ride, it is certain that the other will try to do better.

There is only one thing to spoil the success of the Blue Ribbon meet tomorrow, and that is rain. The boys are in good shape and want another chance at one another before the season closes, and they will do their best to get some of those ribbons and have the credit of beating the others on the windup. In addition to the attempts of the Morgan & Wright and the Barnes teams, and Berlo's and Windle's exhibition miles, Nat Butler wants to go for the five-mile, flying start record, and several of the local boys want to try for Class A records.

Have Been on the Sick List.

The men hurt in the accident resulting from the tire explosion last Wednesday are getting along very nicely now; all have been riding during the past day or two except Saunders, and he expects to go out today to try to ride again.

Arthur Gardiner has been confined to his bed since last Thursday by a slight attack of malaria. The physician said he would be able to go out again today provided it did not rain. No cause for the attack could be given except that it might have been aided by having overheated himself in playing his pranks and then running out in the cold air. He was one of the ringleaders in the Hallowe'en matter, and was with the "gang" both nights.

Johnson will accept the change of the challenge issued to Michael by going over to Europe himself, as Michael does not wish to come here.

Before he leaves this country he will make Michael and his backers deposit with some responsible and acceptable party the money guaranteed for expenses. The amount of stake money will be deposited thereafter in the hands of the parties chosen by both. Johnson is very anxious to have the match take place, and has conceded to his opponent the point of which should lose the time from training in making the trip across the big pond.

The Barnes Team's Programme.

The Barnes team, including Eck and Johnson, will leave here on the 23d for Nashville, to help to inaugurate the covered track and take part in the indoor tournament during the last week in the month. They will also take part, very likely, in the wheelmen's carnival at the Atlanta exposition on the 30th, as they are now in correspondence with the promoters of the tournament. By that time they hope to have all of the details of the race with Michael arranged, so that they will know how to spend the balance of the winter. Denver is out of the question, judging by the reports of the weather, and they will hardly go to California, on account of the great expense connected with such a long journey and the large body of men that would have to go.

The Wheels and Tires Ridden.

With the men in active training on the track, there are the following lot of wheels ridden: Thistle, Syracuse, Falcon, Barnes, Crescent, Humber, Windle, Remington, Fowler, Stearns, Frayer, Spalding, Napoleon, United States, and Tribune. The list of tires consists of Morgan & Wright, Vim, Palmer, Pepper, and New York. Fifteen different wheels and five kinds of tires, and then think that one man has to look after the entire lot and see that every one of them gets the same attention and has the use of the track as much as any other, and you can appreciate the work that Tom Eck has on his hands. Morgan & Wright could not have selected a better man. Racing men, like actors,

Get an Idea in Their Heads

that some other member of the team is getting more attention than they are, and some of the men went so far as to write to their firms that Johnny was being put ahead of them, and that none of the others had any chance at all to get any of the records unless Johnny failed, when the others could go ahead and win something. These letters were forwarded to Eck without any complaints, and he was allowed to settle them in any way he thought best. The only attention he gave to them was to file them in his trunk and go on in the same way as before. As no attention was paid to their complaints, the "kickers" went about their duties, worked harder, and the result has been that every one of them has had a fair show, and if the man was equal to it he was sent for a record and got it. The ones who did the greatest amount of kicking are the ones who have the least to say now. All recognize that they have been dealt with very impartially.

A Professional Meeting Called.

In a conversation with some of the men at the track the other night, a slip of the tongue by one of the visitors brought out some interesting information. He remarked that racing men acted very much like some of the "profesh," meaning actors. One of the professional racers picked up the remark and said that none of the Class A or B men could compare with the professionals in conduct, either on the track or at the hotels, or even in their regular habits. This brought out the fact that a meeting of the professionals of the United States has been called to take place in this city within the next ten days to take some action upon their recognition by the League. They will demand that as the League assumes control of the racing interests, they should be allowed to become members of the organization either as a class by themselves or the same as any one else. Another demand will be that as professionalism is on the increase, some well-known professional should be placed on the Racing Board to look out for their interests.

Would Stop the Gambling.

Eck stated during the discussion that if he was selected as one of the committee he would do everything in his power to have the Assembly or the Racing Board abolish the habit of gambling on the national circuit. In support of his statement he said that he could not keep track of the number of times hotel-keepers had requested him to go to a room and stop the boys from playing, and that no publication had been made of the number of times some of the boys were "fired" from hotels for gambling. Some of them can hardly find time enough to ride in the events in which they are entered, fearing that some of the others will be able to gamble while they are riding. He claims that it is very demoralizing and also affects the riding abilities of the racing men, and if the true reason was known would account for some of the erratic work of some well-known riders.

ZIEGLER GETS THE COMPETITION MILE.

LOUISVILLE, KY., Nov. 12.—Fifteen hundred people sat in the Fountain Ferry grand stand this afternoon with the thermometer below freezing point and a cold raw wind blowing in their faces. Notwithstanding the discomforts of the weather, they saw some good racing and saw Otto Ziegler lower the world's competition record to 1:53⅖ in one of the finest races ever seen.

In this race none of the riders would agree to go in a third-mile open and the one mile was substituted. The starters were De Cardy, Ziegler, Joe Skelton, Nat Butler, H. Van Herik, and J. B. Bowler, with Lund, Vogt, Rau, and Bainbridge on the quad. At the start it was a fight between Ziegler on the pole, De Cardy next, and Butler fourth, but the position behind the quad was gained by Ziegler, who held it throughout the race. They were strung out in single file for two laps when all dropped out except Ziegler, Butler, and De Cardy. In the sprint Ziegler tried to beat the quad out, but was unable to get beyond the second man. Butler and De Cardy crossed the tape within a couple of inches of each other, but at least a sixth of a mile behind Ziegler.

The one-mile open, professional, was another fine race, but was not as exciting as the other because the boys could not keep up with the rattling pace set by the quad. Johnson, Starbuck, Weinig, Kindervatter, and Cutter were the starters. It was a fight for the quad, and when Johnson caught on, it took a good start and kept it up until Johnson had distanced all of those following. Weinig and Starbuck started out for the second and third positions and finished at least thirty seconds behind Johnson in the order named. The time made in this race was 1:58⅕, a competition record for a professional race.

In the Class B one-mile handicap, Coulter made one of the gamest rides ever seen here in a handicap race. He started from scratch with Butler and when the latter tried to get away from him, Coulter started out and was soon mowing the others down like grass under a mower. At the half he had worked himself up to the third position and on the last quarter he cut down two more, and if he had had five yards more to go, there is no doubt but that he would have won the race. His time for the mile was 2:09⅕.

Summaries.

Quarter-mile open, Class A.—Owen S. Kimbel, first; E. J. Daubert, second; J. C. Mitchel, third. Time, :34⅖.

One-mile handicap, Class B.—S. C. Cox, 60 yards, first; C. R. Coulter, scratch, second; J. J. Bezenek, 90 yards, third. Winner's time, 2:09.

Half-mile handicap, professional.—A. T. Crooks, scratch, first; A. E. Weinig, 15 yards, second; H. A Seavey, 15 yards, third. Time, 1:06⅕.

One-mile open, Class A.—J. C. Mitchel, first; Owen S. Kimbel, second; E. J. Daubert, third. Time, 2:13.

One-mile tandem, Class B.—Lund and Van Herik, first; Joe Skeleton and Bowler, second; Weage and Vogt, third. Time, 2:17⅖.

One-mile open, professional.—John S. Johnson, first; A. E. Weinig, second; George Cutter, third. Time, 1:58⅕.

One-mile handicap, Class A.—E. J. Daubert, scratch, first; George A. Davisworth, 25 yards, second; Owen S Kimbel, scratch, third. Time, 2:24⅖.

One-mile open, Class B.—Otto Ziegler, Jr., first; Nat Butler, second; Wm. De Cardy, third. Time, 1:53⅖, a world's competition record.

One-mile handicap, professional.—J. F Starbuck, scratch, first; A. E. Weinig, 15 yards, second; C. Kindervatter, 40 yards, third. Time, 2:18⅗.

P. J. Berlo placed by the quintuplet, rode a two-third mile exhibition, but could not make a record on account of the wind; His time for the half was :53⅗ and for the two-thirds, 1:12 flat.

J. C. Mitchel, a local Class A man rode a paced mile in 2:06⅕ a couple of seconds slower than the local record.

Owen S. Kimbel tried to make a Class A record for one-third mile unpaced, but the wind was against him and the best he could do was :41⅘.

MICHAEL ACCEPTS JOHNSON'S CHALLENGE.

NEW YORK, Nov. 7.—Little Michael, the Welsh champion, has accepted, through his manager "Choppy" Warburton, J. S. Johnson's challenge to a series of three races to be run for the world's championship but his manager insists that the contest shall take place either in England or France, and says he is willing to allow $500 to Johnson for expenses. But Johnny would much rather race in America, and Manager Eck is ready to offer Michael sufficient inducement to make it to his advantage to come here.

ONE CENT TO CROSS THE BRIDGE.

NEW YORK, Nov. 11.—Hereafter wheelmen can ride across the Brooklyn Bridge for 1 cent, and it is not unlikely that even this tariff will be removed when the state legislature meets. At today's meeting of the board of trustees of the bridge Mayor Schieren offered a resolution to sell three tickets to cyclers for 5 cents; but this was amended by J. Seavey Page, who proposed the cent rate, which was adopted. The board will also endeavor to have passed by the legislature an act which will permit wheelmen to cross the bridge for nothing, as is now the case with foot passengers. Alfred Reeves, of the Quill Club Wheelmen, has been very active in bringing about this appreciated reform. He presented a petition sixty-five feet long and containing among its several thousand names the signatures of many prominent professional and business men of the two cities joined by the big bridge.

SEARLE STARTS FOR RECORD.

LOUISVILLE, KY., Nov. 10.—The weather having moderated somewhat, R. P. Searle suddenly made up his mind to start for the 24-hour record and at 4 o'clock he started on his long journey. The entire Morgan & Wright team is pacing him and unless the weather interferes Searle is likely to give a good account of himself. The indications, however, are against "Honest Bob", the weather bureau having predicted rain. At the present writing the clouds are very threatening.

LATER.—Searle stopped on 100 miles, making it in 4:22:22. The last mile was ridden in 2:35⅖. He rode twenty-three and two-thirds miles the first hour, forty-eight miles the second, seventy-two the third, and ninety-three and two-thirds the fourth. Searle quit because the air was too heavy and on account of cramps in his legs.

GEORGE'S RECORD PROBABLY "FAKED."

Proof Lacking That He Made the Ride Between Erie and Buffalo —A Cycle Path to the Falls.

BUFFALO, N. Y., Nov. 11.—The wheeling season seems at last to have come to an end. For the last three weeks the weather has been of the finest of Indian summer make and hardly a day has passed that some one did not try for a record over either the Erie to Buffalo or the Buffalo to Rochester course. Alex McDonell, the hardy little rider of Rochester, last week came up to again try for another mark over the Erie course, but at the last minute he decided not to make the attempt. E. F. Leonert, of the Press C. C., also was scheduled to go over the Erie route and he did go as far as Westfield, when he gave it up till next year. With the present cold, rainy weather it is hardly probable that any more attempts will be made this season.

A "Faked" Record.

Among the apparent "fake" records that have been placed before the public this fall is that made, or said to have been made, by L. H. George, of Syracuse, last Monday over the Erie to Buffalo course—said to lower McDonell's famous record. Men were on the lookout for him at Silver Creek, Fredonia, and Westfield, but he was not seen by them and the representatives of the Buffalo *Courier* at Westfield and Silver Creek, acting under instructions from their paper, were unable to find any trace of his having passed through these towns. More than that, and at Silver Creek in particular, it was impossible for the *Courier* people to find any of the persons alleged to have checked George. All the Buffalo papers, and the majority of wheelmen, believe and have no hesitancy in stating that the "record" of George was faked. Commenting on this matter one paper says: "It is a pity that some record breakers are not sufficiently sportsmanlike to ride 'on the square,' but it may be set down as certain that no records will be 'faked' over the Erie-Buffalo record course. Too many are trying for the mark, and any deception will be quickly brought to light."

Increasing League Membership.

The local consuls and Secretary-Treasurer Bull are working hard to increase the membership in the L. A. W. Every man in this city suspected of being a wheelman, and every youth known to number among his acquaintances a wheelwoman is receiving almost daily circulars setting forth the advantages accruing to League members and the results of the labors are said to be satisfying.

Wheelmen of Buffalo, Tonawanda, and Niagara Falls are now interested in a proposed cycle path that is to connect this city with the Falls. The asphalt and brick pavements of Buffalo on the north join those of Tonawanda, and the idea is to build a path from the lumber town to the Falls. The route to be followed is along what is known as the river road for the greater part of the distance and

The Scheme is Now Well Under Way.

The river road, as its name denotes, is along the bank of the Niagara River, and is one of the most pleasant drives in the country. In the three cities all efforts are being made to add to an already substantial sum to carry out the project, and the prospects for success are excellent.



League politics are a trifle dull. A. G. Batchelder, official handicapper of the state, has been mentioned as a candidate for nomination as chairman of the Racing Board. Mr. Batchelder was for several years the sporting editor of the Buffalo *Courier*, where he did good work in the different lines of sport he was called upon to cover and since he has been handicapper local riders at least have been pleased with his way of doing business. At present he is doing cycling work on a New York paper.

The Prospects for Indoor Bicycle Races

this winter are indeed slim. The Press and the Ramblers are talking indoor baseball, and the two regiments which have furnished the course for the wheeling events in former years are also interested in the game and that, coupled with old differences, makes it probable that there will be no floor events.

During the summer two members of the police department have been mounted on bicycles and detailed for duty on the lower sections of Main Street and Delaware Avenue to prevent scorching. One of these men (his name is Gavin) became possessed of the idea that he could ride and to ride he has tried. He has succeeded in making a few arrests of fast riders but his attempts at records have afforded much amusement for his acquaintances, particularly his club mates in the Press C. C. He has been roasted in the newspapers at times, and at other times flattered, just to see him spread himself, but the result for him has been the same, and now he will swing a stick till spring and the irrepressible all-winter rider may wheel as fast as he can.

A Confusion of Names.

Much confusion arises because of a similarity of names between the Buffalo Press Club and the Press Cycling Club. The former organization is one composed for the greater part of newspaper men and, as its name denotes, is a press club. When the other body was organized a few newspaper men were included in its membership list, hence the name. The wheeling body is now generally referred to as the "Press Club," and often amusing complications follow. A few days ago a member of the house committee of the Buffalo Press Club requested the manager of the Brunswick-Balke Collender Co. to send a man to the club rooms to obtain estimates on placing in repair the billiard and pool tables. The committee was much surprised to learn the condition of their property a few days later, but explanations showed that the workman visited the cyclers' resort instead of the home of the writers.

Bowling the Fad This Winter.

A number of the most enthusiastic wheelmen of this city have joined bowling clubs and will spend their winter evenings on the alleys. Bowling is the favorite winter pastime, and the wheelmen are experts with the big balls and fat pins. Several interclub rolls are being talked of, but this exercise will not interfere with the use of the training machines in the club rooms.

Bicycles have been introduced, in an unofficial way, into the fire department. John Weis, acting-secretary to the board of fire commissioners, is an active wheelman, and whenever the gong in his house sounds a night alarm of fire he crawls into an abbreviated costume and turns out as quickly as any one. Many of the firemen ride wheels and recently while one of the officers of a company was at his home for dinner, hearing the engine go past, he rushed from the table in his shirt sleeves and pumped his way to the fire, arriving before his company.

CABANNE & CO. STILL IN SUSPENSE.

ST. LOUIS, MO., Nov. 10.—Anent the Cabanne-Titus-Murphy case and the report that an affidavit given by J. B. Sheridan had been tampered with so as to make the case against the accused stronger, the affidavit was returned here at Mr. Sheridan's request and on inspecting it he stated that it was exactly as he had made it out and he published an article to that effect in the *Globe-Democrat*. The way the report originated was that Chairman Gideon had put the worst possible construction on all the evidence in presenting it to the men, in order that they might appreciate how strong the case against them was and make their defense accordingly.

Cabanne is in town at the present time, as he has retired from the track for the season. He states that while he has no fear as to the outcome of the case, he would like a settlement to be reached. There is every prospect that

A Decision Will be Reached This Week,

as three members of the board have already passed on it and the papers are now on their way to the Boston member, Mr. Robinson, from whom they will go to Chairman Gideon. No one but the chairman knows how the vote stands up to the present time.

The Associated Cycling Clubs have decided to hold the local cycle show on February 20, 21, and 22, but the question of a suitable hall is going to be a difficult one to decide. The success of the show last year was so great that they determined to give it on a broader scale this year, but there are really only two available halls—the Armory, which is not situated as well as it might be, and the use of which would necessitate holding the show on the third floor of the building; and the Grand Music Hall, in the Exposition Building, the use of which, however, would be out of the question on account of the expense, unless the local trade gave it extremely liberal support.

The Number of Dealers in This City

has more than trebled since the last show was held and it is not at all unlikely that the latter hall will be selected. A new organization has come into the field during the past season to which the A. C. C. looks for support in giving the cycle show, and that is the St. Louis Cycle Board of Trade, and at the last meeting of the A. C. C. it was decided to give firms that were members of the Cycle Board of Trade the preference in the choice of spaces.

A team road race between the St. Louis Cycling Club and the Century Road Club of Missouri has been agitated for some time and reached the stage where the Centurys sent a challenge, which stipulated that the teams should be composed of fifteen men each, and that the race should be held over the Forest Park course on November 17. The St. Louis C. C. was perfectly willing, but thought that it was

Too Late in the Season to Hold a Road Race,

and proposed that the race should be held in the coming spring. The matter, however, is now in the hands of a joint committee from the two clubs and there it is resting for the present.

Bert Harding and Alex. Laing have mapped out for themselves a 700-mile trip on a tandem. They intend to ride from here to Atlanta, Ga., and will time their departure so as to arrive there on November 22, which is St. Louis day. The route they have selected will take them through Evansville, Ind., Nashville, and Chattanooga, Tenn.

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GEO. K. BARRETT, EDITOR.

EXCLUSIVE AGENCY FIASCO.

Years ago it was quite the thing for the leading manufacturers of the country to insist on exclusive representation by the agents that handled their goods, that is that the agent who handled their particular line of wheels should handle no other wheels, or at least no other high-grade wheels. Gradually, as the trade grew and new Richmonds entered the field the impossibility of enforcing any such rule became apparent, and the rule became a dead letter. Some of the older firms, however, succeeded in keeping many of their agents as exclusive agents. The Pope Mfg. Co. was particularly fortunate in this respect, but the growth of the business at last made the exclusive agent the exception rather than the rule. With this fact staring them in the face they made up their minds that they were still big enough to force an issue on this point and the result was that, at the beginning of the season of '95, their traveling men were sent out with instructions to sell to no one who would not agree to handle the goods of the Columbia and Hartford factories and those alone. That they had in a very great number of cases to lose good agents or waive the enforcement of this rule, all the trade knows. Chagrined at this state of affairs it has been decided that for the year of 1896 the rule will be rigidly enforced. Already the folly of this policy is apparent. Columbia agents are aware that last season many of their number were threatened with the withdrawal of the Columbia agency and that in some cases the threat was not carried out and that in others where it was carried out, the company rather than the agent, was the sufferer. Armed with this information, they boldly tell the manufacturer's traveling men to leave or take the agency as they choose. Up to this time, as far as we know, the policy has been carried out and in the words of a traveling man for a rival house "it is like finding money to get Columbia agents now." The Columbia people may carry out their policy, but it will be at the expense of their own pocket books.

We have enlarged on this topic at length, not out of hostility to the company but to show the folly of attempting to conduct a business in which hundreds of manufacturers are involved, on the lines of ten years ago when there were not more than 2 per cent of the makers that there are today.

MUST BE A WONDERFUL MACHINE.

Will wonders never cease?

We have heard reports time and time again of how some wondrous unicycle was going to annihilate space, but it remains for a New York paper to give us the particulars of a machine that is to go a mile in 20 seconds—and there is nothing at all wonderful about it, at that. This new wonder is a "nontuplet" or a "nine seated quad" as one reader of the paper put it. With remarkable clearness it is shown how if one man can ride on two wheels in 2 minutes nine men on two wheels with nine times the power can go on one-ninth of two minutes, or, allowing for a little additional friction, a mile in 20 seconds. We should hail the advent of this new machine with supreme joy were it not for the fact that it is said to be dangerous to the lives of its riders. Says the paper:

A claim that it is safe, is not advanced for this bicycle that is to make the race horse seem a snail. The men who will ride it will actually take their lives in their hands. In proof of this are the accounts of the Delmas-Smith-Jones-Davis "quad" team performance in California. The *Wheel* of New York says when the team made their best time half a second better than the fast horse, after making their mile they could not stop their machine. At the awful speed they dared not attempt to back-pedal for fear of being hurled from the seat and dashed to pieces, and the machine ran several miles along the straight, level road. When the riders alighted from their perilous positions their faces were blanched the hue of death, so great had been the nervous strain and the fear of accident—always imminent—which would pitch them to destruction. All four of the strong, skillful wheelmen were so prostrated that they did not attempt to ride for weeks.

How dreadful!

We now and definitely decline to ever mount such a wheel.

If a "quad" is such a dreadful machine what would a nontuplet going a mile at a 20-second gait be? Better at once be shot from a cannon's mouth than mount it!

Think of the self sacrificing mortals who are willing to confide all their hopes for this life on the nine seats of a nontuplet and go for a harrowing ride of a mile in 20 seconds!

The unselfish and daring patriots of the revolution sink into insignificance beside these noble souls; the suffering martyrs on the rack were nothing compared with them!

We have often heard how, in a single moment of great peril, one's whole life has swept across the field of memory with indiscribable distinctness, how the thoughts of childhood have become as clear as the deeds of yesterday. With how much more distinctness then must the history of one's life stand out in riding miles and miles on a nontuplet. What thoughts of home and mother must come before one, what thoughts of sweethearts in every city on the circuit! Not only would the rider be able to review with minute attention the every act of his life, but he would, in such a time, with his quickened sensibilities, be able to review eon after eon of his pre-natal existence.

Certainly a ride on a nontuplet would be worth the price of admission if one could have the assurance that the dreadful dangers—ever imminent—would not be realized. But, come to think the matter over, if those dangers were removed, and one knew that they were removed, then the wonderful faculty of "hindsight" would also be removed, and the ride would be no more exciting than a common every day ride on the boulevard at a six-minute gait.

How sad!

Water cycles promise to be all the rage. If they do, it will revolutionize all kinds of sports. The fisherman will take his water cycle out and will have an umbrella to shield himself from the weather and a comfortable chair which will do away with grass stains so fashionable on many fishermen's trousers. It will not be long before the yachting people will take their water cycles and make centuries on the ocean; there will be water races, and, of course, there will soon be a Zimmerman for the water cycle. Parties can be made up to visit the Sandwich Islands and trips can be made to Cuba and help rendered the patriots there. Yes, there's a great future in store for the water cycle.

A very faint rumor comes from England that Zimmerman, our Zimmy, has met defeat in far off Australia. According to reports, Zim was beaten in a five mile race by Parsons. This may cause some to think that the champion is losing his speed, but the friends of the "Grinder" know that he is still a little off color and has not yet got into condition. We would ask the Australians to wait a bit before they brag of the victory.

The past week has brought out two men who were thought to be anything but record breakers. The performances of Cox and Miller at Louisville show what good training and a fast track will do.

As the wise ones predicted, Johnson has waited until everyone has had a try for the records and is now making a new slate. The standing mile adorns the top of the slate.



CYCLISTS ELECT COUNCILMEN.

SALT LAKE CITY, UTAH, Nov. 6.—The city election here for mayor and city council resulted in a splendid victory for the wheelmen. The Rock Mountain Cyclist ticket was made up from candidates for the council taken from both the democratic and republican tickets. There are five precincts in the city, each of which sends three members to the council, making a total of fifteen to be elected. Ten out of the fifteen candidates on the wheelmen's tickets were elected, and James Glendenning, the republican candidate, who was supported by 500 wheelmen, carried the city by about that number of votes.

In the first precinct, which is a republican stronghold, the wheelmen supported E. P. Newell, a democratic candidate, who is a stanch friend of the wheelmen, and he was the only democrat elected from this precinct, carrying the precinct by only seventy-four votes.

In the fifth, M. E. Mulvey, who was supported by the wheelmen, was elected by only twenty-four votes.

Wheelmen are jubilant, as the result of the election has proven that the wheelmen's vote will be a factor in future elections.

The election of ten out of fifteen of the wheelmen's candidates means good roads, good streets, cycle path in the park, reform in street sprinkling, and many other desirable measures for which the cyclists have been laboring.

A CURIOUS WATER CYCLE.

WASHINGTON, D. C., Nov. 9.—There has been for some days at anchor off the Arsenal wharf one of the queerest crafts that has ever been seen in Washington. It has perhaps excited more comment and inquiry than the removal of the Goddess of Liberty from the dome of the Capitol would. This strange denizen of the water is called a "water bicycle," invented and patented by L. V. Moulton, of Detroit, Mich.

Many people have seen this strange contrivance and wondered whether it was an experiment of some perpetual-motion crank or whether a toy steamer had sunk and only the paddle wheel and a chair remained above water. The sentry on duty at the arsenal gate has been compelled to answer more questions about this thing during the past few weeks than the average Washington policeman answers during a whole year of encampments and conclaves. Many have seen the water cycle at anchor, but few indeed have seen it in motion.

The cycle is a queer-shaped contrivance. Two long cigar-shaped cyclinders, made of galvanized iron, with water-tight compartments, form the base of it. These cylinders are about seventeen feet long, and at one end are very pointed; at the rear end are the rudders. These cylinders are about three feet apart, and are connected by means of steel braces, upon which a raised platform is built. On this platform is an ordinary chair. Immediately behind it is the steering apparatus, which is almost a fac-simile of the handle-bars of a bicycle. Behind the handle-bars is a saddle and pedals exactly the same as those on an up-to-date bicycle. At the rear of the seats is a 52-inch wheel, filled up in the same manner as the side wheel on any of the steamers which run down the river.

Long trips have been made on the lakes with the machine and there has never been an accident. The cycle may also be used as a towing machine. G. W. Shook, who has charge of the new water cycle, was out the other evening and found a yacht drifting along. The crew were all on board, but the wind had died out. Mr. Shook hailed them, and told them he would tow them in. The captain and his crew gave Mr. Shook the merry "ha, ha," but threw him a line, and he towed the yacht to her anchorage. He sold the owner a machine. The cycles only draw about six inches of water, and can go anywhere. The cylinders may be punctured by a hidden rock, but as each cylinder is divided into eight water-tight compartments, all would be well.



Results of the French Bicycle Tax.

Some interesting statistics on the results of the bicycle tax in France are furnished by the French government.

The tax was established by law April 28, 1893, and went into effect June 1 of the same year, so that 1894 was the first complete year during which the tax was applied. In 1893 the number of cycles taxed was 132,276. Of this number 130,477 were declared according to law and 1,799 were not declared and their owners were obliged to pay a double tax. In 1894 the number of bicycles upon which taxes were paid was 149,080, of which number 147,977 were declared by the owners, and 1,103 were not declared. This shows an increase of 16,804 bicycles during the six months in 1893, to which there was an additional increase of 53,949 during 1894, thus making the total number of bicycles paying the tax last year 203,029.

In 1894 the tax produced the sum of $396,537.54. The department of the Seine had the greatest number of bicycles, 38,360 paying the tax. The island of Corsica forms the department having the fewest bicycles.

If old Father Time has a few spare moments he might employ them in counting whether more withered leaves or records fall this season.

SHOULD ADOPT CLASS RACING.

The World is a Pawnbroker—Only Top-notch Racers Get Credit—Effect of Percentage Tables—Pilgrims Enjoy Themselves.

The pawnbroker looks at his caller for about three seconds, then he turns to the watch which has been offered to him and examines it with a strong microscope, then he uses a strong lens, and after that a still more powerful one. Not quite satisfied, he turns some acid on the metal. It endures that, so he files the case just a little. The watch has stood all these tests, and he of the sign of the three balls turns again to the owner of the timepiece, with generosity fairly oozing from his countenance, and offers—just one-tenth of the value of the watch.

In the same way the whole world is a pawnbroker. It examines you with microscopes, turns burning acids on you, cuts roughly into you with rasping files, and then, if you are fortunate, gives you just about a tenth of the credit you feel you deserve.

How the Racing Man Works.

So it is with the racing man of the present day. He works as no other athlete in any branch of sport works; he is constantly at it from morn to night, from day to day, from week to week, and month in and month out. He is compelled to take the very best care of himself, to live the most upright life, to do as some other man says he must instead of as he himself would like to do. In other words, he must alter his whole manner of life for the years in which he is racing. And for what? For honor, for diamonds, and for salary and expenses. No doubt all of these things pay. They do pay. But the number of our American young men who will give up their personality year after year for the sake of gain is small, very small, and is growing smaller. And when they have made these sacrifices, the credit given them is in proportion to the percentage of the real value allowed by the pawnbroker for the watch, or is even less than 10 per cent.

Second-raters Get No Credit.

It is not, however, with the successful rider that we are to deal, but with the unsuccessful—unsuccessful purely and solely because of circumstances, for the reason that he is not a Bald, a Cooper, or a Murphy, a Cabanne or a Titus, or any one of a few, a very few others.

There are riders who labor even harder than do your successful men, but who secure almost less than none of the spoils because they are not members of the firm of Bald & Co. They are fast riders, but are not quite fast enough to compete with those riders. They are members of teams that follow the national circuit and are required to ride in races with these crackajacks, there being few other races in which they may ride. Occasionally these men secure a plum, and for this they receive little credit.

Excuses Made for the Cracks.

The excuse is always given that if so and so had not been pocketed, or had not got into such a poor position at some place in the race, or if he had been in condition, or the track had been in condition at the pole and away from the pole, in order that he might have passed, and so on *ad libitum*, the result would have been so different.

Credit is given but grudgingly for the work of the vast army of second-raters, who might be first-raters in their class, if classes were adopted, and if the race-meet promoters would be fair and provide races for all in order that the spoils might be more evenly divided. The past season has been

Manifestly Unfair to Somebody,

as will be seen in a glance at the manner in which the prizes have been distributed, or rather not distributed. Some few men have won a majority of all the prizes, while others have been compelled to partake of the skim milk after the cream had been taken away by their more speedy brethren.

The remedy for all this lies in the adoption of class racing on the national circuit. A demand should be made that all national circuit meets adopt class racing, the edict of the Racing Board being that no sanctioned national circuit race meets shall be allowed to be held until class races have been placed on the programme. In this way the teams would be enlarged, good men would be brought out, and racing would prosper far beyond the present limits.

"Nothing Succeeds Like Success,"

and when a coming man is enabled to become prominent in a certain class, to grow out of that class into faster classes, and finally to enter the class containing the great men of the path, he will join their ranks with confidence born of victories in other classes, and will stand far better show than had he been compelled to enter as an unknown and finish with the "also rans" day in and day out, as has been the case with many riders for the entire season just passed.

It is in this that the percentage table has come the more prominently to the front, as showing the real work of all men without regard to the winning of prizes. Some men who are well up in percentages have won few prizes.

The Reason for This

lies in the fact that these men were fast enough to ride with good company, but not fast enough to win in such company, and it is a fact that had it not been for the percentage table these men would have been considered out of the racing during the season just passed. The table has been the means of encouraging them to work the harder in all cases, and when all men are working to finish at the front of the bunch the race must be the better for it. The races of old were fought by a few men; of late they are fought by all, and instead of the fields being scattered all over the track, they are bunched to the tape and fighting as gamely for fourth, fifth, and sixth positions as though there was a valuable prize for that or those positions.

Owing to the races at 'Frisco having been called off until the 16th, when they will be held at Oakland, across the bay from 'Frisco, the men have a rest of a week before the San Jose races. The percentage tables do not change this week, but great changes are sure to occur within a short time now, as there are fifteen days of racing within the next three weeks.

The Western Pilgrims are now ensconced at San Jose, and among the fruits and flowers of this lovely region are working hard and at the same time are enjoying themselves as only a racing party can do.

The Vendome Hotel is located in a park in which are seen palms higher by far than a man's head, roses in full bloom, and green trees all the winter. Sunshine has been enjoyed every day since the arrival of the party in California.



C. W. Miller, of Chicago, Holder of the Five-mile Record.

Eck's Scheme Discussed.

Tom Eck's scheme for the improvement of racing by requiring every man in a mile race to be in the lead at least once before the three-quarters, twice in a two-mile race, and three times in a three-mile, was freely discussed at the dinner table on Wednesday in San Jose when THE BEARINGS arrived. "It is a good thing," said Murphy, "and would improve racing without a doubt. But the men who were to judge whether a man had been in front or not, would have a harder time than that of referee. It would work all right on a third-mile track, but on a mile track, I hardly think it possible. Still it might be tried."

"I do not know," said Bald, "for when the other men in a race had it in for a man, they could work hard to keep that man back until after the three-quarter pole was reached and then he would have no show. It would make a lot of work for the man who was trying to get in front and was prevented." Bald was reminded that that was just the object of the scheme.

"That is all very true," chimed in Cooper, "but then you would see a lot of men winning who are not winning now; men who could stand the strain of all that fighting for position and for the front, and still have strength to fight at the finish."

"Races would not be so hard fought," said Wells, "and I would like to see it tried well enough, but seriously I do not think it will do, for the judges would have to have a tower in the center of the track or a judge at every sixteenth of a mile to say who was in front in that section."

"It will cause a lot of kicking," said Asa Windle, "but I do not know but what our old friend Eck is level headed when he springs the scheme, for he

"Would Make a Warm and Interesting Fight

for the public, and that is what is wanted. Think of ten men all fighting for the front of the bunch and the interesting features for you newspaper men. It will not hurt to try it on and see how it will fit."

"By the great horn spoon," said "Dad" Gleezen, of the Stearns team, "that would make warm and interesting racing, and we would see different finishes from the present, when the good men all remain to the rear for the fight at the finish. To my mind, some of the men would have warm work getting to the front of the bunch, and the man who failed might win the race, yet would not be allowed his victory for the reason that he had not reached the front of the bunch before the three-quarters. Such a race



TWICE AS GOOD AS OTHER TIRES



TWICE AS GOOD AS OTHER TIRES

TWICE AS GOOD AS OTHER TIRES

PALMER TIRES.

BROKEN AT LAST

ON THIS SIDE OF THE ATLANTIC, BY A. A. HANSEN,

SHORLAND'S 12 AND 24 HOUR RECORDS:

375 miles--23 hrs. 56 min. 50 sec.

219 1-2 miles--12 hours.

Also,

200 miles--10:49:30, American Record.

100 miles--4:55:29, American Record.

NOTE: HANSEN RODE A 16-LB. SYRACUSE WITH PALMER TIRES.

UNPACED WORLD'S RECORD

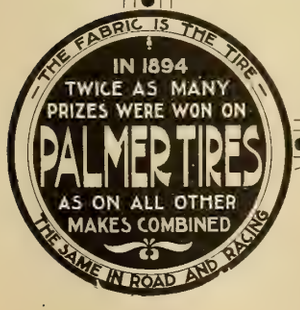
BY HARRY CLARK, AT DENVER:

3 MILES,	7:18 1-5
4 MILES,	9:56 1-5
5 MILES,	12:34 2-5

Ride THE PALMER, which is demonstrated to be the most quickly, easily, and permanently repaired.

The Palmer Pneumatic Tire Co., 133 S. Clinton St., Chicago.

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TWICE AS GOOD AS OTHER TIRES



would be a complicated muddle unless the officials were strictly competent and the men were honest enough to admit whether they reached the front or not."

"A Man Would Not Have to be Very Far in Front,"

said Trainer Young, "nor would he have to be there long. He could shove his nose a foot to the good and then back up, if he wished to do so, but it would take good men to tell whether he had that nose or did not have it. Men would have to be everywhere round the track to judge of such things."

To sum all up, it was finally conceded to be a good thing and worth pushing along—to be worth a trial, in other words. Eck's head was conceded to be level and his idea may be tried at some point on the California circuit. The trainers all think that the men would work to keep some man or other back and they say with one accord that it would make a good fast race. It is conceded that unpaced race records, such as they have in Canada, would be a possibility and that new

Interest Might be Infused into Racing.

Something has been needed to make races, where pacemakers are not employed, more interesting and faster. All race-meet promoters will not provide pacemakers for the races and the men oftentimes fail to come inside limit, or ride so slowly as to disgust the spectators, who will not appreciate the fact that star riders such as those who follow the circuit and race for points, prizes, percentages, and all, will not kill themselves in trying to make a race fast. If every one of them was required to come to the front at some time in the race, there would be warm fighting all the time and the attempts to debar some one man by preventing him from being in front at any time in the race, would keep the grand stand in an uproar at all times and make racing more exciting than any other branch of sport.

The Scheme Should be Tried,

and if more of the suggestions of Eck were followed, there can be no doubt but that a better class of sport would be fact and not fiction. Eck once said that he had his head full of ideas regarding the sport, but that the minute he let these ideas out they were pooh-poohed and laid away until cooled off, when some one else would spring them as original and Eck would receive no credit. He was at that time holding back on a number of good things, expecting, I think, to be placed in a position in the control of a branch of the sport where he could spring them with the idea that he would receive the proper credit. That was last spring and some of them have been tried the past season.

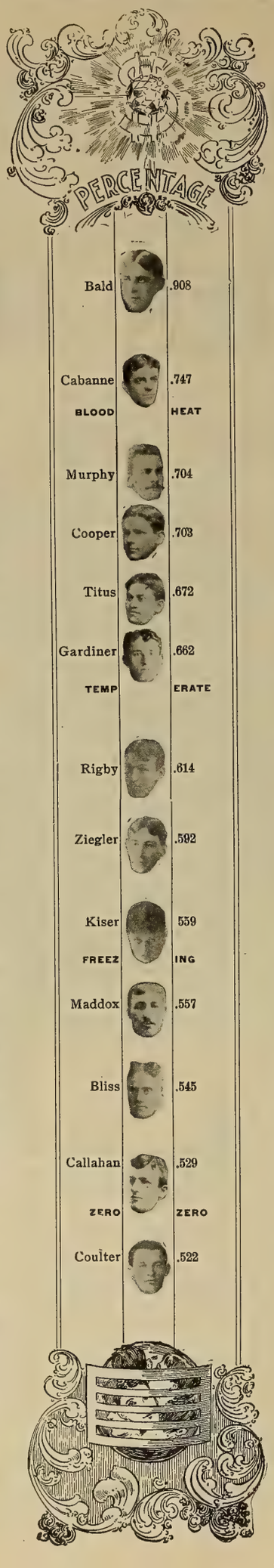
Bald's Foreign Trip.

"That's news to me," said Eddie Bald, when told that he was going abroad with Titus for the coming season of racing. "I was with Batchelder at the time I won the round-trip ticket to Europe at Asbury Park, and I turned to him then with the remark that we would go abroad together in the spring. That started it all I think, but I had never had Titus in mind when thinking of it even. I presume that we might go abroad together if the arrangements were made, but I have seen nothing of the arrangements. Still, if I could make a matter of $10,000 over there in a season, I might go. There are the tires and the wheel and some other things, and those people might want me just enough to give me a show with the gate receipts. I may go after all, but I don't know about it yet. I want to stay with the men here in America, for they are a jolly lot. You can say that outside of the mere mention of the matter to Batchelder, I had never thought again about it."

Individual Records.

NAME.	POINTS.	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE
Bald	184	$6,790	MacDonald	25	$707
Cooper	141	4,108	C. S. Wells	24	740
Murphy	106	3,418	McLeod	23	487
Cabanne	84	3 255	B B. Bird	19	895
Titus	55	2,246	Rigby	19	686
Kiser	50	1,655	E. C. Johnson	19	475
Bliss	48	1,451	Scott	18	504
Gardiner	47	1,764	Kennedy	16	325
L. C. Johnson	46	1,640	Helfert	15	483
Jenny	45	1,688	De Cardy	15	415
Maddox	40	1,295	Terrill	15	490
Ziegler	35	1,170	M Wells	13	260
Brown	33	1.010	Allen	12	405
Coulter	30	860	L. A. Callahan	11	425
Sims	27	750	Butler	11	300

—F. Ed Spooner.



OPENING OF THE COAST CIRCUIT.

San Jose, Cal., Nov. 8.—Success marked the opening meet of the California national circuit, over 2,000 people being in attendance. The attendance tomorrow will be much larger. The races were full of ginger, but lacking one thing to make them exciting. Cooper failed to qualify for the final of the mile open through setting too much pace in his heat. That race was left for Bald, Murphy, and Wells to fight out. The handicap was the best race of the day. Cooper had twenty-five yards and Kiser thirty-five, the final having six starters. Kiser cut in on the grass at the edge of the track in passing Cooper, who was making warm going. Four men finished under the proverbial blanket in this race, Kiser, Cooper, Campbell, and Wells, all fighting hard. The races were few in number and quickly run, as is the style in this part of the country.

The San Jose Track

is more circular than Louisville, and consequently has shorter stretches. The men claim that it is the best track in the world for records, but that it is not as good as many others for race work, owing to the finish being in the center of the shortstretch. The stretches are banked and the men coming into the stretch can be seen to right themselves without effort and without turning away from the pole, a great convenience in going for records. The track is much like Manhattan Beach except that the stretch does not bulge up at the tape, but maintains a smooth unbroken surface. The banks are a little higher than those of Louisville, Waltham, or Manhattan Beach, and the men claim are a little

Easier to Take at Full Speed.

The grand stands face the entire homestretch and are capable of accommodating a good 2,000 people. The dressing rooms are under the main stand and are very convenient, although dark. The general look of the track is not as cheerful as that of Louisville or Waltham. It is said that the club must give the railroad company that aided it in building the track, 90 per cent of the gate until the track is paid for.

The finish of the two-thirds-mile handicap, Class B, in which Cooper had twenty-five yards, Kiser thirty-five yards, and Wells forty yards was a beauty. Cooper gained the front and held it for over a third of a mile. Wells pushed up on him on the backstretch and Campbell, of Spokane, took a hand in the fighting. Kiser was back of the three and in the stretch ran over the pole an inch, and in to victory by an inch, not more. Cooper was second and Campbell was third, an inch back of Cooper and probably six inches ahead of Wells.

The Final of the Mile Open

had the following starters: Bald, Wells, Nisson, Murphy; with the tandem team, Delmas and Moody, to pace. Murphy caught the tandem, Bald, Wells, and Nisson following. When the tandem dropped, Murphy kept up the gait and Bald hung on. Wells pushed up just as Bald passed Murphy, and Bald just naturally came ahead and won, Murphy a length back, second, and Wells third. Nisson had dropped early in the game. The time was 2:01⅘, one second slower than the fastest time ever made in a tandem paced race. This is three seconds faster than the record mile made here last spring by Bald. The latter refused to come to the front of the stand for a bouquet, presented by his admirers.

Summaries.

Two-thirds-mile handicap, Class B.—Kiser, 35 yards, first; Cooper, 25 yards, second; Campbell, 80 yards, third. Time, 1:29.

One-third-mile open, Class A.—F. McFarland, first; Harry Downing, second; H. N. Sissons, third. Time, :45.

One-mile open, Class B.—Bald, first; Murphy, second; Wells, third. Time, 2:01⅘.

One-mile handicap, Class A.—Harry Downing, scratch, first; J. E. Edwards, 15 yards, second; H. B. Freeman, 25 yards, third. Time, 2:13.

MURPHY FIVE-MILE CHAMPION.

San Jose, Cal., Nov. 10.—Three better or more exciting races were never seen in Class B than those today at the national circuit meet. The third mile had a break-neck finish, Murphy and Wells flying out into space just at the tape, landing on their heads and turning over and over. The six men in this race were so close and the judges so rattled at the fall that not a man was placed right.

The mile handicap was won by two inches by Campbell, of Spokane, defeating Randall, of Rochester

THE LOGIC OF GRACEFUL RIDING.

In acquiring the habit of graceful riding much depends upon the bicycle itself. The most graceful riders ride the most graceful wheels. The rider of a bicycle with lines out of harmony with his or her anatomical construction must soon realize that a graceful carriage and harmonious pedal action is a physical impossibility. The natural grace a beginner is endowed with is often totally nullified by the wheel ridden, and the discriminating observer can tell at a glance that something is wrong. Too much care can not, therefore, be exercised in the selection of a mount, and as there is but one standard of excellence, the cyclist who has any desire to present an attractive personal appearance must make a choice from the best. This argument will admit of but one logical conclusion. Experience has been repeatedly demonstrated to be the best instructor in the art of bicycle construction, and the oldest manufacturers, who have persevered continuously in the trade, are naturally the producers of the best as well as the most artistic. The study of bicycle construction opens one of the most attractive fields in the range of mechanical art, and as the wheel is so closely allied to the human family by virtue of its use as a means of personal locomotion, its designer must of necessity be a student of physiology as well as a mechanical engineer of the first grade. The practical experience of years in combination with the above mentioned requisites is the only sure basis on which the purchaser can rely with any degree of accuracy, and it furnishes a safe and sure guide. Grace of position while riding goes with easy running qualities. The two are inseparable. Ride the wheel that is built with some idea as to what your needs are, and you can not fail to appear to advantage in the eyes of an observing public.

The Right Kind of a Bicycle Face.

The bicycle face has been talked and written about as something very bad, something that cyclers can not avoid, and something that gives them Svengali eyes and deep wrinkles. As a rule people who are most interested in impressing upon the public the idea that bicycles are breeders of uncanny and unnatural looking individuals are the very ones who have never indulged in the glorious sport of cycling, and it is a noticeable fact that those who have been most prejudiced and pronounced in their views against bicycling, after trying the exercise and becoming acquainted with the benefits to be derived therefrom are always far more prejudiced in favor of the bicycle than they could ever have possibly been against it, and they enter into the sport with a keen determination to make up for lost time, and with many forcible arguments in favor of the wheel.

The kind of bicycle faces that it does one good to see are those that are depicted in the handsome pictures of the Pope Mfg. Co. Among the numerous ones gotten out by the company are two that are particularly pleasing, one of a young girl who has dismounted from her wheel and is stooping to drink from a spring, the other of a fair cyclist stopping to read a road sign and leaning gracefully on her Columbia. Still another is that of an old man taking his first lesson, with a look of pleasure and interest on his face as much as to say, "Well, at last I have found a way to enjoy myself and combine pleasure and exercise."

The fact of the matter is the bicycle face is a myth, unless you consider it such as those shown in the Pope company's pictures, and certainly there could be no more healthful and contented people than they have depicted. Every one is awheel these days, and those who are not, wish they were; medical men and medical journals have not only changed in favor of the bicycle, but now recommend it for all kinds of ailments, and pronounce it a necessity.

Influence of the Bicycle on Business.

The year which is now rapidly drawing to a close has been the most notable from the cyclists' standpoint the world has yet seen. The stimulating effect of the wonderfully increased production of bicycles during the past ten months on all branches of industry has been felt to a marked degree, and in a great measure the revival of the country at large from its eighteen months' of business stagnation can be traced to the surprising progress cycling has made. The invigorating effects of the wheel can not fail to stimulate the brain of the business man, and who can say that he is not fresher and more ready for business enterprise after a period of active cycling? The vast increase in the number of cyclists in 1895 has had its effect on business life, and infused new energy into men who devote their lives in the pursuit of commercial enterprise. It is not claimed that simply because a man rides a wheel he is prepared to embark in a business venture, but it can be safely asserted that the bicycle is a begettor of confidence, and will increase the spirits of its rider, and the argument that the brains and talent of a large proportion of the commercial world is benefited by the use of the wheel can not be easily refuted.

The demand for bicycles was the first and most notable symptom of the general business revival of 1895, and another triumph was added to the long list the wheel possesses as the most remarkable modern mechanical benefiter of mankind.

Ride a Columbia!

E. C. Stearns & Co. have just issued a special edition of the "Yellow Fellow," for distribution at the coming National Cycle Show in London. The North European Cycle Export Co., which is to handle the Stearns in Europe on an extensive scale, will have a large exhibit at the National Show, and this special edition will, of course, have a large circulation.

REQUEST

the dealer to fit your wheel with Hartford Single-Tube Tires. You can always get them if you ask for them. Some makers of bicycles do not like to furnish

Hartford Single-Tube Tires

because they cost more than others; but they are better and are worth more, and you can have them if you ask.

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both being new men on the Stearns team: Charley Murphy won the five-mile national championship, a good clean win. Eight men started in this event, all in the one heat. Tandems paced. Man after man dropped out, until only Murphy, Bald, and Cooper were left.

Murphy Came Forward

and forced Bald from his position back of the tandem, but did this only after a full lap of fighting. At the turn when the tandem dropped, Murphy made the jump and gained a foot on Bald, who was holding his rear wheel. So strong did the three men finish that Bald was unable to gain the entire distance on Murphy and finished a hard long drawn battle six inches to the bad. The pacing was good.

A Chinese race afforded no end of amusement, five Chinamen competing. The attendance was about 5,000.

The finish of the third-mile open was a "corker," Murphy and Wells receiving a nasty tumble and Bald being robbed of the race, which he really won by two feet. Kiser was third, but was not given that position. Wells was given

A Race Which He Probably Did Not Win.

The race itself was a beauty with Bald, Cooper, Kiser, Randall, Wells, and Murphy as starters. Kiser took the pace and Bald followed him. Murphy backed up at the start, presumably to make a sneak, but thought better as the pace was too fast. He fell in behind three men struggling in a bunch, Cooper afterward claimed that Bald elbowed him over the edge. Down the stretch Wells had gained a lead on the backstretch, and was two feet to the good as the turn was rounded. Bald was wabbling, but was coming strong and like a cannon-ball. Kiser was riding strong at the side of Wells when Murphy cut inside of Wells and Kiser. Bald crowded Cooper over against Murphy, Murphy and Wells came down, rolling over on their heads. The three, Murphy, Wells, and Kiser, were inches only apart

When the Clash Came

and Bald was two feet clear of them and a foot good as the tape was crossed. Cooper was lapping the rear wheel of Kiser to the outside and Randall was outside of Cooper, the entire field of six finishing within a length and a half of space. The judges gave the race as follows: Wells, first; Bald, second; Murphy, third. Time, :43⅗.

Later it was claimed that Murphy was between Wells and Kiser, and that his pedal ripped the spokes out of Wells' wheel and broke the chain. Cooper said he was only inches back of Bald. The true finish will probably never be known.

Summaries.

One-third-mile open, Class B.—Wells, first; Bald, second; Murphy, third. Time, :43⅗.

Five-mile national championship.—Murphy, first; Bald, second; Cooper, third. Time, 11:01⅕.

One-mile handicap, Class B.—Campbell, 85 yards, first; Randall, 100 yards, second; Delmas, 115 yards, third. Time, 2:08⅗.

One-mile open, Class A.—Macfarlane, first; Downing, second; Freeman, third. Time, 2:05.

Two-third-mile handicap, Class A.—Downing, scratch, first. Time, 1:27.

WILL FIGHT THE RAILROAD.

NEW YORK, Nov. 11.—Today's session between the L. A. W. transportation committee and representatives of the National Cycle Board of Trade apparently resulted in nothing except a conciliatory resolution worded as follows:

Resolved, That the chairman of the L. A. W. transportation committee and the Cycle Board of Trade each appoint a committee of three to confer with the Trunk Line Association to see if questions relating to the carrying of bicycles can be adjusted.

But it can be put down as a certainty that the carrying of bicycles will be insisted upon, not as a privilege, but as a right, and the matter will be carried into the courts if it becomes necessary.

Those in attendance were: L. A. W. transportation committee, Chairman W. M. Brewster, Philadelphia; H. C. Nickerson, Boston; C. A. Sheehan, New York; Cycle Board of Trade, Joseph McKee and R. L. Coleman. By invitation Pres. A. C. Willison, of the L. A. W., and Chief Consul Potter of the New York Division, took part in the thorough discussion of the subject. Mr. Potter has long believed, and still believes that the railroads can be compelled to accept bicycles as baggage. It was his intention to have made a test case himself, and this may be done as a preliminary in the present fight.

On the joint committee to confer with the Trunk Line Association, W. F. Wilson and G. R. Bidwell will serve with Mr. McKee, and Mr. Brewster has named Mr. Potter as one of the two to be selected by him.

She Called Him Down.

Masculine bicycle riders who imagine they can "catch on" to pretty feminine pedal pushers who happen to pass them, often receive many call-downs. One that is worthy of mention occurred one evening last week on Montgomery Avenue, Philadelphia. A pretty rider was gracefully gliding along on the above named thoroughfare with all the ease that she could command, when a wheelman, seeing her unescorted, rode up and said, "Good evening." The lady looked at him, and thinking he might know her, said, "Good evening."

"Ah, eh, let me see, isn't your name Miss-Miss-Miss?"

Seeing a splendid opportunity for calling the young man down, and at the same time having a little sport at his expense, the lady said:

"No, you are mistaken; I am one of the Benner boys," and with a push off she left the young man in a state of perplexity.

MONOLOGUE BY A MODERN HORSE



Yes, I've heard of it; everybody has.
Are the horses interested?
Of course they are.
Why shouldn't they be when
It threatens their oats and hay?
Machinery, that devil child of lazy humanity,
Has made lots of idle men,
And now it is the horses who
Must hunt new jobs.
Jobs, I said, just common jobs.
It is very well for coach horses,
And racing horses, and horses with circuses
To talk about accepting a situation;
But not me.
You understand I am no aristocrat.
I don't pretend I was sired by Pegasus.
I was sold last week for $15
And a plug of tobacco.
Some horses like to brag about their ancestry.
My notion is that if a horse
Isn't as good as his father
He had best keep quiet about it.
You will excuse my garrulity,
But, really, I haven't talked so much
Since I was a colt.
I have been going ahead,
Day after day,
Doing everything from
Hauling a milk wagon to
Carrying four babies on my back
I never kick; it doesn't pay.
Take the case of the bicycle. Some horses
Were terribly indignant when it appeared;
But I could see its value to me and kept still.
I was a saddle horse then,
Made to gallop twenty miles a day,
And the bicycle relieved me
Of just half that work
I had one really good owner,
But most of the others were brutes—
Selfish, exacting, vain, and cruel.
I have heard it said that
Some of them actually passed for gentlemen!
I knew them better, to my sorrow;
But, as I said before, I never kicked.
I have gone hungry and thirsty,
And never uttered a whinny.
I have run my legs half off
To please some men,
And never got a kind word.
It used to make me unhappy,
But at my age—I'm twenty—
One has few illusions left to be shattered.
I would like to see this
Race between the motocycles.
It would make me sad, no doubt,
Just as a man might feel blue
If he should meet a machine
That could keep books,
Or saw wood,
Or write poetry,
Or run a farm,
Automatically,
For a dollar and a quarter a day.
I have an idea that some day
Fate will serve him some such trick.
It would be simple justice.
Meantime, I suppose the motocycle
Will capture the city quick,
But the country is slower.
Odd, isn't it, that the very conservatism
Which in my youth I railed at,
Should promise now to be my salvation
In my old age?
I'll probably be sold into the country
And work there until I die.
That's a pleasant prospect—
As my prospects go.
I have always thought that
I could sleep better—
The way I did when a colt—
Out on the open prairie.
And there is another reason why
I desire to get out of town.
It is the thought that my body,
Which has lived an honest life,
Might be forced to begin
A career of deception
Just at the moment that my soul
Entered into immortality—
My body to be butchered, canned,
And sent abroad as "prime western beef,"
Just as my spirit was sounding
A hymn of rejoicing for deliverance.
Ugh! that is the crowning horror
Of a horse's career in a great city.
Yes, indeed, the country is the place for me.











MESINGER LADIES' BICYCLE SADDLE

Illustration 7 1-2 inches wide; actual size 9 inches.

WEIGHT, 15 OZ. PRICE, $4.00



Healthful
from a Hygienic and
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**COMFORTABLE,
DURABLE,
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It rides easy because it fits.
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WILL NOT SAG.
WILL NOT BREAK.

First, woven rattan to prevent sagging, then ¼-inch felt to make the saddle soft, then to this felt is sewed 1-16 inch leather to make it durable. A long V-shaped aperture cut through felt and leather to ventilate and relieve all injurious pressure, which every intelligent bicycle rider will appreciate and against which injurious effect of cycling all doctors have inveighed ever since cycling received their attention.

FOR LADIES.
Made for them and
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**ELASTIC,
VENTILATED,
HARMLESS.**

It is mounted easy because the pommel is low.
It is comfortable because the pommel is soft.

CONFORMS TO THE BODY.
ALWAYS KEEPS ITS SHAPE.

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Mention The Bearings

JOHNNY BULL'S AFFAIRS.

Council Meeting of N. C. U. Votes Down an Innovation—The Simpson Challenge Accepted—Zimmerman's Rival Challenged.

LONDON, Nov. 2.—The council of the National Cyclists' Union met last Saturday at the London Tavern, W. B. Tanner occupying the chair. The preliminary business disclosed the fact that the union is still in search of a president to fill the position formerly held by the late Earl of Albemarle. The chief item of interest on the agenda was Percy Low's proposal to so, alter the amateur definition that amateurs and professionals might compete in the same races, the former for trophies and the latter for cash prizes if preferred. There was a good attendance of provincial delegates, who almost to a man, were keenly in favor of Low's scheme. By the vote of the London Centre, on the previous Wednesday, the Londoners present were compelled to

Oppose the Suggested Innovation,

and in consequence of this, on a vote being taken, Low was defeated by twenty-five to twenty-two. From the tone of the debate, however, little doubt exists that when the matter is brought up at the next meeting (as it will be, by permission) Percy Low will transform his moral victory into an actual one, with many votes to spare. Doctor Turner and Robert Todd were absent, but Lacy Hillier and H. H. Griffin offered a futile opposition to the proposed changes. The support of Low's proposal was most enthusiastic, so thoroughly sick were many delegate with the past year's bogus amateurism and licensing difficulties. Of course the licensing scheme will be continued under Low's plan, but every man refused an amateur license will go into the professional class *de facto*. The trade will be invited to support the Union, which, in return, will punish by suspension paid riders who break their contracts with their employers.

Other Business Done.

The result of the debate was a surprise to Mr. Sturmey, who some time ago proposed to the council a Class B scheme which met with flat rejection, but which he now wishes to revive. The other business done on Saturday included a decision that an annual meeting of handicappers should be held in October; that each center should appoint a track inspection committee to prevent the crowding of racers in heats; that the English championships should continue open to foreign riders, and that the council favored the introduction of a new world's championship (I. C. A.) at one mile, open to the best amateur and professional, respectively, at that distance.

Saturday Racing Events.

Racing on Saturday was scanty and unimportant. The Comet C. C. held a meeting at Wood Green. An open half-mile handicap was won by A. S. Ingram, scratch, and another similar event (club) by T. S. Ludford, scratch. There were several unsuccessful attempts at record. Incidentally W. H. Knight made a new N. C. U. record for two miles (tricycle) in 5:02⅘. There was a cold wind and very low temperature. At Herne Hill the borough Polytechnic C. C. held a five-mile championship race, won by E. P. George in 13:04⅗; while at Paddington track the London Central C. C. held a ten-mile scratch race, won by H. Timms.

The Stanley C. C. closing run to Barnet on Saturday was most successful, over fifty sitting down to tea, after which a high-class concert was held.

On Thursday, at Catford, G. H. Yates and H. C. Horswill, two Essex riders, created new amateur records on a tandem safety from two to five miles, beating previous times by Weatherly and Rosser. The times were as follows: Two miles, 4:01⅘; three miles, 6:12⅘; four miles, 8:26; five miles, 10:35.

Simpson's Challenge Accepted.

The Simpson challenge has been promptly taken up from unexpected quarters. A. W. Gamage, the cyclists' provider, has deposited $500, accepting all conditions except the track. Gamage suggests Wood Green track instead of Catford, and up to the time of writing this an agreement has not been reached. Choppy Warburton writes from Paris accepting the challenge on behalf of Michael. Last night E. Hale left London for Paris, authorized by Simpson to engage professionals to ride the Simpson chain in the forthcoming races, the dates of which have not yet been settled. Of course the Union will not permit licensed or unlicensed amateurs to take part in the contests for a staked bet.

George Hunt, who recently attempted the London and York course on a machine fitted with a Simpson chain and failed to approach Fontaine's record, tried the Simpson chain on the Buffalo track, Paris, last Sunday.

Chinn Makes a New Record.

Chinn has been making repeated but vain attempts to reduce the mile record on the Catford track. On Monday he accomplished a half mile in :57⅖, standing start, beating his own previous best by one-fifth of a second. The new time is European record.

F. T. Bidlake was married on Tuesday last, and has taken up his esidence at Barnet.

An official order has been issued forbidding bicyclists who use Hyde Park to allow their dogs to follow them when awheel, in consequence of the danger of this practice to other riders.

The proprietors of the *Cyclist* have issued this week the first number of a new journal, the *Auto Car*, which represents the horseless carriage interest. Several automotive carriages and cycles are promised for exhibition at the Stanley Show.

It is unofficially announced that the profits of the Pneumatic (Dunlop) Tire Co. for the present year amount to $1,250,000. Humber & Co., Ltd., will declare a dividend of 48 per cent, and the company will be reconstructed. The shares stand at over four times their nominal value, owing to the profits due to starting subsidiary companies.

Wheeling claims to have ascertained that there is considerable likelihood of the present chancellor of the exchequer introducing a tax upon cycles.

Lily Langtry has taken up cycling and finds it an exhilarating exercise. Though she believes in the suitability of rational dress, she prefers herself to wear a short skirt. By the way, mention of skirts reminds me that Viola's wonderful costumes will be on view at the Stanley Show.

C. F. Barden has sent a challenge to Parsons, the Australian rider who recently beat Zimmerman in a five-mile race.

Street Cars Adopt Ball Bearings.

Preston Davies' ball bearings for vehicles have at last been applied to a south London tram-car, with surprising and satisfactory results. The saving in traction will, now its extent is demonstrated, commend the adoption of these perfected bearings, which consist of four rows of balls, to tramway companies anxious to reduce their expenditure, and accordingly a company is about to be floated.

An important case was heard this week before the Farnham magistrates. J. H. J. Knight, an engineer, was summoned for allowing an oil-motor tricycle to be worked upon the road in contravention of the Surrey County council by-laws. He admitted liability and was fined 60 cents and costs. The tricycle, it was held, came within the definition of a locomotive.

C. W. HARTUNG.

ELECTION RETURNS BY WHEEL.

LOUISVILLE, KY., Nov. 9.—The article in last week's paper about the wheelmen candidates was not a good prophecy, as only one of the four named was elected, he being R. C. Kinkead, for park commissioner. Gilbert, Bruce, and Johnson were democratic candidates, and went down with the balance of the ticket, local and state. There was only one issue between the two parties, and it could not be changed, but Johnson ran ahead of the balance of his ticket, receiving the votes of a great many republicans.

The most prominent candidate for the presidency of the board of aldermen is a wheelman, and if elected he will hold the position of what is virtually vice-mayor, as he would act when the mayor was absent or incapacitated.

The Greatest Benefit

the wheelmen will receive from the landslide is the promise of one of the most formidable candidates for United States senator that he will do everything in his power to have a good-roads law enacted by the newly-elected legislature. In stumping the state during the campaign, he made the question of good roads one of his principal arguments, and met with a great deal of encouragement all over the state. He pledged himself to do all he could to advance the interest of that public benefit, and he has already asked a number of local wheelmen to assist him in getting copies of the laws of other states in order to draft one with all of the good qualities and none of the bad ones. Hon. A. E. Willson, Louisville, Ky., will be very glad to have any information on that subject from any one interested in it.

Success of the Bicycle Service.

While on the election subject, it is worthy of note to say something of he success of the bicycle messenger service used by the newspapers in gathering returns. Charles Daubert had one precinct, twelve miles from the office of the *Evening Post* and was ready when the polls closed at 4 o'clock to start for the office. There were 128 ballots with 68 names on each to count, foot up, and then destroy before the official report could be signed. After this was made up, a copy had to be made for Daubert, which took fifteen minutes more, and then he was ready to start. He reached the office at 5:52. Some of the others had eighteen miles to ride, but the entire county was covered by 9:07 for the *Post*, and the result bulletined in five minutes more.

The Returns from the Entire City,

where the ballots had 212 names printed on them and were voted by 2 to 300 voters in a precinct, were in the office at 1:30 a. m.

It was the first time that an afternoon paper had ever tried to gather returns and publish an extra edition on the same night, and it could never have been done without the quick service of the wheelmen. The *Commercial's* first county man arrived at 6:30, while the last city man reached the office at 2:30 a. m. The *Courier-Journal's* men reached their office from 8:20 p. m. to 1:30 a. m. Another advantage was in the case where the clerk made an error in the copy. A rider was sent back to the voting place and reached there before the officers had left for home, had the change made, and was back at the office in a short time compared to any other means of travel. No horse could have stood the trips made by 90 per cent of the riders.

Most lubricating oils made up for bicycles are too thin. The ball bearing has no more need of a lubricant of this kind than any other bearing. Indeed, it has less, because the bearing is in reality a succession of points, between which the lubricant has to be imposed. If too thin the metal is obviously more likely to bear through the lubricant. On the other hand, if too thick, it clogs by evaporation and introduces a fresh friction. Ball bearings require very little oil.—*Wheel Talk.*

The March, BICYCLES

The Most Complete Line of First-Class Bicycles for 1896.

MODELS ARE READY.

We want good agents everywhere.

Light Roadster, 22, 24, and 26 in. frames
Drop Frame Ladies'
Drop Frame Tandem
Double Diamond Frame Tandem
} 1¼ in. tubing.

Invisible Frame Joints. Detachable Sprockets. Internal Seat-Post Adjustment.
No Handle-Bar Clamps. No Crank Keys.

Track Racer, Track Tandem, and Ladies' 20-inch Diamond Frame, all of 1-in. tubing.

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F. M. Smith & Bro. (Agents for Minnesota), St. Paul, Minn.

COLORED WAR IN BOSTON.

Negroes Barred from Participating in a Century Run—The Courts Appealed to.

BOSTON, MASS., Nov. 8.—Boston has another colored wheelmen agitation and this time the matter has taken legal phase and as a result two of its best-known riders have been hauled into court to answer to a charge of being aiders and abettors in a color discrimination.

Councilman Charles P. Hall, a member of the lower branch of the council of the city government, has issued writs against Charles L. Razoux, William B. Handy, and William Temple for a civil suit of $300. The story in brief of the trouble is as follows: About seven weeks ago the Boston Wheelmen advertised a century run which was purported to be open to all riders. Many of the members, and specially the officers of the club, when they met a well-known rider on the road invited him to participate in

The Century Run of the Organization.

Some of the colored riders of Boston made application for a blank and in most instances sent in their $1 for the entrance fee.

A day or two before the Sunday on which the run was to take place all of the colored applicants, including Miss Kittie Knox, of Asbury Park fame, had their applications returned, the explanation being given that at a suddenly called meeting of the organization it was voted that the club draw the color line and return the applications sent in by the colored people.

It appears that Miss Knox received an application blank from the club and was to take part in the run. She was evidently much thought of and was going to ride a tandem to Newburyport and back with a young physician. When she was turned down he got very indignant and

Drew Out of the Thing Altogether.

Councilman Hall, who has caused the issue of the writ, says that he did not seek for an application blank or an invitation, but that he was repeatedly urged to go on the run by some members of the club whom he holds responsible for his trouble.

"Members of the club say that the color line was drawn after the colored people had accepted the certificate, but it was found that some of the lady participants on the run might object to their presence. There seems to be another side to the question. Captain Handy, of the club, has this to say: "I asked several prominent wheelmen about town how to proceed when it became apparent that there might be some objection to

"The Presence of the Colored Wheelmen,

and then finally called a meeting of the club. It was decided to draw the color line." Continuing, Captain Handy said: "I am only one man in my club. As far as I am personally concerned I am perfectly willing that the colored wheelmen should have gone with us if they wished, but my position as captain does not carry with it the right to settle any club questions personally. Some of the colored wheelmen claim to have been personally invited by myself. This accusation I desire to deny altogether; I did not give a personal invitation to anybody except a few written invitations to the members of the press. As for inviting Common Councilman Hall, I do not know him well enough to speak to him, much less invite him on the run."

Therefore it looks bad for the future of colored riders in this city. It needs just such a case as this to decide the question, which will be discussed over and over till it is summarily settled.

FROM OVER THE ROCKIES.

LOS ANGELES, CAL., Nov. 4.—Casey Castleman, of Riverside, is now under the ban of the Racing Board, charged with professionalism. Castleman was recently given a decision over Tom McAleer in a case that has been in the hands of the board for a long time, and now T. Q. Hall, who acted as McAleer's manager, sends a letter to Robert M. Welch, who represents the national body in this state, making charges against Castleman, which, if proved, will cause him to be classed with Oscar Osen, of San Francisco, who was professionalized early in the year for selling his prizes. If Castleman can not disprove the charges it is very likely that he will prefer similar charges against McAleer.

Fighting for Chief Consul.

The balloting for officers for this division of the L. A. W. will close on the 15th. The fight for the chief consulship is likely to be closely contested, as both Gates and Monaghan have ardent supporters, but at present it looks as if Monaghan would carry the day.

The local race committee is putting in lots of hard work perfecting the arrangements for the circuit meet, which promises to be very successful. The old four-lap track has been so changed that one can hardly recognize in it the low-banked affair that the boys used to race on a year ago. It is banked for high speed now, and is capable of holding a wheel at a 1:50 gait with safety.

A Vigorous Young Club.

The Citrus Wheelmen, a club of three months' growth, now has a membership of seventy of the best business men in town, and it is through the new club's efforts that the track was remodeled. They have spent over $500 in making the course a safe one. The only thing needed now is a good grand stand, and the committee having the improvements in charge will set about the work immediately.

At a special meeting of the officers of the Bicycle Road Association, of Los Angeles, held at the association's office last week, a membership of 875 was reported, being an increase of 50 per cent in two weeks.

The Committee Reported

that persons owning land abutting on the proposed road had been interviewed, and had signified their willingness to contribute toward the building of the said road. The committee on route and improvement reported that all plans and specifications had been prepared and grades established, and the same approved and adopted by the board of supervisors, and that all is now ready to proceed with the work. In view of this fact the financial secretary was requested to file his bond immediately and proceed to collect from those who had subscribed. A committee, appointed for the purpose, reported that they had attended a mass meeting at Sauta Monica last week at which time an association was duly formed for the purpose of co-operating with the Los Angeles association.

Preparing for Circuit Meet.

The Orange County Wheelmen are making extensive preparations for the national circuit races on the 27th and 28th. The club has put its track in excellent condition, and the opportunity for record breaking, with the giving of special prizes for such performances as an incentive, will no doubt cause the circuit chasers to do some pretty fast work.

The club will give a banquet in honor of the visitors, and other entertainments will also be added between now and Thanksgiving Day.

It is more than likely that the Southern Pacific Railroad Co. will apply for another sanction for a meet on the Santa Monica track for the latter part of December.

GOLDEN GATE JOTTINGS.

SAN FRANCISCO, CAL., Nov. 4.—The arrival of the eastern racing men and the Californians, Wells and Terrill, has given new life to cycling in this state, and the conversation now heard around the club rooms has a tinge of enthusiasm about it that has been lacking for some time past.

Last Saturday night the Bay City Wheelmen held a smoker at their clubhouse, supposed to have been in honor of the visitors, but none of the latter saw fit to come up from San Jose to enjoy the reception that awaited them. They sent telegrams expressing their regret for not attending, but somehow the Bay City Wheelmen felt a little put out about their non-appearance. The smoker was the best ever given by the club, and that is saying a great deal.

A Feeling of Great Friendship

now exists between the Olympic Cyclers and the Bay City Wheelmen, a condition of things that has not been the case between any two clubs in this city for a long time. This new friendship will more than likely result in settling several interclub disputes that exist today, and it may also be the means of bringing about the construction of a much-needed bicycle track in this city.

A short time ago a committee was appointed to represent the principal clubs of this city, for the purpose of drawing up a suitable ordinance to regulate and govern the use of bicycles on the public streets. The result of the labors of the committee is shown in a set of rules, which has been placed in the hands of Supervisor Hirsch, who will endeavor to have them passed by the city fathers.

The Regulations Suggested.

They provide that no person shall immoderately, carelessly, or negligently ride or drive a bicycle or similar machine upon any public street within the city or county, or shall ride such vehicle at a speed of over seven miles per hour upon any street-crossing within certain prescribed sections of the city; that between one-half hour after sunset and one-half hour before sunrise, every person riding a bicycle or machine of similar nature upon the public streets of the city or county shall carry attached to the vehicle and in the front thereof a lighted lamp in good condition, or, at the option of the rider, a bell or whistle which must be sounded at each street-crossing; that no person shall ride a bicycle or similar machine on any sidewalk within the city or county; that no person riding such vehicle on the public streets or in public grounds shall carry upon the same any child under the age of six years. Any person violating the provisions of the order shall be guilty of a misdemeanor, and be punished by a fine of not exceeding $500, or imprisonment in the county jail not exceeding six months, or by both such fine and imprisonment.

Surrenders to the Police.

C. C. Sparrow, a candy manufacturer, has surrendered himself to the police as the man who ran into Frederick Williams last week, inflicting injuries from which Williams died a few days later. Sparrow says that he did everything in his power for the injured man, and was assured by a druggist that Williams' injuries were of a minor nature and that no serious results would follow. When Sparrow heard of Williams' death he immediately surrendered himself to the police. He was released on his own recognizance by Judge Low.

Two lunch-room proprietors have set tongues wagging by compelling their waiter girls to wear bloomers while on duty. They report that so far the results have been better than expected. The girls work better, earn more money, and feel more comfortable than does the average waiter in long dresses.







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SYLPH AND OVERLAND BICYCLES

Are the result of sixteen years' experience in the wheel business. During all that time we have made a careful study of the needs and requirements of the trade, and say with confidence that we present for 1896 the finest and most desirable assortment of cycles to be found anywhere. Please note also that our line is absolutely complete, beginning with our 24-inch Overland at $40—a juvenile wheel having tool-steel bearings, large tubing, adjustable handle-bar, nickeled sprockets and fork ends, etc.—and running up to our $100 Sylph, the best built and most elegantly finished machine ever produced.

We feel safe in saying that our No. 12 Overland at $75 will fully equal the majority of 1896 wheels listing at $100.

Every bicycle built in our own factory by experienced workmen, and sold only under our own name. Ten models in all. As we have one of the largest and most complete sundry departments in the country we are in a position to supply everything required by the trade. Dealers will find it greatly to their advantage to consider these points before contracting for 1896. Applications are coming in fast. Let us hear from you soon if we are not already represented in your locality. **Exclusive territory given.**

ROUSE, HAZARD & CO.,

142 G Street, Peoria, Ill.

Established 1864. **Incorporated 1888.** **Cycle Department Established 1879.**





MATTERS IN MILWAUKEE.

Reorganizing the Defunct A. C. C.—Class A Riders may Become B's—City Ordinance may Interfere with Road Races.

MILWAUKEE, WIS., Nov. 9.—The movement to reorganize the old Associated Cycling Clubs is receiving active support from the North Side Wheelmen and the Badger Wheelmen. While the old organization is nominally in existence, its practical death from inanition occurred a year ago. A spirit of jealousy and a lack of harmony among the members was the cause of its premature demise. There are some who are of the opinion that history may repeat itself, although the men who are now pushing the project possess plenty of energy, tact, and experience, and should make a "go" of it, if such a thing is possible. The Badger and North Side clubs have both appointed committees to confer with the other clubs of the city.

Organization Will be Beneficial.

The Milwaukee Wheelmen refused to go into the old organization, but it is probable that they will not hold back now. Henry Andrae said that wheelmen are ready to consult the projectors of the new movement; that an association of the several clubs of the city would be beneficial to cycling generally, as it would result in concerted action on the part of all wheelmen in Milwaukee, and this he considers more necessary now than ever, in view of adverse legislation.

There is liable to be surprise in store for a number of fast Class A men of this city.

Transfers by Wholesale.

Announcements are in circulation, on the "inside," that Morgan, O'Brien, Harkins, Stoltz, Neilson, Weilup, and probably one or two others of this city; Chandler, of Waupaca, and Virum, of Stevens Point, will be transferred to Class B. Several charges have been made against some of the above riders in regard to their standing in Class A, and it is claimed that if one goes into Class B all of them will have to do likewise. It seems that the time is not far distant, especially in this state, when the pure amateurs will be those who simply ride for glory. All the cyclers who have time and means for track events will be in a class by themselves.

Plan a Big Cycle Show.

If plans now forming are carried to complete development Milwaukee will have a cycle show during the winter on a big scale, and all the cycling clubs of the city will be interested in its success. Those who have originated the plan are now engaged in looking into the expense of the show, and the outlook for exhibits and features. If the show is given, an effort will be made to make it one of the best of the winter in the country, and unless it can be given on a large scale the project will likely be abandoned. It will not interfere with the show given by the North Side Cycling Club in January. All the dealers and cyclists who have been approached on the subject seem to be in favor of it.

Would be a Success.

Henry Andrae stated that he was almost positive that it would prove a success, and that it would be the first of a series of annual exhibitions second to few in America. The Ethical Society, which has complete control of the spacious building at 558 Jefferson Street, has approached the leading cycling dealers and members of some of the clubs with reference of a probable success of a big cycle show, and has been met on all sides with encouragement. If the show takes place nearly every cycle manufacturer will be represented.

It has just been discovered that the ordinance pending in the common council will interfere with nearly every road race that is held in the city.

Will Interfere with Races.

The races generally start about twenty or twenty-five miles out in the country, the finish being made in the city. Unless the ordinance is changed the road races will have to finish in the country, as it prohibits the riders from going faster than ten miles inside the city limits. The always exciting finish of the Waukesha event on 28th Street and Grand Avenue will be a thing of the past, and also those of the Badger and North Side Wheelmen. It may be possible that the council will permit the road races to be held as they were formerly. A committee of prominent cyclists will be appointed during next week to wait upon Alderman Starkweather and ask him for such permit.

A SNOW AND ICE BICYCLE.

MINNEAPOLIS, MINN., Nov. 6.—A bicycle sleigh, which is apparently capable of adaptation to all conditions of snow and ice paths, has been invented by a man named Schaefer, of Truckee, Cal., who is now living in St. Paul. Unlike the ice bicycle used by Johnson, this new apparatus has two steel-shod runners, upon which is mounted a frame of light tubing similar to that of a bicycle. The saddle rests on a solid base, and from the front of the runners, between the frame, extends a forked arm which has a play of eight or ten inches up or down, independently of the rest of the frame. The sprocket wheel is to be attached within this fork, and the wheel will be geared in the manner usual on a bicycle, the pedals and chain being precisely the same. The rider will sit in the same position as on a safety.

The Driving Wheel is Much Stronger

than that of a bicycle, and has a serrated rim, intended to give it a grip upon the snow and ice. Inequalities of the path do not jar the rider, because the wheel is independent of the frame and has an upward and downward play. The first machine will probably be finished by the time snow enough is on the ground to make a trial possible.

Although the original plans of the inventor do not contemplate the use of any other than foot power, he is convinced that a vehicle could be constructed on a similar plan with an inclosed carriage on the runners and a gasoline engine to furnish the power. There would seem to be no limit to the speed attainable over smooth ice or a snow surface. If successful, the machine will add greatly to the interest in winter sports. It is so arranged that knife-edged runners may be readily exchanged for others several inches wide.

PHILADELPHIA'S WOODEN TRACK.

PHILADELPHIA, PA., Nov. 10.—The new track of the Philadelphia Driving Park Association, which has been under course of construction for several weeks past, will be finished much sooner than was expected, and by next Saturday at the latest local cyclers will have an opportunity to ride on the first outdoor wooden bicycle track built in the United States, and also the first especially constructed bicycle track built inside of a horse-racing course. The track proper has been completed, and all that remains to be done is the adding of a few finishing touches and the building of the dressing rooms.

Details of Construction.

The bicycle track is built inside of the famous old one-mile horse course, and the homestretch has been constructed up to within a few feet of the former, so that spectators will be enabled to have the pedal-pusher as close to them as the trotting and pacing horses. The long backstretch, which runs a distance of 300 feet from spring-line to spring-line of the circular ends, which are commonly called the radius lines, has been completed for quite a while. The backstretch has a width over all of twenty-five feet, being banked slightly on the outer edge, which brings it in gracefully with the high banked curves, which begin to rise on both ends at the spring-lines. The inner edge of the track is perfectly level, but the outer edge

Is Pretty Well Banked.

These banks start at a point of zero, which is at the spring-line, and make a gradual ascent, on an average of two inches in every eight feet, until they reach a diagonal line which strikes the curves from their center at an angle of 45 degrees, where they continue the same height, which seems to be about five feet six inches, or six feet, on the other side, where the descent begins with the same gracefulness of the backstretch.

The homestretch is the same length as the back, but is somewhat wider. It is forty feet wide and is banked much higher, in accordance with its extra width. Consequently the care needed in bringing the curve into the stretch without causing the formation of any "hump" was very great. The other end and

Curves Have the Same Beauty

as those described, and in fact the whole work is a beautiful piece of scientific construction.

The total circumference of the track is 1,760 feet, or one-third of a mile, taken on a line about eighteen inches from the inner edge, or pole line. The two stretches, front and back, are about 300 feet in length, giving riders an opportunity to make good bursts of speed. The radii of the two circular ends are about 250 feet long.

Yellow pine posts are used in the foundations. Three 6x6 inch posts, spaced eight feet apart, are sunk into the ground about four-and-a-half feet, in order to secure a solid foundation. These posts all have yellow pine footing-pieces spiked to the bottom and securely braced. On top of these posts come two clamp-pieces, shouldered in and bolted; then, running parallel with the track, all around it, are joints spaced every two feet, all of

Florida Yellow Pine

and well seasoned. On these joists the top flooring is laid. This surface is of well picked wood, being 1½x3 inches on straight runs, and 1½x2½ inches on curves. It is all laid diagonally and keyed down with white oak keys in four centers. The top surface is to be planed down within the new few days, which will insure a perfectly smooth finish. Two coats of the best linseed oil will also be put on and well rubbed in to preserve it from the weather.

Many track experts have gone so far as to predict that a mile can be ridden under 1:30 on the track. The banks on the turns have been built so as to resist the centrifugal force of a rider going at the above rate of speed. Of course this does not mean that a rider going at a lesser or greater rate of speed can not stay on the banks.

A Movable Grand Stand.

George I. Lovatt, a young architect of this city, is the designer of the track. He studied the subject for many months and visited the tracks at Springfield, Waltham, Toronto, Manhattan Beach, and Riverton, and in his plans has improved the best points of the above tracks and introduced new ideas of his own. The total cost of the track alone will be over $10,000.

It is the intention of the management to give a race meet when the track is finished, if the weather proves at all mild, and no doubt Thanksgiving Day will be selected. A novel feature in addition to the track will be a new grand stand which will be run on rollers. In the event of trotting races it will be moved back of the mile course, while on bicycle days it will be pushed on to the horse track, close to the bicycle course.

POPULAR WHEELS

are wheels that are talked about. When the buyer starts out to make his selection of a bicycle, what is the first thing he does? Goes to a friend, of course, and inquires which is the best wheel. His friend gives a shake of the head and replies: "There are lots of good wheels in the market, but I tell you those Crimson Rims are being talked about and they must be pretty hot stuff. That wheel is

AHEAD OF THE TIMES

or those fellows called Sycamores wouldn't be smashing so many records on the red wheel." Only a suggestion, but the beginner is convinced when his eyes behold the marvelous beauty, its delicate lines standing out as an example of the workmanship and material used in its construction.

RECENT VICTORIES FOR THE CRIMSON RIMS:

Minneapolis, Minn., Nov. 2, 1895—A. A. Hansen, on a Crimson Rim, established the following World, American, and State Records.

STATE RECORDS.

50 miles	2:23:25
75 miles	3:37:01
100 miles	4:55:29

WORLD'S RECORDS.

125 miles	6:13:07	175 miles	9:12:20
150 miles	7:39:25	200 miles	10:49:30

12 hours, 219½ miles; former world's record held by Shorland (England), 211½ miles.

225 miles	12:59:25	325 miles	19:59:25
250 miles	14:41:43	340 miles	21:18:25
275 miles	16:21:41	350 miles	21:58:00
300 miles	18:13:52	375 miles	23:56:50

Mr. Hansen breaks the accepted American 24-Hour Road Record of 246 Miles; also Shorland's World Record of 367 1-2 Miles.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

ANOTHER DEFEAT FOR BANKER.

The American's Nervousness Loses Him Another Big Race—Michael Wins his Match with Gougoltz.

PARIS, Nov. 1.—The race meeting given at the Velodrome d'Hiver, which reopened its gates last Sunday, was a marked success. A big crowd turned out to witness the racing, and the whole of the gate receipts, minus the bare working expenses, were devoted to the fund organized by the Paris press in aid of the sufferers in the Madagascar expedition.

The programme was a very attractive one, but was, perhaps, a bit overcrowded. It comprised a big handicap for which over ninety men had entered, the Grand Prix de Madagascar, and a fifty-kilometer race, the terrific pace of which fairly electrified the spectators. The arrangements were admirable. The tribune d'honneur, with its red velvet plush, gold trimmings, and eucalyptus plants, looked very pretty. Six stalwart republican guards, carbine in hand, stood at the gangway.

As in the Grand Prix de Paris races the home division was again successful, winning the three events, and defeating, among other foreign cracks, Banker, Edwards, Arthur and Tom Linton. Only forty-two riders turned out for the handicap—900 meters. Ten heats were necessary. In the final Muringer showed grand form, for, starting virtually from scratch, he caught his field at the end of the first lap, but could never get through, Durand, who had been in the front throughout, winning easily from René and Valentin. Time, 1:08⅘.

The Grand Prix de Madagascar,

an international scratch race of 1,000 meters, which was decided in six heats with semi-finals and a final, came next. The prizes were: 4,000 francs to the winner, 1,000 francs to the second, 300 francs to the third, and a gold medal offered by the U. V. F. to the first Frenchman in the race. To the general surprise instead of the numbers 1, 2, 3 appearing on the board for the first heat, the figures 2, 4, 5, 6 were shown. What had happened? The matter was soon explained. Protin (1) and Ferrariox (3) had declared forfeit and Tony Reboul (2) had been thrown into the second heat along with Banker, Dumond, and De Becker. This was against all rules and regulations and "Tony" kicked, so the sporting committee had to let Tony have his walk over.

Banker won his heat easily and Jacquelin was equally successful on heat number three, defeating Edwards and Moline, who finished dead-heat. Only Bourrillon and A. Fossier competed in the fourth heat. Bourrillon had had a bad fall the previous afternoon and came on the track with a bandaged head and big squares of plaster all over his legs.

Fossier Made Him Ride Hard,

but could not leave him, and the plucky Frenchman easily settled matters by sprinting away from his opponent in the homestretch.

The Italian crack Pontecchi defeated Piette and Louvet in the following heat; Pontecchi sprinted the whole last lap and a clinking race home ended in his favor by half a wheel. Maurice Farman very cleverly won the sixth and last heat from Muringer and Gurascier.

Jacquelin, Banker, and T. Reboul competed in the first semi-final Before starting the riders were warned that the fastest loser would qualify for the final. The pace was warm throughout, Banker and Jacquelin leading in turns. Rounding the last corner, the American crack in endeavoring to pass between the two Frenchmen was pocketed and lost all chances of winning. All he could do was to beat Reboul on the post for second place.

The second semi-final included Bourillon, M. Farman, and Pontecchi. It was thought that the pace would be hot in order to beat Banker's time Farman went off with a dash, but as neither Bourrillon nor Pontecchi would second him in his attempt he soon slackened down.

Pontecchi Challenged Bourrillon

in the homestretch, but sat up when he found he could not win and allowed Farman to take second place. Banker thus qualified for the final.

Excitement then ran high. On paper the race was a dead certainty for Banker, and Bourrillon was expected to finish a close second. Amid deafening cheers the men took their places at the tape, Banker looking rather pale and nervous. Bourrillon led off, followed by Banker and Jacquelin. The positions remained the same until the last corner was reached, when Jacquelin jumped and secured a lead of a couple of lengths. Bourrillon has the reputation of being the quickest man to jump, and Banker did not think it safe to leave him. This lost him the race. He waited just a bit too long, and Jacquelin got home first, a good length ahead of the other two, who made a dead heat of it for second place.

The Winner was Literally Mobbed

by the public. France had won the two big events of the season and their enthusiasm knew no bounds. Jacquelin was led to the center of the inclosure where he was publicly photographed, a proceeding which was circus-like and absurb.

In an interview after the race with the representative of the New York *Herald*, Banker said: "I have but myself to blame again. I beat Jacquelin a week ago at Dijon, and, as I thought I held him safe, I only thought of Bourrillon. Jacquelin caught us napping. I was nervous, too; I always am in big events. This is my failing. Zimmerman said to me before he left for Australia, 'George, if you will only look on the Grand Prix as a 200-franc race you'll win, but if you think of objets d'art, prizes, honor, and glory, you won't be in it.' Zim was right, but I can't get away from my nature. I'll tell you what, though, I don't mean leaving Paris until I've wiped these defeats out."

The fifty-kilometer race which followed, with prizes of 1,000, 300, and 100 francs, was won by Bouhours. Tom Linton was second, and his brother Arthur third, while Lumsden completed the field.

The Pacing Arrangements Were Perfect,

as all the men were riding the same make of machine. Bouhours got left at the start, and had a hard struggle to catch up to the two Lintons, who were riding together. At the tenth lap he had made up all his lost ground and was not long in leaving his opponents. Although obliged to ride near the railings he covered in the first hour 45.533 kilometers, which beats Michael's hour record in competition by nearly half a mile. Tom Linton made several game efforts during the race to regain his lost lap but without success, Bouhours never allowing him to get more than 100 meters lead before he went after him. The time for the fifty kilometers was 1:06:06.

The Michael-Gougoltz match at the Buffalo track drew a big muster of sportsmen, despite the counter attractions at the Winter track. The match, however, was a big disappointment, and nearly ended in a fiasco. The conditions were the best two out of three heats; the first, one mile; the second, five miles; and a "decider," if necessary, of ten miles. In the mile event

Michael's Tandem was not Quick Enough

for him at the start, and Gougoltz got away with a good lead, which he maintained throughout, winning by about 100 meters. "Choppy" Warburton, who had put up the money for Michael, pulled a long face and looked uneasy. In the second essay a pretty race was witnessed, for Michael ran right away and lapped his opponent three laps from home, and thus equalized matters. Gougoltz had the satisfaction of beating his opponent in the final sprint. "Choppy" smiled and looked decidedly happier. The time for the five miles was 10:25⅕.

Public Feeling was for Michael

for the ten-mile heat, and the public was right, as the English representative won by six laps. To do Gougoltz justice, it must be said he was badly paced in this heat. At the tenth lap his manager ordered him to stop, and he retired to the racing quarters. He, however, came on the track later on and rode with the "Little Wonder," just to make a show. Time, 21:29⅗.

The Prix d'Octobre, a scratch race run in 2,000-meter heats, was secured by Mercier, Dary being second, and Kanaska, the American rider third.

The brothers Underborg, who make up a fine tandem team, and who have accomplished several good performances in Germany, have arrived in Paris. They come to ride a match with the brothers Farman.

Protin left Paris yesterday. He was very much annoyed at his persistent ill-luck, and has decided to rest until next spring.

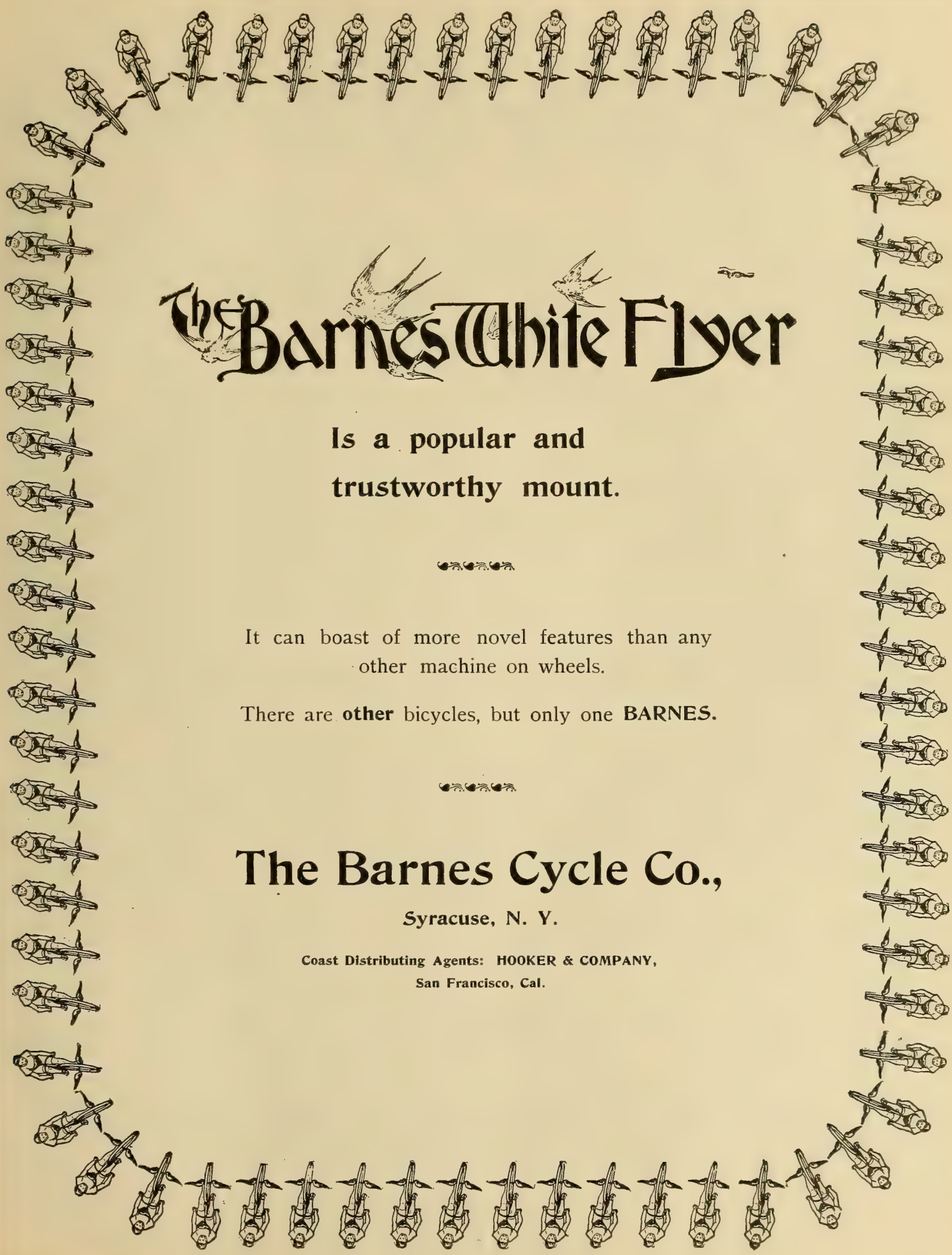
AN OLD TIMERS' RUN.

CLEVELAND, O., Nov. 12.—Alfred Ely, of Baltimore, Md., was in town early last week and his presence was the cause of quite a reunion of the old timers of the now inactive but not defunct Cleveland Bicycle Club. The gentleman in question was once a resident of Cleveland and one of our pioneer riders. He helped plan and organize the League of American Wheelmen. His number in the organization is four, the first in Ohio. Mr. Ely was the first president of the C. B. C., which was formed in 1879. The club has never disbanded, but this occasion was the first upon which any number of its members have gotten together for a number of years. Last Tuesday, in Mr. Ely's honor, a run to Elyria was called by J. D. Pugh, the first captain of the C. B. C., and about a dozen responded. Captain Pugh, who has not ridden a wheel for seven years, occupied the front seat of Geo. Collister's tandem, while J. H. Collister, Mr. Ely, Taylor Boggis the one time champion of Ohio, and the rest brought up the rear. The trip to Elyria, twenty-five miles, was uneventful. The party was met at this point by John T. Huntington, the last president of the club. Most of the party made the return trip in good time, but the tandem took the Lake Shore flyer. Collister was equal to pushing it twenty-five miles, but when it came to repeating the dose he had to draw the line.

WISCONSIN RAILROADS WILL CHARGE.

MILWAUKEE, WIS., Nov. 12.—On and after December 1 all persons wishing to transport bicycles or any other kind of vehicles over any line of road in the west will be charged regular excess baggage. That means that the transportation of bicycles will be charged for at the minimum rate of 25 cents on a basis of fifty pounds for each wheel. From official letters received by railway officials, it is learned that all western roads have had a thorough discussion of this problem; as a result the above is expected. The railway officials say that during the past three years the increase of business in the free transportation of bicycles has been something startling. They say that the road is compelled to carry extra baggage cars on certain trains for the accommodation of bicycles.

The French cycle show will be held this year from the 5th to the 15th of December, at the Palais de l'Industrie, Paris. It is proposed to allow all the exhibitors to share in the profits. This measure will be very acceptable to the exhibitors, who complained bitterly last year of having paid very dearly for space, to the profit of the organizers.



The Barnes White Flyer

Is a popular and trustworthy mount.

It can boast of more novel features than any other machine on wheels.

There are **other** bicycles, but only one **BARNES.**

The Barnes Cycle Co.,

Syracuse, N. Y.

Coast Distributing Agents: HOOKER & COMPANY, San Francisco, Cal.



With apologies to E. M. Townsend of the "New York Sun,"

Wot do I know 'bout der bisickle bizness? I know all about it an' dat ain' no jolly, see? De Colonel an' Lindsay Coleman an' all de odder big guys is me bosom frens, an' gives me all der straight tips dey has.

Me and der Duchess is goin' ter start a store an' a ridin'-school, an we'll be right in der game all der time.

It'll be a peach of a place, too, an' dat's no lie. Right on der park, fer yer can't catch der swells no odder place, an' fixed up outer sight.

Naw! dey ain't goin' ter be no pictures, not on yer life! Nuttin' but mirrors goes, an' dey're goin' ter be so tick on der walls yer can't trow a rock without breakin' a couple. You bet! mirrors is a dead good game, an' we're goin' ter play it right up ter de limit. Dey ain' nuttin' de Willie-boys likes better wen dey's got dere bloomers an' golf-stockins on dan ter sit aroun' kinder easy-like an' look at dereselves in a mirror. An' some of 'em is hot lookers too, I don' tink.

Kin we learn 'em ter ride? Wy, wot t'ell, course we kin. Didn' I learn de coachman's kid inside er tree weeks.

Broke 'is collar-bone? Say! yer way off yer trolley, dere; I wasn' widin fifty feet of 'im wen 'e done dat. I giv 'im a push at der top er der hill, an' he was goin' outer sight. Tain' no fault er mine cause 'e hit a tellygraf-pole half way down.

Say! but 'e was a sight wen I picked 'im up. Dey wasn' no skin on 'is face, an' 'is bloomers was tore in de most fatallest place. I had ter pinch a meal-bag out'n a guy's barn an' tie it aroun' 'im before 'e das't move. But 'e got out all right; yer can't kill a kid.

. . . . .

Say! did yer hear de one on dat red-headed guy Herrick, de feller wot sells tires. He's a pretty smood article most all de time, but dis is onct wen 'e fell down good an' plenty. Yer know me fren' Coleman's got a corkin' big fact'ry in Shecarger, an' Bill went over ter sell 'im a lot er tires. Well, dey chewed de rag fer a couple o' hours till dey bot' got kinder dry, an' den dey 'journed ter a little dinkey saloon on de corner, what dey calls "de office," an' say! Coleman's got a eddicated bartender dere, an' dat's dead-straight.

Wen dey gits inside, Bill 'e looks aroun' sorter lofty-like an' says, says 'e, "Dis is a pretty nice joint, I don't tink."

"Wot t'ell yer lookin' fer up dis way?" says Coleman; "upholstry?" an' den 'e nails Bill's ear, an' wispers ter 'im ter order er couple er cold bots, an' see de bartender fall dead. Bill t'ought dat 'ud be a good one on de house so 'e gives de cry, an' Hully Gee! de words wasn' outer his mout' before de two bots was stannin' on de bar, stone cold, an' wid de cracked ice a-stickin' to 'em all over. Coleman, 'e mos' trun 'imself inter fits wid laughin', an' wen I tink wot it cos' Bill 'fore 'e got away, it makes me so tirsty, me feet cracks open.

An' ever since den Herrick's bought for every man wot opened 'is face on der subject.

. . . . .

Me an' der Duchess is havin' a scrap every day 'bout wedder she wears bloomers or skirts wen she rides. I tells de Duchess dat bloomers is no good, an' dat dey spoils a woman's 'pearance on a wheel, but she says dey is "reeshurshay," an' "sheek," an' "fan de Seattle," an' a lot er odder tings I don' know nuttin' 'bout; an' wot t'ell kin I do wen she springs a forn' dago langwidge on me like dat.

Say, wot t'ell is dis "fan de Seattle"? "Up ter de times!" Well, all I knows is dat de bloomers is up ter her knees, an' dats wot I don' like, see! But it's a dollar ter a doughnut der Duchess wins out, cuz she kin talk me off me feet any time she wants ter. I ain' in it at no stage er de game; she trows me trolley off de wire in less'n a minute.

Wot's dat! A feller in Australia wot's goin' ter beat Zimmy! Not on yer necktie, me fren'! Dey don't raise 'em dat strong out in dat neck er de woods. Wy, Zim'll trow de soup inter him so strong 'e won't know 'e's alive. Der Skeeter's a good ting yet, and you kin take dat fer a straight tip, cuz it'll pull down all der coin in sight.

Dey'll probably ketch 'im in a couple er races 'fore 'e gits warmed up, like dey did in Ingland tree years ago, but wen de old man gets right, 'e'll trow 'em so far in de air dere close'll be outer style 'fore dey gits down.

. . . . .

Say, yer know dey's a lot er people kickin' 'bout de way dere tires gets holes punched in 'em. Well, I got a scheme dat lets me plumb out er any trouble like dat. Patented! Wot t'ell's dat? A paper wot yer gits from Washington so't nobody else kin make 'em? Oh! I ain' afraid o' nobody's makin' 'em, coz dey can't git no material. Dey ain' none on de market.

"Yer 'member de guy in de museum on de Bow'ry wot used ter walk on busted bottles 'n lamp chimleys wid 'is bare feet? Well, dat's me game. De poor old cuss passed in 'is checks las' week, and coz 'e didn' have no frens, de doctors collared de stiff and carted it off ter de medical college. De porter dere's a fren' er mine, and I got in ter swipe both feet and sent de soles ter be tanned a little—dey won't need much, fer dey's pretty tough now, and wen dey gits ready I'll cut 'em inter stripes an' put 'em on me wheel, an' I'll bet all me ole close dey won' be no more punctures in mine.

Well, so long. Drop in again, mos' any ole time, an' I'll give yer all de news.

WILL CONTROL ROAD RACING.

At a meeting of the Associated Cycling Clubs last Monday, the question of placing road racing in this city under the control of the association was fully discussed, but, although a quorum was present, the matter went over to a special meeting to be called in two weeks. A committee appointed at a previous meeting to canvass the different sections of the city and learn the sentiments of the various clubs in the matter reported that the clubs. were unanimously in favor of having road racing controlled by the A. C. C and of the abolition of Sunday racing. The North Side clubs think the association should own the tents and other accessories to road racing, and they intend to draw up plans for a special racing course for the North Side, and also a schedule of races to be submitted to the A. C. C.

Meets with General Favor.

The West Side clubs were also reported to be in favor of having the association control road racing in the city and to abolish Sunday racing. The West Side board of park commissioners had been consulted, and President Weeks declared himself in favor of having the racing limited to about fifty events during the season, which he thought would meet with the approval of the rest of the board. President Weeks pointed out that the new racing track in Garfield Park was built as a concession to the wheelmen in the expectation that it would decrease the boulevard racing, and he also said that before giving his approval to any more road races he would have to make it a condition that the riders wear costumes in accordance with decency, and that there "should be no riding in breech clouts."

Insurance Company's Strange Offer.

No meeting of the South Side clubs had been held, but individual members of the committee reported in favor of the general plan.

The insurance committee reported through Secretary Mayer that a life insurance company had submitted a proposition to build a $15,000 clubhouse for the A. C. C., or to build a clubhouse and racing track together to cost the same amount, provided the association members would purchase 1,500 policies written at $1,000 each. If the full number of 1,500 could not be induced to take out policies, the company offers to pay $10 to each purchaser of a $1,000 policy. The proposition was favorably received, but went over to the next meeting.

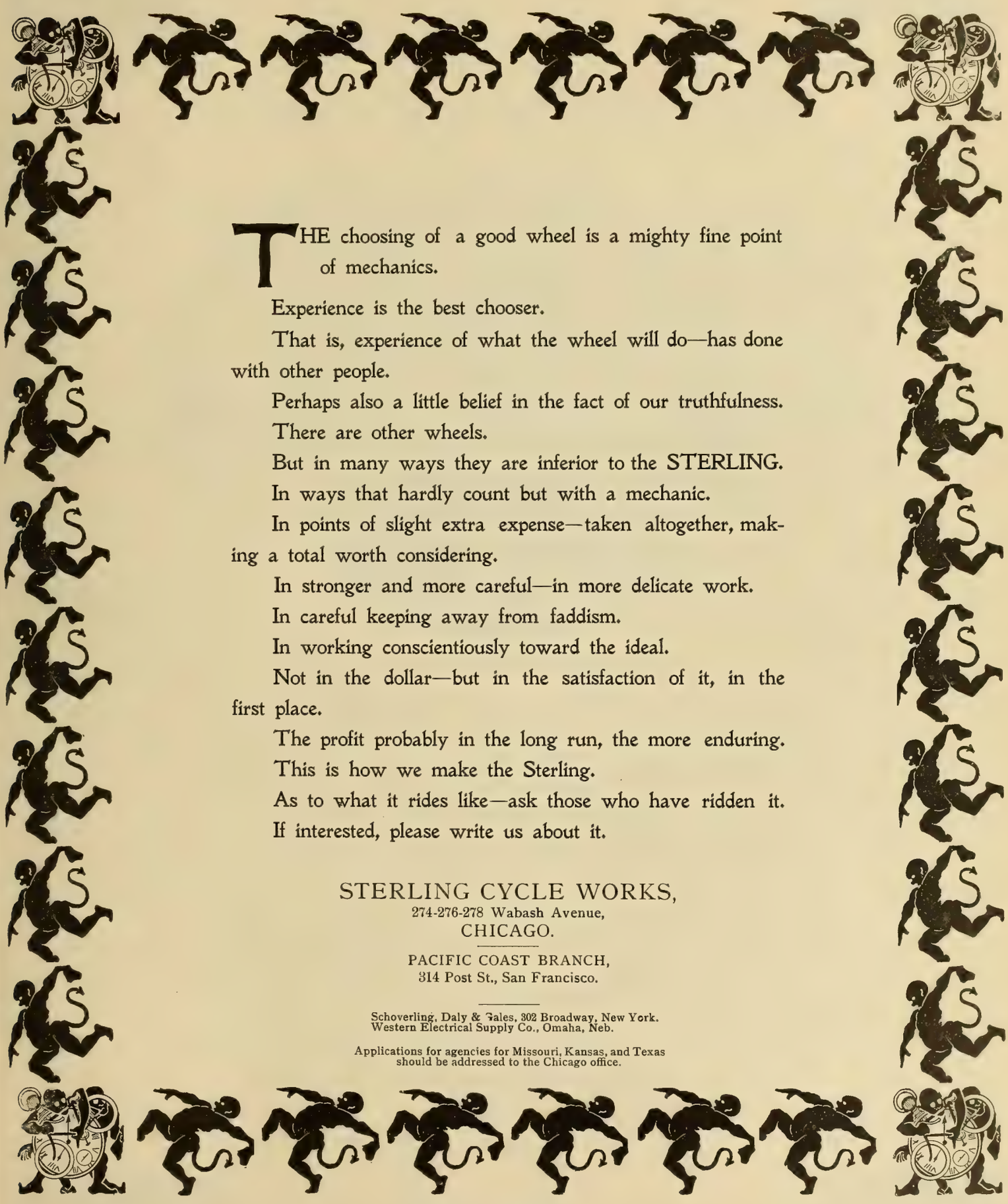
Suggest a Cyclists' Pavilion.

The meeting of the North Side wheelmen, held last Saturday night, resulted in a proposal to the park commissioners that the wheelmen build a cyclists' pavilion on the Lake Shore Drive north of Lincoln Park, at the intersection of Lake View Avenue and Byron Street, for the use and accommodation of all wheelmen and wheelwomen who pass that way and care to stop. The plans for the pavilion anticipate all the needs of the wheeling fraternity, embodying the idea of a retreat in proximity to the park where cyclists may find shelter and refreshment, storage rooms for their wheels, dressing rooms, café, repair department, and a Red Cross post where injured wheelmen may have their wounds dressed. The park commissioners will be asked to take charge of the pavilion and keep it in order and defray all expenses after the wheelmen have erected it.

A BICYCLE AMBULANCE.

A policeman of Los Angeles, Cal., named Scott L. Reynolds, has designed a bicycle ambulance in which the cradle for the body of the injured is supported on a framework mounted on two auxiliary wheels between the two seats provided for the attendants who do the driving. The inventor claims that with his contrivance the jolting of the patient will be less, better time can be made than with horses and wagon, and the original cost and the expense of maintenance will be reduced about one-fifth. A local firm has estimated the cost of the vehicle to be between $200 and $300.

Doctors and hospital officials, however, are inclined to ridicule the idea, pointing out a half-dozen objectionable features, some of them quite impractical. Doctor Colton, city physician of Chicago, says that one of the principal requirements of an ambulance is a trained nurse, who can sit and hold the patient's head, and have nothing else to do but to attend to him. In the bicycle ambulance the two attendants are nothing more than draft animals, and can not give any aid to the injured person while on the way to the hospital. Moreover, it would be impossible to get such a vehicle through the crowd that usually gathers at a fire, an explosion, or other big accident, and its efficiency would be nullified. The majority of the ambulance calls take the vehicles over very bad roads, where a bicycle ambulance would be very quickly damaged, and the liability of further hurting a patient by collision with street cars, wagons, etc., makes the idea wholly useless.



THE choosing of a good wheel is a mighty fine point of mechanics.

Experience is the best chooser.

That is, experience of what the wheel will do—has done with other people.

Perhaps also a little belief in the fact of our truthfulness.

There are other wheels.

But in many ways they are inferior to the STERLING.

In ways that hardly count but with a mechanic.

In points of slight extra expense—taken altogether, making a total worth considering.

In stronger and more careful—in more delicate work.

In careful keeping away from faddism.

In working conscientiously toward the ideal.

Not in the dollar—but in the satisfaction of it, in the first place.

The profit probably in the long run, the more enduring.

This is how we make the Sterling.

As to what it rides like—ask those who have ridden it.

If interested, please write us about it.

STERLING CYCLE WORKS,
274-276-278 Wabash Avenue,
CHICAGO.

PACIFIC COAST BRANCH,
314 Post St., San Francisco.

Schoverling, Daly & Gales, 302 Broadway, New York.
Western Electrical Supply Co., Omaha, Neb.

Applications for agencies for Missouri, Kansas, and Texas should be addressed to the Chicago office.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



OTTO ZIEGLER, JR.

Everybody knows him now. It has been impossible to lose him since he worked among, around, and ahead of the nabobs of the racing path at Denver in August, 1894. On the next anniversary of the national body, at Asbury Park, Ziegler joined the Morgan & Wright team. He won a pretty string of open mile races and similar big game at Williamsport, Newark, Mansfield, Dayton, Wauseon, and Toledo, and at Ft. Wayne broke his arm. After a rest he went to Louisville, where he has done his share of record breaking. He added two world's figures to the list since our last advertisement, as the opposite page will show.

Hindsight is keener than foresight, as a rule. Last week the statement was hazarded that record breaking was tapering off. Fourteen new world's records on the Morgan & Wright tables, just the same. In this connection, C. C. Collins writes from Denver that on account of a little difficulty with the makers of his wheel, he used another wheel, not with M. & W. tires, in recently breaking the world's record for one-mile, Class A, competition. Sorry, but very glad to make the correction.

Hamilton, of Denver, still retains the first mortgage on that 2½-lb. slab of 24-karat gold, which goes to the rider of the fastest unpaced mile under L. A. W. rules and on Morgan & Wright tires. His time, 2:00⅖, is not an easy one to beat, but it may still be called a golden opportunity. Riders should not forget the list of various prizes for meritorious road rides, etc. Our catalogue contains the list.

Just want to remind you about the Morgan & Wright quick-repair tire, which will be the M. & W. standard next year. By sending your present inner tubes to the factory you can have the quick-repair device attached for $1.00. Easy to distinguish the quick-repair tire, because—

Its Stem is red.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Fourteen More World's Records.



Arthur Gardiner, on a Thistle, behind the M. & W. Quad, at Louisville.

QUARTER MILE, PACED, FLYING START, B ..... :22⅘
By Windle, on a Windle, with M. & W. tires, at Chillicothe, Ohio, Oct. 29.

ONE-THIRD MILE, PACED, FLYING START, B ..... :30⅖
By Windle, on a Windle, with M. & W. tires, at Chillicothe, Ohio, Oct. 29.

HALF MILE TANDEM, UNPACED, FLYING START, B ..... :55
By W. Coburn and Randall, on a Stearns, with M. & W. road tires, on quarter-mile track. New Orleans, Nov. 2.

TWO-THIRDS MILE, STANDING START, PACED, B 1:14⅘
By Otto Ziegler, jr., on a Barnes, with M. & W. tires, at Louisville Ky., Nov. 1.

THREE-QUARTER MILE, PACED, FLYING START, B 1:18⅕
By C. R Coulter, on a Falcon, with M. & W. tires, at Louisville, Ky., Nov. 4.

ONE MILE, PACED, FLYING START, B 1:42⅖
Ay Arthur Gardiner, on a Thistle, with M. & W. tires, at Louisville, Ky., Nov. 4.

ONE MILE, PACED, STANDING START, PROFESSIONAL 1:50⅕
By John S. Johnson. on a Barnes, with M. & W. tires, at Louisville, Ky., Nov. 7.

ONE MILE, PACED, STANDING START, B 1:50⅖
By Otto Ziegler, Jr., on a Barnes, with M. & W. tires. at Louisville, Ky., Nov. 6.

TWO MILES, PACED, FLYING START, B 3:48⅕
By S. C. Cox, on a Crescent, with M. & W. tires, at Louisville, Ky., Nov. 7.

TWO MILES, UNPACED, FLYING START, PROFESSIONAL 4:29
By A. F. Senn, on a Remington, with M. & W. tires, at Louisville, Ky., Nov. 4.

FIVE MILES, PACED, STANDING START, A 10:07⅖
By Charles Miller, on a Fowler, with M. & W. tires. at Louisville, Ky., Nov. 7.
This lowers A record of 11:03⅖; B, 10:22⅗, and professional 10:11.

FIVE MILES, TANDEM, UNPACED, FLYING START, B 11:14⅗
By Kindevatter and Caperton, on a Barnes, with M. & W. tires, at Louisville, Ky., Nov. 2.

TEN MILES, PACED, STANDING START, B 20:45
By W. De Cardy, on a Syracuse, with M. & W. tires, at Louisville, Ky., Nov. 6.

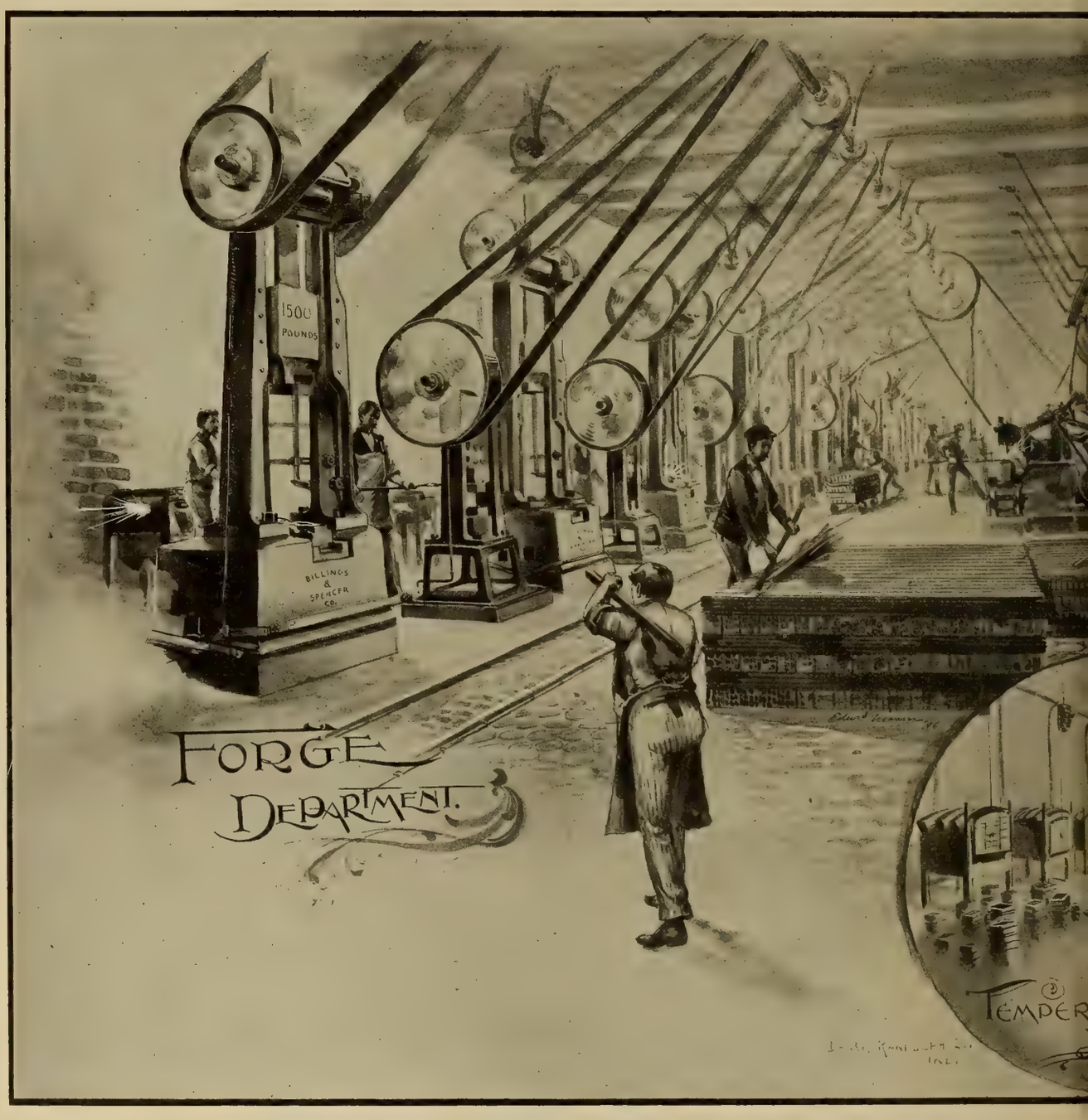
TEN MILES, TANDEM, UNPACED, FLYING START, B 20:54⅕
By Lund and Van Herik, on a Dayton, with M. & W. tires, at Louisville. Ky., Nov. 5.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Waverley Bicycles.



WHERE WAVERLEY FORGINGS ARE MADE.

Waverley Bicycles.

Waverley Bicycles.



There are many things

in the construction of a bicycle that the rider does not understand, one of the most important of which is the absolute necessity of having the parts made under the immediate supervision of men educated up to the highest standard of bicycle construction. These men are not found in the small forge shops of the country, hence the forgings produced for the open market are not up to the grade required. Some factories boast of using the outputs of half a dozen forge shops—we use the output of only one—our Own! It has capacity great enough to supply forgings for 75,000 to 100,000 bicycles per year, and of a quality that is unapproached by other concerns.

We make other parts on the same mammoth scale and with the most unusual care as to quality. Are you open to talk agency for '96? Drop us a line.

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

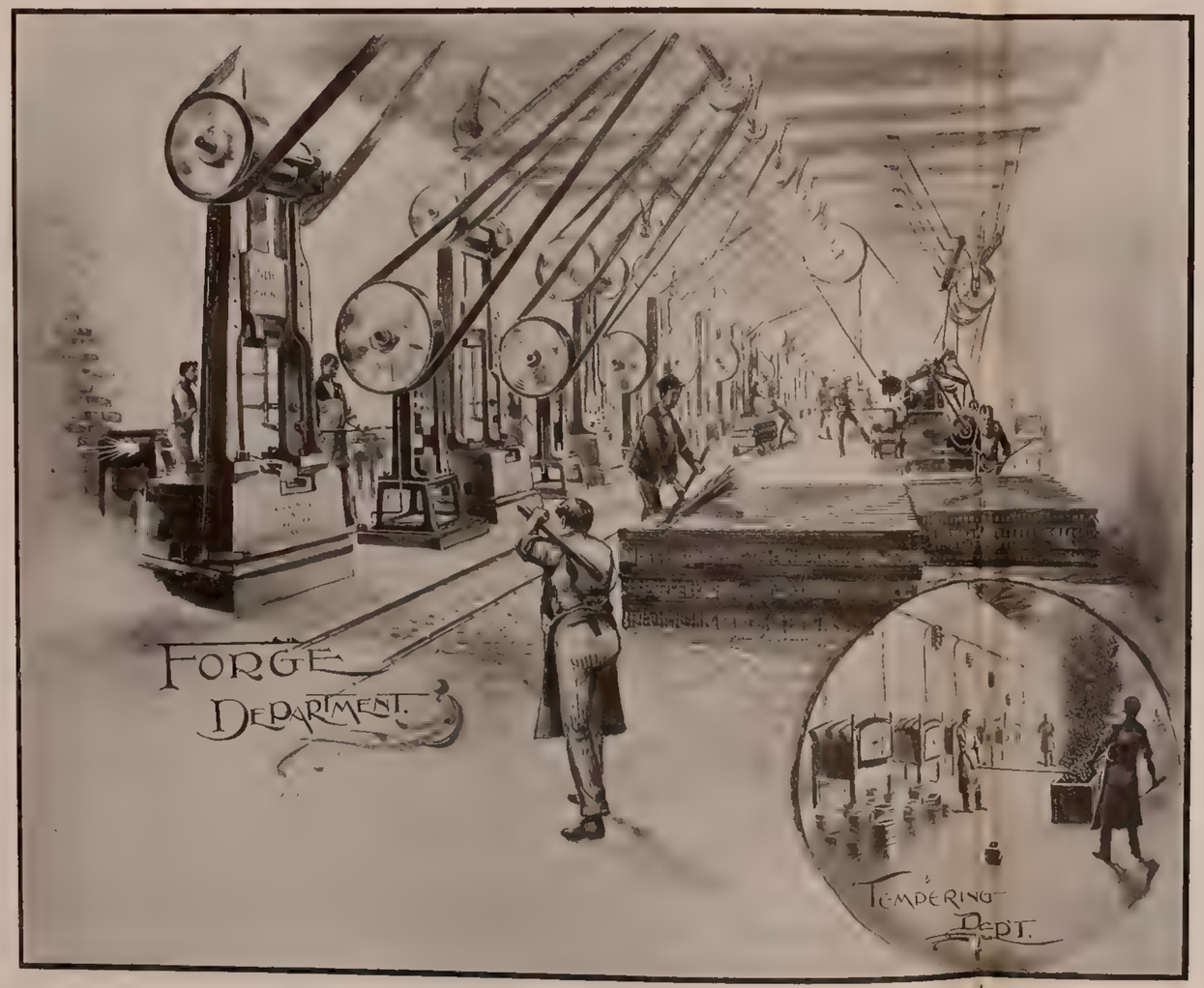
Waverley Bicycles.


Waverley
BICYCLE
HALF MORLEY
FRONT FORK


Waverley
BICYCLES.
HALF MORLEY
FRONT FORK

THE BEARINGS Cycling Authority America

Waverley Bicycles.



WHERE WAVERLEY FORGINGS ARE MADE.

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, NOVEMBER 14, 1895. No. 11.

Published every Thursday by

The Fowler Cycle Mfg. Co.

Makers of "Fowler" Bicycles.

Main Office and Factory,

142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowle agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicag).

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

"CROOKED ADVERTISING."

A Resume of Things in General Calculated to End the So-called "Truss Frame Controversy."

Such is the title of an able editorial n the "American Cyclist" of last week. It advocates the making of a law which will impose heavy penalty on all persons who resort to fake advertising. It goes on to say that "it need not be told how certain devices of the trademark nature, originated and used by certain reputable manufacturers, are extensively advertised by other firms, and made an important factor in their efforts to secure trade. It is small business to attempt the capture of another man's customers by imitating his literature. Imitating trade-marks and copying advertisements has, we think, never been followed with success. The public detects the fake which, sooner or later, is bound to re-act on the fakir. Two years ago, or thereabouts, the cycle trade in this country was pretty well rid of questionable methods and men, but quite a number of these seem to have floated in on the tidal wave of reviving business."

We believe that this editorial was written with the question of the truss frame in the editor's mind. We have awaited this opportunity to place before the cycling press and cycling public a **true statement of affairs regarding the truss frame.**

A long time ago, in the early days of THE FOWLER TRUTH, we made a statement that the manufacturer who would foist crooked and fake advertising on the public would as well misrepresent in other matters of business of greater importance.

We have at all times endeavored to be honest in our statements to the public and in the treatment of our agents. We are not asses; we don't claim that we have never made mistakes; we have made lots of them. But the Lord willing, backed by the deepest desire on the part of this company, there will be less of them in the future. Many things have been said in THE FOWLER TRUTH that have not been looked upon kindly by our competitors, and perhaps a number of Agents who have not sold "The Fowler" wheel; we have also said that we could not all be alike, all advertisements could not be of the same style, if they were they would lose their interest, neither would it do to have all wheels exactly alike.

Our style of advertising is peculiar to this concern, and the Lord knows it has been imitated by concerns eminent enough in the trade to give it the stamp of approval.

November 11, 1892, "The Fowler" was first offered to the American public as a high-grade bicycle, having as one of its principal features a frame which WE christened "The Fowler Truss Frame." **"The Fowler" was the first wheel to be offered for sale embodying this idea.** We recognized that we had a point in that frame over our competitors that, as one of many improvements, if properly handled, nourished as it were by judicious advertising, liberal business policy and careful manufacture, would in time place us in the foremost position of the cycling trade of the United States. Few have any idea how hard and conscientiously we have worked to obtain our present position in the cycling world, which even our competitors are forced to acknowledge, is one of prominence. Every second, every minute, every hour, and every day from the time we first flaunted to the breeze the flag which bore the words "The Fowler," we have worked hard and unceasingly in the interests of that wheel. Thousands upon thousands of dollars have been expended in the further advancement of our wheel on the market, and who is there that can say of any other concern's wheel that it is more thoroughly advertised than "The Fowler," a feature of which, the truss frame, has been at all times placed in the very front of the special points of merit claimed for the wheel.

So well have we done this that today to see a truss frame bicycle ridden along the street one instinctively associates the name of "The Fowler" with it. Notwithstanding that a competitor one year ago copied almost identically, with the exception of a few minor points, "The Fowler," and put it upon the market with the claim behind it, "As good as The Fowler," accompanied by the statement that their foreman was the originator of that truss frame, and that he had brought the idea with him from Germany. Little success did they find when competing with "The Fowler."

Now to go back a bit, to '92. The man who patented the truss frame was, at that time, in our employ. We make the statement that the truss frame would never have been patented had it not been for the fact that a member of this company kept continually at the inventor, even after the patent on this frame was first refused by the patent office, this said inventor made the statement to a member of this company that he did not believe a patent on the frame could be obtained. We did not believe, however, but that the patent could be obtained, and kept at it. We not only paid the largest part of the expense to the patent attorneys for this patent, but insisted, and almost had to give an imperative order to the inventor to leave the shop and go to Washington at our expense in the interest of this patent.

He did so with the result that patent No. 541,811 was issued.

A little later it was decided that for the best interests of all parties concerned a change should be made in the superintendency of this company, with the result that said inventor allied himself with the company who, one year before, had used "The Fowler" as a model for their wheel.

However, before we made a settlement with him we were accorded our rights to the truss frame and another invention, in which we, our assigns or successors, have the right to use said inventions on "Fowler" bicycles, and sell same throughout the world.

Immediately after said inventor connected himself with the concern who took "The Fowler" for its model, they began to advertise that they built the original truss frame, that they were the owners and controllers of the patent for the truss frame (**mind you, they did not do this for the eight months or a year prior to this time, when they were copying "The Fowler" as above referred to**) all, we believe, intended to attempt to build up business at the expense of a wheel with a world-wide reputation—"The Fowler."

THE BEARINGS
Cycling Authority of America

THE FOWLER TRUTH.

Feeling that we were justified, we applied for protection under certain laws, to the following trade-marks: "Original Truss Frame," "First Truss Frame," "Truss Frame," "The Fowler Truss Frame," "Famous Truss Frame," "We Are The Makers Of That Frame," "The Frame Tells The Name," and "That Truss Frame Means Fowler."

A notice was duly sent to the cycling and daily press, as well as the cycle manufacturers in the country, apprising them of our action, and warning them not to use these trade-marks in any advertisements relating to bicycles or parts.

We did not do this for child's play, and **we are determined that if there is any virtue in the law under which we obtained these copy-rights, to prosecute all violators.**

In conclusion, we have no desire to obtain credit by getting into the band-wagon of some one's else reputation. The Fowler Cycle Manufacturing Company stands or falls strictly on its merits. When the time comes that we have to fake and act crooked, even in so little a matter as stealing an advertisement or the thunder of a competitor, no more original truss framed bicycles will be seen going from our factory at the corner of Washington and Union Streets, Chicago., **in which the first truss frame was made by us, from our materials, on our cash, on which the patent was obtained by our energies and our perseverance.**

Every word of the above is, to our best knowledge and belief, absolutely true, and we are prepared to make affidavits to support our position as defined.

Is the controversy regarding the truss frame and "crooked advertising" still misunderstood by the cycling public? We think not.

THE FOWLER CYCLE MANUFACTURING CO.
Frank T. Fowler, President.

SATURDAY WE LAUGHED.

The outside office door opened gently last Saturday and a face full of "merry twinkles" pushed itself in.

The coast seemed clear, so, with a negro break down and "Gentlemen, I salute you," he stood before us.

It was Stillman "Gee" Whittaker and he was a welcome visitor.

"Whit" declared himself in the beginning, announced his intentions, made known his desires and then sat down.

He related a story about "Tom" Eck in Omaha, told us of "Jack" Prince in Cuba, let us in on the true account of "Senator" Morgan's experience as "advance agent," always traveling twenty four hours behind his aggregation, and incidentally recounted the Clarksville 100-mile road race of years ago. It was a pleasant day—one of those that bring back old recollections and make us glad that we rode the G. O. O. with the rest of them.

FIVE WORLD'S RECORDS IN A WEEK.

Miller at Louisville and Clark at Denver, Both on Fowler Bicycles, "Gather Them In."

We wonder how many of the manufacturers feel who have been handing out greenbacks to their respective "racing managers" all this season, and who, now that the twilight of '95 has come, find their representatives credited with seven, eleven, or forty-four points—total for the year. Can they, on the other hand, appreciate our feelings at the magnificent success which has rewarded riders of "the Fowler" in their attempts at this late day to casually bag a few of the highly prized (to other makers) records—costly in many cases beyond compare?

We are not seeking "something for nothing," but when we receive a telegraphic dispatch from here, there, or elsewhere, stating that so and so has lowered this or that record on a Fowler, of course we are disposed to grin out one of those "tickled-to-death" sort of smiles and invite the world at large to "have something" with us.

To sum up the past week's work in the record line, we summarize as follows:

At Denver, Colo., November 5, Harry Clark, a Class A man, of that city started for the Class A unpaced records only. Here's how he rode:

One mile, 2:17⅕.
Two miles, 4:42.
Three miles, 7:18⅕ (World's record.)
Four miles, 9:56⅕ (World's record.)
Five miles, 12:34⅘ (World's record.)

The three, four, and five mile times are world's records for both Class A and Class B.

At Denver, November 7, Clark again tried, this time for the unpaced half-mile, Class A record, succeeding not only in lowering it, but the world's record as well, placing the time at 1:00¾.

(Clark's mount is a Fowler ROADSTER.)

Once again, November 11, Clark lowered the two-mile, Class A record, standing start, unpaced, to 4:38⅗.

At Louisville, November 7, C. W. Miller, "the Flying Dutchman," of Chicago, also a Class A man, tried for the five-mile standing start, paced record for Class A.

To quote Miller, his "wheels got to moving" and "there you are." Miller's time, 10:17⅖, not only lowered the Class A record by 58⅗ seconds, but likewise chipped the Class B mark 17⅗ seconds and the professional time by 4 seconds, creating another world's record for "The Fowler."

Incidentally we are lead to believe that "more will follow."

STRONG MEN, STRONG WHEELS.

Eugene Sandow, the world's greatest athlete, rides a Fowler.

Sandow can lift horses bodily and sever iron chains with a single blow; but he can't break his Fowler, so he says, try as he will.

John L. Sullivan, the grandest Roman of them all, the man that never in his life fought a battle with his mouth, and stood ready to meet all comers at any time, also rides a Fowler bicycle.

WANTED A FOWLER—AND GOT IT.

Hageman & Co., 1042 W. Van Buren Street, were burglarized last week, undoubtedly by some youth or youths, with inflamed minds and unquenchable desire, coupled with an "unallowable" purse, to become a flyer on the wheel, gathering praises, glory, and fame where'er their footsteps might lead them. They "swiped" the only '96 Fowler in the establishment. Its number is 11,953, M. & W. tires, 68 gear, "D" bar, and blue enamel.

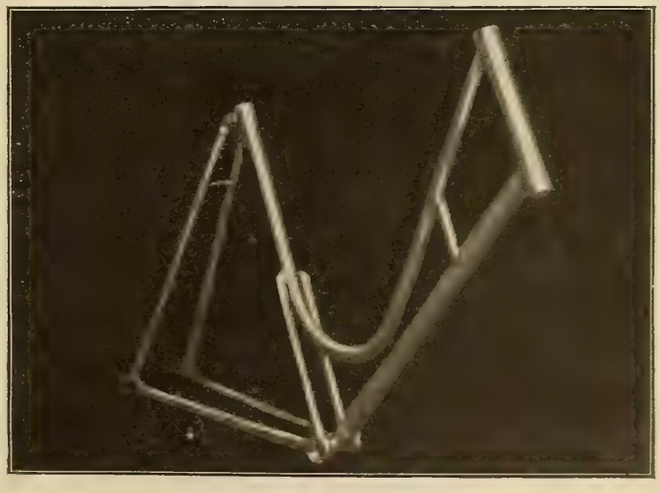
Keep your "eagle eye" open for such a wheel.

WE LAUGH, HA, HA!

Why try to restrain ourselves when we feel so agniferous; so wrought up to the top notch with the essence of resisiousness? We are not, however, in the exuberance of our prosperity, overlooking any bets in the '96 line and merely want to state that we are shipping '96 Fowlers to our agents in every part of the country, every day, Sundays excepted. That's all.

SPAIN, OH, SPAIN.

Please don't lose the great chance before you to quietly withdraw from Cuba, and in years to come, say with a great swelling of false pride, pointing out to the world: "We permitted Cuba to grow up." Don't please lose this to self-conceited puffed-up bicycle makers who think they own a mortgage on the very soul of every rival concern in the business.



LADIES' FRAME '96 FOWLER.

GOOD ENOUGH TO BE REPRODUCED ANOTHER WEEK.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ENGLISH VERSUS AMERICAN WEIGHTS.

The subject of the weights of American bicycles is one that causes British cycle-press men no end of worry. The average editor, after indulging in aimless vagaries, usually dismisses the question in a summary manner with the assertion that American machines at the prevailing weights are flimsy unreliable mounts. The editor of the *Irish Cyclist*—who, however, usually treats matters American in a fair spirit—under the caption, "Our Personal Experience of an American Featherweight," settles the subject to his own entire satisfaction and to the satisfaction, we dare say, of his readers. The editor, however, makes several errors which are born of ignorance of the cycle trade in America. Following are the remarks of the Irish editor with some comments thereon by an American one:

Irish Cyclist: Very interesting has been the correspondence between J. H. Stringer, of the firm of Singer & Co., and J. H. Petersen, on the subject of American machines, which has been appearing in the Coventry daily *Press*, and it is doubly interesting to us, as Mr. Stringer exactly bears out our contentions of a year ago, as to how these weights are arrived at. Mr. Stringer is in the main absolutely correct, as our personal experience proves. We were determined to sift the matter to the bottom, and accordingly ordered for our own riding a Cleveland machine, made by the eminent firm of Lozier & Co., of 340 Superior Street, Chicago. We mentioned that we wanted it as a specimen of American featherweights, and we expressly stipulated for Dunlop road-racing tires. The machine came to hand in due course, the guaranteed weight being 23¾ pounds, though when weighed on a scales in Dublin we found it to be slightly under the mark, the exact weight being 23½. Contrary to instructions, however, the machine had American cemented tires on very light crescent wood rims, and a mere apology for a saddle, weighing 14½ ounces.

We rode the machine, and found that it dragged terribly on the hills. In fact the ride homeward over the hilly Stillorgan road was a positive toil. T. W. Murphy and T. Meredith tried it with similar results. The machine was rigid and well built, but the tires when pressed showed an undoubted want of resilience, and we came to the conclusion that they were at fault. Accordingly we had the wheels rebuilt with the same spokes and hubs, but with Westwood rims, Dunlop section, instead of the crescent wood, and the lightest of Dunlop road-racing tires instead of the American ones. The result was astonishing. That machine now travels as easily as the most fastidious could desire. The results as regards weight, too, were conclusive. On the same scales it now weighs exactly 26½, or an increase of three pounds. This includes a somewhat heavier saddle instead of the American apology for a seat, which over our rough roads proved actually unbearable, though the one we substituted is lighter than any we habitually use. The difference in weight between the two saddles is even ounces, so that the addition of eight from American tires with wood rims to Dunlop with Westwood was three pounds nine ounces.

If the Irish scribe received his 23½-pound wheel with the idea that it was what would be called a featherweight in this country, then he is laboring under a grievous error. Not only is a 23½-pound wheel not considered a featherweight but it is considered decidedly heavy. The average weight for a strictly high-grade American *light* road wheel will average very close to 21 pounds, while there are many wheels constantly ridden on the road which weigh from 18 to 20 pounds. Indeed, H. A. Lozier & Co. this year turned out a 21-pound road wheel. Wheels of the weights we have enumerated are, as a rule, fitted with saddles weighing eighteen ounces or more, which are comfortable and strong. (H. A. Lozier & Co., by the way, are located at Cleveland instead of Chicago.)

We can not contradict what is said about the lack of resiliency in the tires with which the machine was fitted as the critic does not state their name and was probably right when he said that they were not resilient and that they dragged on the hills. We do know, however, that the tires could have been replaced with other cemented tires that would have been fully as resilient and as fast as the Dunlops and without the addition of a single ounce of weight. Had a statement in relation to the weight of the tires themselves been made we could have discussed the matter more intelligently. Westwood rims have been tried in America but have never been adopted to any extent and we can not say what their weight is; but if the change of rims and tires made an increase of three pounds nine ounces, then the rims must have been tremendously heavy or the "Dunlop road racing tires" must have been more than double the weight of the tires that the Dunlop company is offering in this country for the same purpose. A pair of single-tube American road racing tires, in this country, weigh less than 2½ pounds. In this country, again, if the machine had been fitted with Dunlop tires the rims would have been wood rims weighing but a trifle more than the rims with which the machine was previously fitted. We should be pleased to learn the actual weight of the rims fitted to the wheel in the first place as well as that of the tires, and of the Westwood rims and the Dunlop tires fitted later. We can not see where the difference of three pounds nine ounces could, with reason, come in.

Inasmuch as the Irish editor makes comparisons, we shall take the privilege of indulging in one, too. The mount on which the writer has done the larger part of his riding this season is a Spalding; not a featherweight, but a wheel fitted according to his specifications with 1⅝-inch cemented road tires (Palmer tires, which are both fast and resilient), a saddle weighing twenty-five ounces, seat-post and handle-bars with the most ample latitude for adjustment, wood rims, of course—but otherwise a regular stock wheel. This wheel weighs just 21½ pounds, and has been ridden about 2,500 miles over all kinds of roads by a 165-pound man. It has been in the repair shop, but never from causes that would not have put a 40-pound wheel in the same place. American buyers take little for granted, and find, as did our friend when he weighed his Cleveland, that paperweights are not more than scale weights.

And now let us compare this with a typical English mount. We have this season been riding a Rover weighing 24¾ pounds. This includes lamp-bracket. The American machine has none. It also includes a Brooks B90 saddle weighing 1¾ pounds, as against the 21½ ounces of the saddle now on the Cleveland. From this it will be seen that the English machine has slightly more than 2 pounds 2½ ounces the advantage of the American as regards weight. No doubt we shall be assured that in reality lighter machines are habitually ridden in America. Perhaps so, and again perhaps not. Paper weights are elastic, whereas *we* are dealing with facts. We got this machine from a leading American firm as typical of an American featherweight. The Rover with which we compared it was a standard pattern, such as have been sold in hundreds in Ireland this year. Even granting that this Cleveland was not one of the lightest, it would take a machine two pounds two ounces lighter to equal the Rover, and that, in the construction of a bicycle, represents a very big weight.

And now be it distinctly understood we are dealing with the question simply and solely from the weight point of view. Americans claim that they build machines many pounds lighter than English. We pointed out the fallacy of this claim a year ago, and now prove it. No doubt their featherweights are as light, but they are not lighter. It is possible, too, that they turn out a greater proportion of light machines than we do, but that is easily explained. In America there is a craze for lightness. Machines sell by weight. In this country there is a large demand for heavy, strong mounts, which our makers ably cater for.

The actual merits of the American machines we do not question. If the Cleveland is typical of all the leading firms, they must be good indeed, for our mount has proved absolutely satisfactory, and has never cost a penny for repairs or given any trouble whatever. Although it differs in many details from English patterns, the general design is admirable, the position excellent, and it runs as steady and rigid as the heaviest roadster.

"Dealing with the question simply and solely from the weight standpoint," we may add that from our observations of English and American wheels—and our chances for observing English wheels are doubtless better than those of our contemporary for observing American makes—we feel satisfied that American makers do build wheels of lighter weight than and equal strength with English makers and that this difference in weight is brought about by economy of material, where material can be economized without danger of weakness. This economy consists of the use of light tubing properly reinforced, crank hangers and connections made of forgings that contain little metal and require comparatively little machine work, tubular hubs, narrow treads, and, finally, wood rims. We suggest that our friend try the experiment of weighing the frames and forks of his Cleveland and his Rover and see if a difference is not noted there.

We will return the compliment of the editor of the *Irish Cyclist* in saying that he does not question the merits of American machines, by admitting that American makers would do well to follow the English in the use of tires a little heavier than those generally used in this country last year; and that the adoption of gear cases would be a sovereign boon to American riders.

The parts of a bicycle that were formerly made of malleable iron can now be replaced by cast copper. A new process permits the introduction into the copper of commerce of an element which increases its homogeneity and cohesion. The molten mixture is stirred and then poured into the molds. This copper alloy can be used in large quantities and melted in a furnace as well as in a crucible. The metal molds beautifully; the pieces cast from the mixture being smooth and without bubbles. This copper can be used for bearings, and it is claimed that it resists the cold better than steel.

MORE CHAIN ADJUSTMENTS.

Lately Patented Devices for Regulating the Tension of Bicycle Chains.

The more recent chain adjustments are all designed more or less for the purpose of making easy a parallel adjustment of the ends of the rear axle and at the same time to keep the hands from direct contact with the grease and dirt which necessarily accumulate there. At the present time the bicycle is an object of especial consideration by inventors, and the greatest care is exercised in devising and constructing each separate part. The art, as seen in the patent office, shows that the adjustment of the chain is receiving the most intelligent consideration. In the issue of THE BEARINGS for October 17, 1895, the development of chain adjustments was portrayed up to about the middle of the year 1893. Since then the following adjustments have been patented:

A Worm-screw Adjustment.

Referring to Fig. 1, A designates the rear portion of the frame of the ordinary safety, and B the slotted plate which receives the axle C of the rear wheel. As is well known, the axle C is movable back and forth in the

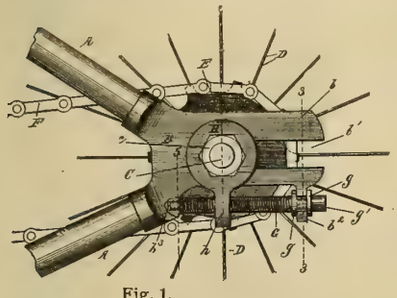


Fig. 1.

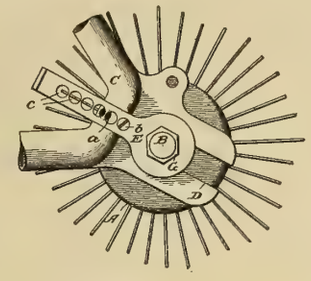


Fig. 2.

slot b'. Each slotted arm b is provided at its rear end with a short depending lug b^2, which is perforated and is preferably open at one side, as shown. In this lug is mounted one end of a worm-screw G, the other end being set into a socket or recess b^3 bored into the plate B. On each side of the lug b^2 the worm is provided with a collar g, whereby it is held securely in position, but may be turned by the squared head g', without moving horizontally. Each end of the wheel axle is mounted in a washer H, and each washer is provided with a depending ear h, which is perforated and threaded so as to receive one of the screws G. By turning the screws the washers will be set back or forth in the slots, thereby carrying the axle and loosening or tightening the chain. Twisting or turning of the washers is prevented by lugs thereon which enter the slot b'. When the desired adjustment has been made, the nut c is screwed up, thereby holding the adjustment.

A Set-screw Arrangement.

Fig. 2 represents an adjustment designed to be readily operated without the use of any special tool other than an ordinary screwdriver. A is the hub of the rear wheel, and B the axle. C is the rear fork of the frame, constructed in the usual manner and provided with a slot D, and with two or more threaded screw holes a, adapted to receive a set-screw b. E is a metal plate enlarged at the end where it receives the axle, the other end being extended to form an arm, the extremity of which is bent outwardly to provide means for operating the plate. This arm is provided with a series of holes, c, at any desirable distance apart, to receive the shank of the set-screw b. "The screw holes a in the frame are so arranged with reference to the screw holes c in the plate that they shall, in any given adjustment between the plate and the frame, divide the space between any two of the

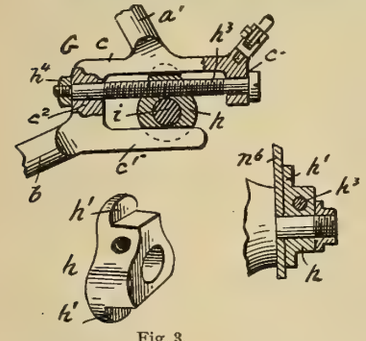


Fig. 3.

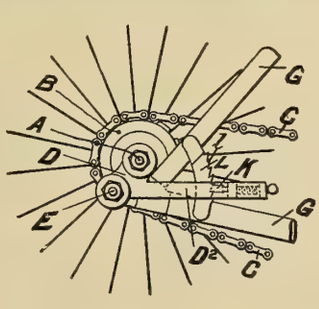


Fig. 4.

holes of said plate, and thus afford means for a very nice or fine adjustment." The outwardly-bent end of the plate E affords a ready means by which the axle may be forced backward or forward.

Said to be Efficient.

Fig. 2 shows an adjustment somewhat similar in general design to that in Fig. 1. The rear bars of the frame are united by a slotted plate G. The upper edge of the slot overhangs the lower edge, as clearly shown at c^3, and is provided at this point with a perforation through which passes a worm-screw h^3. The other end of the screw passes through the front edge of the slot and is provided with a nut. The axle of the rear wheel is held in plates h, said plates being provided with lugs threaded on the worm-screw. The manner of adjustment will be readily perceived without further description. The inventor states that his specific adjustment "is regarded as unusually advantageous and efficient."

Lever and Ratchet Action.

Fig. 4 represents an entirely different means of adjustment from any previously described. The fork of the frame G is of the usual construction, except that it has a bearing at E in which the lever D is pivoted. "This lever carries the bearing A for the wheel axle B, and it has an arm D^2 rigidly connected thereto and extending laterally from the lever at an angle thereto. It overlies a toothed sector L, and carries a spring pawl K to engage the teeth 1 of said sector, which sector is fixed to the side of the fork. Of course this arrangement is duplicated on the other side of the machine. By turning the lever on its pivot, the chain C may be adjusted, and the lever will be held in any adjusted position by means of the pawl engaging the toothed sector.

Moves Both Ends at Once.

Fig. 5 shows an arrangement whereby the axle is adjusted and moved uniformly at both ends by a single screw. The hub A is journaled in the usual manner by balls bearing on the cones B, secured on the spindle C extending centrally through the hub of the wheel A. On the spindle C, next to the outer ends of the cones B, the gear-wheels D are secured, and said gear-wheels mesh in the racks E formed in the slotted ends of the frame-plate. The outer ends of the spindles also engage bushings H, fitted to slide in the forked ends of the frame. The gear-wheels are held securely in place by shoulders on the bushings H. A screw J is screwed through a perforation in the middle part of the fork F, and its inner end engages the bushing H, as clearly shown. A suitable jam-nut locks the screw in place.

The Gear-wheel Does it.

When the screw J is unlocked and screwed up the bushing H is moved rearward, and as said bushing is on the end of the spindle C, this latter is moved rearward, causing the gear-wheel which is fixed to the spindle to roll off on its rack E, thereby turning the spindle C and consequently the

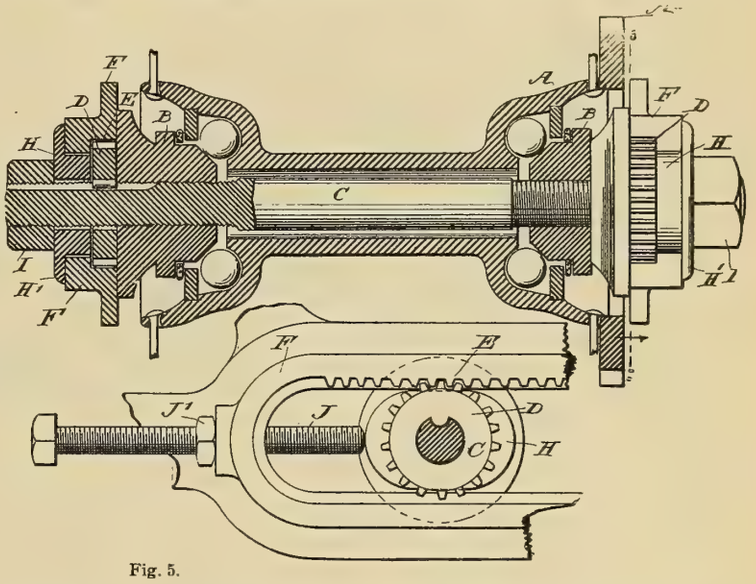


Fig. 5.

gear-wheel at the opposite end, which is fixed to said spindle. Both gear-wheels turn through the same angle, thereby adjusting both ends of the axle uniformly. In order to make a forward adjustment the screw is loosened and unscrewed and the axle pushed forward. The gear-wheels D are keyed in a slot in the spindle C, so as to rotate therewith and have lateral movement thereon. This is necessary in order to allow the fork to be drawn up against the cone of the ball-bearing after adjustment by means of the nut I.

Unique and Simple.

A unique form of adjustment is shown in Fig. 6. As usual the hub of the rear wheel carries the small sprocket-wheel D, and is loosely journaled on the axle supporting the ball bearings, which axle passes through the slot in plate B. Said plate is provided on its outer face near the edges of the slot, on both its upper and lower sides, with lugs I having segmental grooves between them. A nut a is provided on the outer end of the spindle, and between this nut and the plate B is a washer G, "which has formed on its inner face the scroll H, the ends of which preferably overlap, and which is adapted to engage with the lugs I." The parts being thus assembled, "if the nuts a be loosened it is evident that the washers G may be turned, and that the scroll H, engaging in the grooves between the lugs I,

"Will Act as a Screw

or cam to move the washer, and with it the axle C, longitudinally, and thereby shift the sprocket-wheel D correspondingly, tightening its chain J to the desired extent." The inventor states that his construction "simplifies the manufacture and also reduces the number of pieces required; adds to the symmetrical appearance of the bicycle, and assists in quick adjustment." It is evident that if the nuts a be loosened sufficiently so that the scroll H be

disengaged from between the grooves on the lugs I, it may be shifted longitudinally by hand without turning, and re-engaged at the desired point, after which the fine adjustment may be made by turning the washers.

On a Saw-tooth Plan.

A simple adjustment is shown in Fig. 7. The rear fork-plate A is provided with the usual slot for the reception of the axle, and on its upper and lower edges is provided with notches, as clearly shown. A steel washer B is provided which is perforated for the reception of the axle D, and has inturned flanges C C at its upper and lower ends, said flanges being provided with teeth, which engage the teeth or notches on the fork-plate. The teeth on the fork-plate are rearwardly inclined, so as to hold the plate B against the tension of the chain. In order to adjust the axle the nut F is unscrewed sufficiently to withdraw the teeth from the notches, when the plate may be moved forwardly or rearwardly as desired, and re-engaged.

A Perforate Washer Cam.

Fig. 8 represents a very convenient adjustment. The frame bars B and C are open at the ends, and a part of each tube is bent inwardly, providing a curved socket for the reception of the fork-plate A, provided with

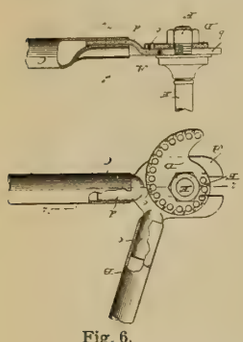


Fig. 6.

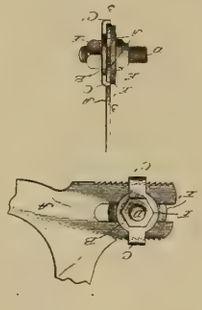


Fig. 7.

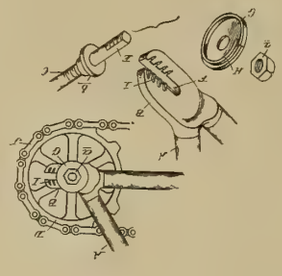


Fig. 8.

lugs which enter said sockets. The plate is slotted as usual for the reception of the wheel-axle, and is provided with a small stud or pin e. A washer-plate D, cam shaped on its outer perimeter, is loosely journaled on the end of the axle, and the nut F clamps this plate, and with it the axle, to the fork-plate. Near its outer edge the plate D is provided with a series of perforations to fit the pin or stud e, and each perforation, for convenience, is numbered. To adjust the axle backward or forward it is necessary only to loosen the nut F sufficiently to free the plate D from the stud e, when the plate may be turned so as to engage one or another of its perforations with the stud. This, of course, regulates the tension of the chain.

J. W. Anderson.

TWO CYCLE SHOWS FOR PHILADELPHIA.

Philadelphia, Pa., Nov. 10.—This city has been without a cycle show for the past two years, but from present indications two will be held here during the coming winter. One at least is sure to be held—the one under the auspices of the Wissahickon Wheelmen, of Germantown; and if the Trade League carries out its intentions it will have a show that will be a credit to Philadelphia. There is every indication that both shows will prove successes. The former will be held one week after the New York show closes, and while not quite as large as its neighboring competitor will nevertheless answer the purposes for which it is to be held. The spaces for exhibition will number thirty-five and will be 7x7, 6x8, and 6x7 feet. Band concerts will be given nightly in addition to races on home trainers. Electricity will be supplied to all exhibitors. Most of the spaces have already been rented, and it is thought that there will be a greater demand for space than can be supplied.

The Proposed Show

under the management of the trade league, if held, will of course be a much larger affair and will tax the capacity of the largest building in the city. At the last meeting of the organization there were only three dealers opposed to the holding of a show, and the motion was accordingly carried. Committees were appointed to consider the advisability of holding a show and to make the necessary arrangements and everything will probably be satisfactorily arranged at the next meeting. There are over 140 dealers in the city and with their co-operation—not to mention the manufacturers who will doubtless exhibit—a show should be held that will be far more successful than any previous local show and at the same time be a credit to the birthplace of such exhibitions.

A weekly paper called the *Arrow and Crescent*, published by the Eclipse Bicycle Co. in the interests of the wheel, has reached this city. The paper is filled with interesting contents, including an account of Winder's trip around the country, and is well illustrated.

The '96 Spalding Arrived in Town

last week, and was at once placed on exhibition in the Chestnut Street store, where it attracted much attention. In general appearance the wheel resembles this year's model. The new wheel weighs 22 pounds, and has wider tubing, which gives it a much stronger appearance. The tubing is 1⅛ inches. There is more rake in the head and less in the forks. The crown head is reinforced with tool steel. The sprocket wheel is very neat, the lug being brazed to the axle, making one solid piece. Strength is given to the rear forks by being turned instead of straight. The Spalding dustproof pedals are also a new and novel feature. Taken altogether, the wheel, without any additional weight, is at least 30 per cent stronger, and still retains its light running qualities.

The Work of a Scoundrel.

One of the most daring outrages recorded in this city for some time occurred yesterday morning when some unknown person broke into the store of Hill & Lyster, the Humber agents, at 135 S. 10th Street, and damaged hundreds of dollars worth of stock. Entrance was gained by removing a paper pasted over a broken pane of glass on the second floor and opening a window. Descending to the first floor the person or persons found several rows of wheels. A knife was brought into requisition and holes varying in size from two inches to two feet were cut in the tires of the wheels. Order books and sample books were torn up and everything valuable in sight destroyed. A strange fact is that nothing was missing, and this strengthens the opinion that the act was one of malice and not of robbery. The department of public safety is looking for the perpetrator.

The Dampman Cycle Co. will shortly have its '96 models ready, and expects to make shipments in a few weeks. Agents are now being appointed, and everything points to a successful business. A stock company, with Joshua Lindley, the racing man, at the head, has been organized at Trenton, N. J., and will be the agent for the Dampman in that section of New Jersey.

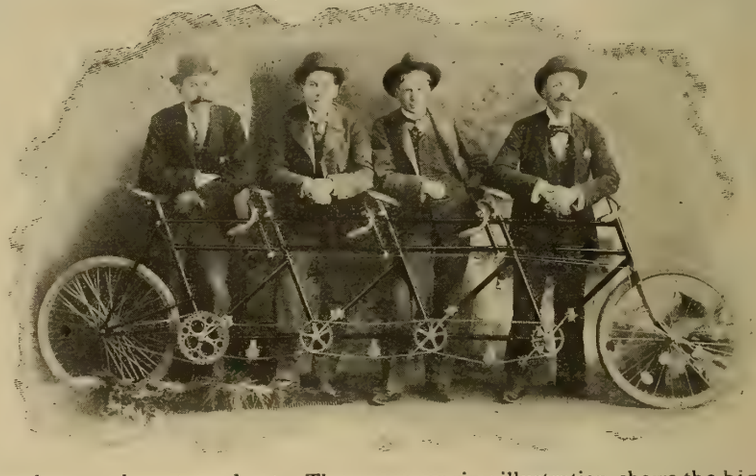
The '96 Columbia Arrives.

Not only has the '96 model been received but the Hart Cycle Co. is all ready to deliver Columbia bicycles to buyers. This is something new for this time of year, and many riders will no doubt take time by the forelock and get their next year's mounts now. Model 40 was received last week, and Models 41, 42, and 44 are expected during the present week. In appearance there is very little difference in this and next year's Columbia, but on closer examination several novel innovations are to be seen.

The Norman wheel, manufactured by the Norman company at 2118 Susquehanna Avenue, promises to cut quite a figure among local cyclers next year. Plans for the '96 wheel are all ready, and models may be expected very shortly.

THE OVERLAND QUAD.

There has been a scarcity of quadruplets in America the past year, but in 1896 there will be enough of these big machines to accommodate all record breakers. Rouse, Hazard & Co., of Peoria, have just built an Overland quad, which is built on handsome lines and is as strong a machine



as has ever been turned out. The accompanying illustration shows the big wheel with four of Rouse, Hazard & Co.'s traveling men. The gentleman at the handle-bars is J. W. Duke, who handles Illinois trade; next to him is J. A. Wright, who travels through the southern states; W. J. Bowman, the third man, has western Pennsylvania and New York, and P. J. Martin, the last man, has Ohio. A Sylph quadruplet is now in course of construction.

Remington Branch Stores.

In pursuance of the policy of vigorous activity fostered and maintained by the Remington Arms Co., of New York, under the management of F. J. Reville, this company is preparing to establish branch stores in several prominent cities for the sale of its products. The first one to be opened will be in Brooklyn, N. Y., where the entire building at 533 Fulton Street has been leased for a term of years. Situated in the center of the business district of that city a branch store carrying a complete line of the famous Remington standard bicycles and all accessories will undoubtedly become a source of profit and satisfaction to the parent house. Alterations and improvements in the building are now in progress which, when completed, will make this branch one of the finest bicycle establishments in Brooklyn. Seymour F. Frasick, well known in the bicycle trade, will be placed in charge.

W. D. Hart has tried several powders for preventing tubes sticking, but has found nothing so good as common wheat flour.

Windsor BICYCLES

Other people's money--

THE PROPER WAY TO GET IT IS TO HAVE SOMETHING THEY WANT

If it is a bicycle, sell the WINDSORS—the AMERICAN BEAUTIES.
SHOW THEM where the WINDSOR excels all others.
Let them see:
The WINDSOR perfect ball bearings—tool steel—superbly made—oil retaining—absolutely dustproof—in many ways superior to all others.

Windsor BICYCLES

The WINDSOR improved detachable sprocket and cranks—a wonderful combination of strength, beauty, and simplicity—both sprockets are readily detached and gear can be changed from 60 to 90 or less in a few moments.
The WINDSOR indestructible fork crown—a marvel among steel forgings—rich in appearance—perfect and inimitable.
The WINDSOR pedal—protected center and ends—jump on it—hammer it—it will spin like a top—true as a die—beautiful in design as well as finish.
The WINDSOR finish—rich—rare—royal purple—brilliant blue—bright cherry—darkest ebony—finished as only WINDSORS are—a new process.
Our descriptive pen could fairly fly—space forbids—the WINDSORS are fairly bristling with new ideas—solid improvements *that can be seen at a glance and appreciated.*
The WINDSOR bicycles are as well built as it is possible to build a bicycle—they are designed to be leaders—aristocrats—blue blooded—to be stanch and true—to throw the dust of the road on the front forks of all competition.
They commend themselves in a way that embodies the best of good manners, inspiring a burst of admiration at the first glance, and a pronounced desire to possess one before one gets half through inspecting their superb construction.

Send for our advance sheet. Have we an agent in your locality? If not, get next.

Sieg and Walpole Mfg Co
KENOSHA WIS

Chicago Retail, 285 Wabash Ave.

Windsor BICYCLES

ENGLISH TRADE NOTES.

LONDON, Nov. 2.—The Stanley Club has just announced that a special certificate of protection has been granted for the exhibition, so that any inventions which may be shown will be duly protected from imitation. This will be good news for inventors, and should tend to make the invention section a more interesting feature than ever.

It is announced that the Elswick and Centaur companies are about to consolidate their two patents for hubs of the barrel pattern. I should not have thought that either type was so entirely original as to constitute a valid patent. The Elswick system of locking the collars might possibly hold good, but the Centaur, though a capital one, is at best only a locking ring or nut, and it seems late in the day to patent such a device.

The Central Engineering Co., of York, has just brought out a new kind of tube for cycles. This is said to be absolutely unbreakable, while it is at the same time as stiff as that now commonly used. Mr. Binks, the inventor, says that it can be tied in knots, though what advantage that is I don't know It is, however, a knotty point, and on the strength of it a syndicate is about to be formed to take up the invention.

The Quadrant Cycle Co., Ltd., is about to be turned into a public company, and this week the prospectus has appeared in an abridged form in nearly all the cycling papers. The capital is $350,000, in $5 shares, of which 30,000 are 6 per cent preference shares, and these are the only ones offered to the public, the vendors retaining all the ordinary shares themselv es The preference shareholders will have the right to elect one representative to represent them on the board. The profits for the past seven years have averaged between $20,000 and $25,000 per annum.

Aluminum for Cycle Construction

is being trotted out again, but then it generally is just before the shows, and sundry new inventions and alloys are usually exhibited, all of which come to nothing. Therefore I do not think that we need worry much about the matter.

Fontaine's recent London-to-York record was done on a machine provided with his patent hand gear. In this the balancing has to be done with the body, as the cranked handles are attached to the frame of the machine behind the head, and are connected to the crank-axle by a chain. As the handle-bar does not control the front wheel, the machine savors rather of a trick-riding instrument. I can not see what good there is in going for a record on such a contrivance, as it can not ever hope to become popular. It would seem from this that Fontaine must be about the most genuine amateur now existing, despite the N. C. U.

I shall hope to visit the midlands next week and shall then learn something of the

Patterns Likely to be Exhibited at the Shows.

I do not anticipate any startling novelty, most of the improvements being only in comparative details. Barrel hubs will be frequently used, which is a decided advance. There is, I notice, a tendency to reduce the size of gear-wheels somewhat, but this retrograde movement will not be general, and will only last for a short time. Heads will be longer than on many of the machines manufactured this year, when they were shortened for no useful purpose.

A machine for testing the loss of power in propelling different cycles has just been constructed and patented by Messrs. Leechman and Sturmey. It should prove useful to the trade, but will probably not meet with the approval of company promoters. WILL O' THE WISP.

TRADE HAPPENINGS.

CHICAGO, ILL.—The King-O'Hara Mfg. Co. has been incorporated by P. King Alexander P. O'Hara, and Chas. E. Stanley, to manufacture bicycle supplies. Capital stock, $10,000.

NEW YORK, N. Y.—The Non-Puncturable Pneumatic Tire Mfg. Co has been incorporated by F. C. Boehm, G. S. Boehm, and Max H. Boehm, all of New York. Capital stock, $1,000.

CHICAGO, ILL.—The Diamond Pedal Co. has been incorporated by Patrick J. Regan, Abraham L. Funk, and Geo. S. Parker. Capital stock, $5,000.

SYRACUSE, N. Y.—The Empire Cycle Co. h s been incorporated by Edward C. Stearns, Jacob Amos, Herbert E. Maslin, Wilbert L. Smith, and Jno. C. Bowe, of Syracuse, to manufacture bicycles. Capital stock, $100,000.

NEW YORK, N. Y.—The Phillips Mfg. Co. is being organized at 307-309 W. Broadway, to manufacture the Phillips bicycle.

GRAND RAPIDS, MICH.—The Peninsular Bicycle Co. is the style of a new enterprise, the officers and stockholders of which are: C. C. Follmer, James Grant, Edgar W. Ford, Chas. D. Harrington, constituting the Brandt Ice & Fuel Co.

MERIDEN, CONN,—The Torrington Chain Co. has been organized to manufacture bicycle chains.

JACKSONVILLE, FLA.—Park Cycle Co., composed of J. M. Somerville and H. W. Ross, is opening a new bicycle store in the Opera House Block. Mr. Somerville is now in New York purchasing his stock. The new concern will handle the Bamboo wheel.

SAN BUENAVENTURA, CAL.—H. S. Short, bicycl s, will move to Santa Barbara.

BINGHAMTON, N. Y.—James Hoppler & Co., bicycles, etc., reported to have given bill of sale for $7,700.

WESTVILLE, CONN.—Jesse W. Starr, of New York, is at the head of a new company, which will establish a bicycle factory, employing 100 hands, and which will occupy the old factory of the New Haven Nut Co. The compan, will manufacture a wheel to be known as the Elm City.

BINGHAMTON, N. Y.—Callahan & Douglass, hardware, are preparing to add a bicycle department and invite propositions from manufacturers of high-grade bicycles.

HIGHLANDVILLE, MASS.—Union Cycle Mfg. Co. has completed its four-story addition to its large factory, for the accommodation of 100 additional operatives. Five thousand wheels are to be turned out in '96, against 2,500 wheels manufactured last season.

SPRINGFIELD, MASS.—Clarence A. Smith, of the National Cash Register Co., of Dayton, OHIO, is said to be at the head of a movement to organize a company to establish a bicycle factory.

NORFOLK, VA.—Sears & O'Neill, bicycles, reported to have given deed of trust fo $200

KANSAS CITY, MO.—The American Bicycle Co. is the style of a new concern that has opened for business.

MILWAUKEE, WIS.—William Pollitt, manufacturer of bicycles and bicycle supplies; reported to have given chattel mortgage for $250.

SPRINGFIELD, MASS.—The Warwick Cycle Co. has declared a 6 per cent dividend.

PHOENIXVILLE, PA.—F. B. Rossiter, toys, will take up bicycles and sporting goods. Correspondence with manufacturers invited.

BEAVER FALLS, PA.—The Morado Bicycle Works commenced manufacturing bicycles October 25.

TOLEDO, OHIO.—The Dauntless Bicycle Co. moved into larger quarters, and is adding much new machinery. The company formerly employed 60 men, but expects to increase its force to 250.

Recent Patents.

549,173.—Pneumatic tires; Hugh L. Warner, Covington, Ky., assignor of one-half to J. E. Poorman, Cincinnati, Ohio; filed April 29, 1895; serial No. 547,545. (No model.)

549,181.—Spring-wheel; Joseph Buchanan, London, Eng.; filed February 18, 1895: seria. No. 538.740. (No model.)

549,211.—Handle-bar for bicycles; Lucius E. Richardson, Cedar Rapids, Iowa; filed August 24, 1895; serial No. 560,323. (No model.)

549,308.—Combined pump and saddle-post for bicycles; Horace Blackman and Henry Cone, San Francisco, Cal.; filed July 8, 1895; serial No. 555,317. (No model.)

549,311.—Bicycle lock and support; John A. Gorgas, National Military Home, Ohio; filed March 4, 1895; serial No. 540,497. (No model.)

549,313.—Bi ycle bearing; Gilbert S. Gundersen, Middletown, Ohio; filed August 14, 1895; serial No. 559,205. (No model.)

549,385.—Bicycle-w ay; William H. Myers, Burlington, N. J., assignor to Henry B Weaver, same place; filed October 29, 1894; serial No. 727,265. (No model.)

549,397.—Bicycle; Detalmo di Brazza Savorgnan, Rome, Italy, assignor to Cora Ann Slocomb di Brazza Savorgnan, New York, N. Y., and Noruzzo, Italy; filed January 2, 1895, serial No. 533,605. (No model.)

AGAIN A CHICAGOAN.

For years H. F. Howard has been a familiar figure in cycle trade circles, being known the country over. He has been connected with several Chicago concerns and has always had the reputation for being a first-class salesman. He has now left the road and is ably filling the position of general western manager of the Richards Mfg. Co., of Brooklyn, which makes drill presses, milling machinery, and automatic dating stamps, besides dealing largely in cycle sundries. The company has just hit upon a novel advertising phrase and hereafter, "If you don't look, you won't see" will be found in all the company's ads. Mr. Howard reports that he is doing a fine buslness.



H. F. HOWARD.

THIS IS INTERESTING.

The average rider has probably never given a moment's thought to the enormous variety of wheels offered him to select from in placing his order. If you should ask any rider how many patterns of machines could be turned out by one of the first-class factories, he would probably guess somewhere between twenty-five and fifty, and when told that it ran up in the thousands would require proof before regarding the matter otherwise than as a joke.

Somebody at the Lu-mi-num factory, having a taste for statistics, has given us the following figures regarding their line: First, they make men's bicycles with three different heights of frame. These bicycles can each be fitted with either rubber or rat-trap pedals, thus producing six patterns; they may also be fitted with four different shaped handle-bars. This increases the variety, in combination with two patterns of pedals, to twenty-four. Next the standard pattern machines are fitted with either Vim, New York, M. & W., or Dunlop tires. This increases the assortment, including two patterns of pedals and four patterns of handle-bars, to ninety-six machines. Next, any of these machines may be fitted with either direct, front turned, back turned, or "T" seat-posts. This, in combination with two pedals, four handle-bars, and four tires, increasing the assortment to 384. Any of these machines may be equipped with either 56, 59½, 63, 64, 66½, 72, or 76 inch gears, making eight altogether, thus increasing the assortment, in combination with the four handle-bars, two pedals, and four tires, to 3,072 varieties of men's roadster bicycles. Next comes the racer in three heights of frame, and including the same assortment of handle-bars, pedals, tires, and gears, and so, multiplying the roadster by two, we have a total of 6,144 different patterns of men's bicycles for road and track use.

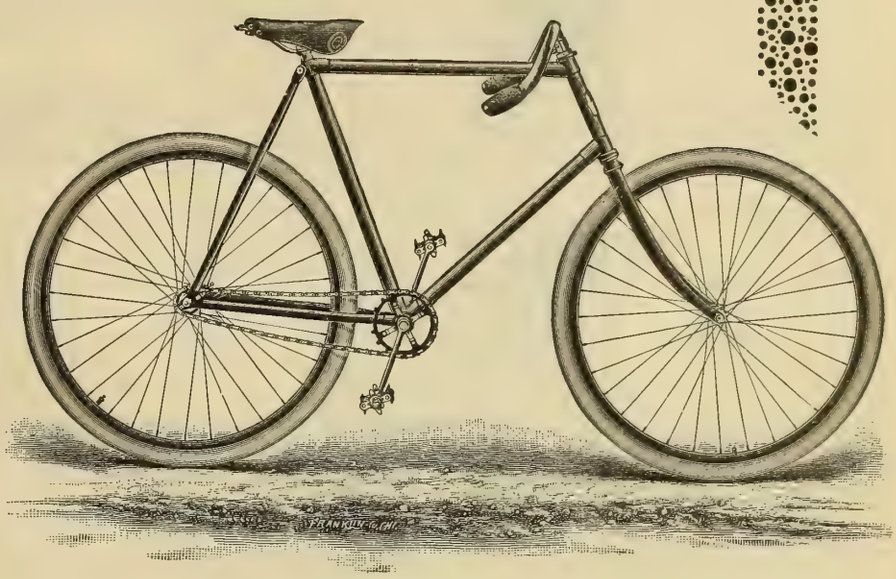
Next come the ladies' machines. These are made with two patterns of frame—diamond and drop—and each can be fitted with either 26 or 28 inch wheels. This make a variety of four. These in turn can each be fitted with four different pattern handle-bars. This increases the variety to sixteen, all of which can be fitted with either rat-trap or rubber pedals, which increases the assortment to thirty-two. These in turn may be fitted with the four different makes of tires regularly furnished, giving an assortment of 128 distinct machines. These in turn may be furnished with four patterns of seat-posts, which increases the variety to 512 of ladies' machines, and owing to these being equipped with two different size wheels they can be furnished in sixteen different gears. This gives a grand total of the assortment of ladies' bicycles of 8,192. To this may be added the total of men's machines of 6,144, which nets a grand total of 14,336 patterns of Lu-Mi-Num bicycles which can be turned out any day from standard stock goods in the factory.

THE CLEVELAND BICYCLE

STRENGTH

FRAMES.....
FORKS .....
SPOKES .....
RIMS.....
CHAIN .....
CRANKS.....
SPROCKETS ..
HANDLE-BAR.

THEY NEVER BREAK.



IF IT HAS LARGE TUBING,
IT'S A CLEVELAND OR
AN IMITATION.
WATCH THE NAME-PLATE



Perfect Lines. Perfect Bearings.
Perfect Finish.
Durability Demonstrated.
Running Qualities Unequaled.

A LEADER OF LEADERS.

We want you to handle our line in 1896.

Send for prices, terms, and territory.

H. A. LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES—
337 Broadway, New York City.
304 McAllister St., San Francisco, Cal.
830 Arch St., Philadelphia, Pa.

ELMORE.



THERE'S

the name of the best $75 bicycle ever built, and

HERE'S

the address of the firm to whom agents should apply for quotations and other interesting information.



EDW. OLIVER & CO.,

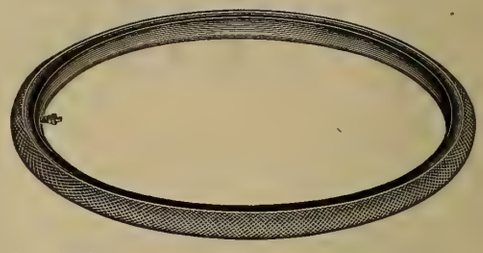
21 PARK ROW, NEW YORK.

Mention The Bearings.

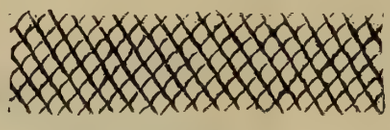
NORTH AMERICAN TIRES.

The North American tires sold by Parkhurst & Wilkinson, the large bicycle supply house, are proving very popular, the one most preferred being their new single-tube tire with the Banker tread, as shown in the illustration. The factory has departed from the regular way of making single-tube tires and, as will be seen by the illustration, have the thickest part of the tire for the tread, where almost all of the wear comes. The ends of one ply of the fabric overlap each other on the tread side and the ends of the other meet inside of where the tire rests on the edge of the rim. This gives three-ply of fabric on the tread and goes far toward resisting punctures, while the two-ply on the sides leaves the tire soft and resilient. The lining or inner tube is also thickened on the tread, and is vulcanized in such a way that it is just as dense, smooth, and air tight as an inner tube vulcanized alone and under pressure.



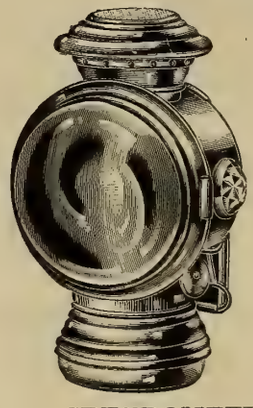


P. & W. take great pride in the smoothness of the inner lining of rubber, and their claim that it is easier to cement a smooth plug to a smooth surface than to a rough one, seems well founded. They also claim that when a plug is cemented there is no chance for the air to follow the uneven places on the lining and escape along the side of the plug. No attempt is made to make light tires, but every effort is put forth to make what material is used go as far as possible, and in their four-pound tires there seems enough to go the whole way. The factory aims to make road tires for good hard service, and believes that time will prove that it is right, and the satisfaction derived by the riders will be the best advertisement obtainable.



The material used in the North American tires is pure Para rubber and the highest grade of a closely woven cotton fabric that has proven itself very resilient and the most durable. The tread is rough, with a capital R and while it adds greatly to the appearance of a tire it is as near a "non-slipper" as is possible to be made. The mechanical way in which the factory goes about making a serviceable tire leaves no doubts but that it will produce what is wanted by the great majority, namely, a tire that will stand rough service, hold air, and have material enough to satisfactorily hold a plug. The factory has a capacity of over 1,000 pairs a day and hopes to keep up with all orders as fast as they are received. G. G. Brandenburg and his brother J. I., A. C. Banker, J. F. Corris, F. A. Burgess, A. C. Jewell, are the rambling salesmen selling these tires, and the quiet, unassuming ways of these gentlemen have made them hosts of friends and secured for them their full share of orders.

THE ALADDIN LAMP.



Newark, N. J., has a concern that is destined to be heard in the trade circles in the near future and that is the Aladdin Lamp Co., which is making a lamp that is not only so adjusted as to stand a great deal of jarring without going out, but is also very serviceable as a light owing to the fact that the lens is of ground glass and throws a very bright light. This lamp burns kerosene and will last for nine hours. In addition to its many other advantages it is also very light in weight. George Hubner, the secretary of the company, is about to make a trip in the west, and if he does as well there as he has in the east it will not be long before his concern will be obliged to enlarge its factory.

SPEEDOMETER, CYCLOMETER, AND BELL.

S. S. Weeks, of 1113½ Tacoma Avenue, Tacoma, Wash., is the inventor of a little instrument which is speedometer, cyclometer, and bell combined. Here's how he works it: Set the dial at the desired speed and increase your pace until the bell rings, which will be the exact speed indicated on the dial. A mute works automatically with the bell, so that when you are scorching it is muffled, but when going slowly is clear and rings like any alarm bell. The cyclometer, which is inside the speedometer wheel, is dust and waterproof, and easily read from the saddle. It registers up to 1,000 miles and repeats indefinitely. The whole combination weighs but seven ounces and is fastened to the right fork. It will fit any wheel, is adjustable to any length head, and being aluminum is free from rust.

J. R. Werner, of A. M. Scheffey & Co., New York, is in Chicago. He has done a splendid business so far on his western trip.

541,811

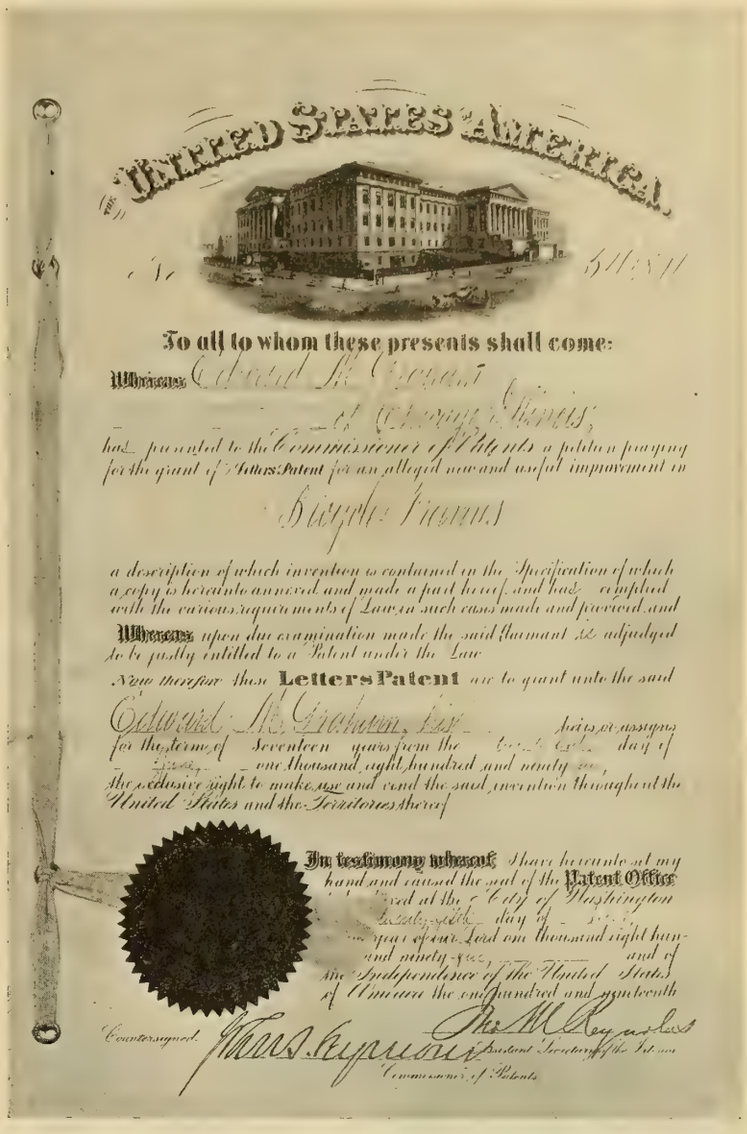
That's the number of the patent owned and controlled by us, and under which we make

The Original Truss Frame

The America you will always recognize as the one ***protected by U. S. patents*** by



This Name= Plate.



Fac-simile of patent 541,811, owned and controlled by us.

A smooth line of wheels for a smooth line of agents. Are you in the fold? And if not, why not? Can't we send you a catalog telling you "all about it."

International Mfg. Co.,

196 S. Clinton St., Chicago, Ill.

NEW YORK TRADE NEWS.

NEW YORK, Oct. 10.—The principal topic of discussion in trade circles during the past week has been the injunction proceedings that have been served on the Newton Rubber Works by the Palmer Tire Co. When the news first reached New York, Mr. Straus was not in town, but returned later in the week and was seen by a BEARINGS' man. Touching on the subject, Mr. Straus was not inclined to pay much attention to the matter, as he was not of the opinion that the matter would amount to much. He was of the opinion that the injunction would be dissolved without any trouble, as, in his opinion, the patents under which Palmer is working would not stand a test of the courts. Even if they would, he failed to see any cause for action on Palmer's part, as he claims the Straus tire does not infringe on Palmer's claims. It is the general opinion that this is not the end of the tire fight by any means, and it is said that there will be a number of concerns mixed up in a damage case in the next few weeks.

A New Name-plate.

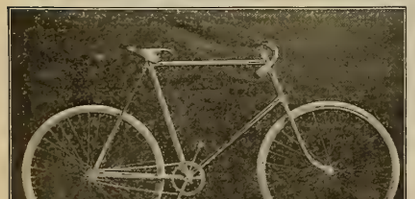
The Whitehead & Hoag Co., of Newark, N. J., is on the market with something that will interest pretty nearly every man who is making a wheel. This progressive firm has been in the business of making badges and ornaments for a number of years, and during the past year many of the handsome badges that have been seen on the racing circuit have come from its factory. It is now ready to offer something in a name-plate that will not fail to attract the attention of any manufacturer looking for something distinctive. This new idea will not interfere with the regular name-plate concerns as this is to be in the nature of an improvement rather than a radical departure from the past styles. The new name-plate will consist of a metal frame in which will be a design lithographed on celluloid. It is done in such a manner that the colors are solid and no amount of scraping can remove or in any way affect them. The name-plate when finished stands out in a very distinct manner and can of course be made as intricate or plain as may be desired. There is also no limit to the coloring. A number of the wide-awake factories are already figuring on this style of name-plate, and it looks as though it would only have to be shown to command a ready sale.

Post Selling Cyclometers.

Davy Post has been in the city for the past few days, and when not engaged in giving lessons in the art of playing billiards, at which Mr. Post is a past master, has been taking orders for thousands of the little cyclometer for which he has the sale. The article in question weighs but an ounce and registers 1,000 miles and repeats. The mechanism is as near perfect as it is possible to be made, and so arranged that a skip or mistake of any kind is impossible.

The Windle.

A model of the Windle wheel has reached New York, and its appearance goes far to explain the wonderful times that have been made on it of late by the man whose name it bears, and who also designed it. Windle will continue his record trials up to five miles at least and possibly further. At present the question seems to hinge on the impossibility of getting fast enough pacing, as the hero of so many record feats seems to be riding as fast as he can get anything to show the way. In some of his recent trials the pacing was followed with such ease that one wonders just how fast Windle can ride.



The Windle.

L. H. Elmer, a well-known salesman who has been in the past associated with Pomeroy, of Hartford, will in the future look after the interests of the Stormer bicycles in the east, a position that will keep him busy, as this wheel is meeting with a sale that its merits demand.

BIG YEAR FOR CALIFORNIA.

SAN FRANCISCO, CAL., Nov. 6.—The prospects for a big year in cycling look brighter every day, and the manufacturers not already represented on this coast are hastening to place agencies for their products. Wheels that have as yet to be made are represented in this city, so great is the rush to place agencies.

"Crimson Rim" Knippenberg has been in this city for some time past looking for a hustling agent, and has hit upon Clarence Martling, formerly Columbia agent in Oakland, as the right man in the right place. Martling will open up a large saleroom on Post Street, probably in the same block with the Columbia and Stearns stores. He has made Charley Wells manager of the Oakland branch, and will boom his wheel in every legitimate way. He has decided to send for the Syracuse quad and several tandems, so it looks as if he intended to have a team of racing men on the path. A carload of wheels has been ordered for a starter.

Hooker & Co., the coast agents for the Barnes, have secured the services of Wilbur F. Knapp, who has been with the Victor people in this city for many years. Knapp will travel throughout the state in the interests of the White Flyer, which, by the way, is a name that will stick to Knapp for a long time, his initials being W. F.

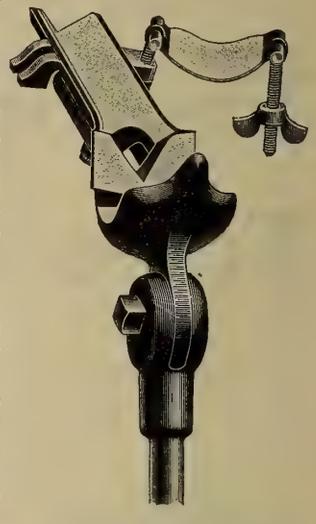
The Columbia branch house in this city anticipates a big year in '96 and is preparing to get its share of the trade with the old reliable. A branch house is being built out near the park and will be utilized as a riding school, assembling room, and renting agency. It expects to capture most of the park renting trade with the blue rimmed beauties.

George N. Pierce, of Buffalo, is looking for an agent that will push his make of wheel in this state.

Thomas H. B. Varney has been preparing for next year's trade in Ramblers for some time past, and is now about ready to put his travelers, C. C. Hopkins and Henry Murgotten, on the road with next year's models. He is preparing to move into one of the largest cycleries on the coast and has taken Walter Foster and Allan Jones from the path to look after his interests. Foster is now general manager of the concern. Dick Alyward, who has trained the Rambler team for two years, is still with the house, and, as he is an able workman besides being a trainer of ability, it is likely that he will stay with Mr. Varney for some time to come.

HAS A GOOD GRIP.

The Bridgeport Gun Implement Co. will be in evidence at the shows The well-known Brooklyn bicycle stand is in great demand among the manufacturers and dealers, and it is safe to say that a goodly number of them will be used for exhibition purposes at the shows. The new style stand will allow the same stand to be used for either men's or women's wheels. The clamp on the head can also be adjusted so as to fit any style or size of tubing, it having threaded screws on both sides, which will allow the user to get proper adjustment.



Changed Its Name.

The Morse Spring Co., of Trumansburg, N. Y., makes the following announcement: "Our roller joint bicycle chain having become a very important branch of our manufacture, we feel that our present name is a misnomer. We therefore take this occasion to change the title of our firm to the more comprehensive name of Morse Mfg. Co. The personnel of the firm remains the same as before."

CREAM CITY TRADE NEWS.

MILWAUKEE, WIS., Nov. 8.—The D. D. Warner Bicycle Co., at Madison, is not yet in full operation. All the machinery of the firm has been placed in position, however, and the plant is one of the finest in the northwest. The shops are well adapted for a cycle plant. The machine shop is 40x120, and an annex of 20x40 feet, two stories high, has been built and is used as a carpenter shop and assembling room. There is another building beside these, 40x60 feet, which contains the enameling room, three ovens, brazing, nickel-plating, polishing, and boiler rooms, as well as a wash room and lockers for the men. The firm expects to turn out about 5,000 wheels for next year. D. D. Warner, who is now on his way to the Pacific coast, is manager of the firm. He started in business at Bloomington, Ill., eight years ago. He moved to Madison, still retaining the agency, and to this line added the Andrae, Crawford, and Crescent wheels. Manager Warner is an old member of the League, and has been local consul for years, and is now official handicapper. B. W. Park, the vice-president of the company, is one of the popular and old-time members of the League, having been unanimously re-elected vice-consul of the Wisconsin Division at the last election.

FRED HAZLETON.

In Fred Hazleton, of Syracuse, the Eclipse Bicycle Co., of Elmira, N. Y., has secured a most valuable man. For several years Hazleton has been prominently connected with cycling. He was one of the promoters and organizers of the Syracuse Athletic Association and a national representative of the New York Division. His name is a most familiar one in New York state and he can count his friends by the hundreds. Hazleton will have charge of the entire New York state, Pennsylvania, and Michigan.



FRED HAZLETON.

Lee Richardson's New Position.

Lee Richardson, the Monarch Cycle Co.'s well-known trick rider, has just returned to Chicago from the western racing circuit, where he gave exhibitions of fancy riding, using the Brown-Lipe changeable gear. Mr. Richardson has accepted a position with the Brown-Lipe Gear Co. to act as general agent. Hereafter, in addition to representing the Monarch wheel, he will solicit orders for Bi-Gears.



ONCE MORE TO THE FRONT

C. M. Murphy, mounted on a 22-pound Humber, wins the 5-mile national championship at San Jose, Cal. Saturday, November 9.

In the last quarter of a century nearly all the world's most famous cycling stars have been enthusiastic riders of

HUMBER CYCLES.

Stellar celebrities in 1895.

Huret, Murphy, Eaton, Riviere, Earle, Silvie, Shorland, Berlo, McCurdy, Banker, Starbuck, Cutter, Wheeler, Saunders, Kluge.

They all ride Humbers.

Humber agencies mean reputation, profit, satisfaction.

HUMBER & CO., AMERICA, LTD., WESTBORO, MASS.

Chicago Cycle Exhibit, January 4 to 11, 1896, Stands 160, 161, 182, 183.
New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms: { 318 Broadway, 5th Ave. and 42d St.

Mention The Bearings.

TOLEDO TRADE NOTES.

A Big Budget of Interesting Items About the Manufacturers—A New Company Formed—Yost Riding School Opened.

TOLEDO, OHIO, Nov. 12.—Toledo is to have another cycle manufacturing company. It is to be known as the Maumee Cycle Co., and was incorporated at Columbus last week with a capital stock of $50,000. The incorporators are Joseph L. Yost, Frank J. Cheney, Frank M. Joquet, B. F. Huber, A. B. Tillinghost, and J. A. Black. The projectors met late last week and elected J. L. Yost, president; F. J. Cheney, vice-president, and F. M. Joquet, secretary-treasurer. The new concern will make medium-grade wheels, and although making no promises as to output, the promoters say it will not fall short of 5,000 machines the first year. The wheel they make will be known as the Volant, and will be turned over to the wholesale and retail trade exclusively. The first year's output has been practically bought up, and as all tubing and other necessary material has been contracted for, and the machinery ordered, the next move is

To Equip and Run the Factory.

A building 50x100 feet, two stories high, will probably soon be built near Auburndale, and the new company expects to get in running order by the middle of December.

The exact style of wheel to be made has not been given out, and the builders are satisfied to say they will build a machine adapted to the requirements of those who have no $100 notes to trade for steel steeds. The reliability of the company will be unquestioned with such men as J. L. Yost, F. J. Cheney, and Frank Joquet at the head. John Black is an experienced bicycle salesman, and the two other men are of sterling qualities, though they are in the firm more as investors than as workers, and although the capital stock is $50,000, any amount needed is available.

Yost Riding School and Store.

The retail-store, riding school and down town office of the Yost Mfg Co. was opened on Adams Street last Saturday. The place was open to the press and a few especially interested parties at 10 o'clock in the forenoon and in the afternoon the public was entertained. They thronged the place until late in the evening, even though it was a rainy day that might be expected to keep people at home. The store is one of the handsomest in the city. The show window is resplendent with an attractive Falcon sign, and a full line of wheels, the monotony being broken by chrysanthemums. The riding school is on the second floor. It is 60x100 feet in size, and is one of the best in the state. Al. K. Hoff is manager of the store, and he is assisted by a son of Mr. Yost. Hoff is an old-time traveling salesman, well well known in and around the city. The Yost Mfg. Co. will make a strong bid for local favor this season.

Working for the League Meet.

The Toledo National Meet Association meets regularly every Wednesday night, and transacts the routine business. The meetings are well attended generally, and discussions and plans are plentiful. Mr. Yost says that while he was in the west he heard many encouraging words for Toledo. J. E. Gunckel was present at the last meeting, and on behalf of the Railway Passenger Association assured the co-operation of that body with the meet association whenever desired.

The Toledo Tube Co. has machinery in place for making 1,000 feet of brazed tubing per day. R. W. Smith, the inventor and head pusher, is waiting now for a competent brazer. The other work, however, is progressing rapidly. A representative of the Demler (Pa.) Steel Works, was here last week to see if the special grade of steel that company is furnishing Smith with was up to standard.

Turning Out Tubing.

There is rumor of still another tube mill in Toledo, started, no doubt, by Mr. Snell's embarkation for the other shore of the big pond. Snell knows what he wants when he goes to Europe, and whether the world knows it or not he doesn't care a bit.

Secretary Robison, of the Toledo Machine & Tool Co., reports that his company is turning out 3,000 feet of Sam Snell's patent tubing per day. The company has moved its brazing, blacksmithing, and forging departments into the addition, and everything is running smoothly.

President George H. Fisher, of the Gendron Wheel Co., says all his salesmen are out and are sending in orders for from 50 to 150 wheels with clock-like regularity. The bicycle department is running day and night. Five hundred '96 wheels are in stock, and many times that number will be ready when the season opens. Robert Lindmueller, a Cleveland, Ohio, rider who swears by the Gendron wheels, was at the factory Thursday in quest of a '96 racer.

Forerunners are Out.

Advance copies of the Yost and Lozier forerunners were shown THE BEARINGS' correspondent last week. The Falcon forerunner is done in blue and red and black, after a novel design by a French artist picked up by J. Y. Yost while abroad. The Falcon catalogue, illustrated by the same artist, will follow soon. The Cleveland forerunner is done in brown and blue, and tells its story of swell specials in a crisp, breezy style.

C. J. Moore, with the Lozier factory at Toledo, is in Toronto, Can., inspecting the Lozier plant in that city. An addition has just been com-

pleted, and the factory is running night and day. Moore expects to go to Thompsonville, Conn., before returning, to visit the factory there.

H. A Paul, with the Lozier Mfg. Co., at Cleveland, was in the city a few hours last week. He makes flying trips when he moves away from Cleveland.

Gus Raynor, with H. A. Lozier & Co., stated to THE BEARINGS' representative that the foreign trade of the company amounted to about $20,000 last year.

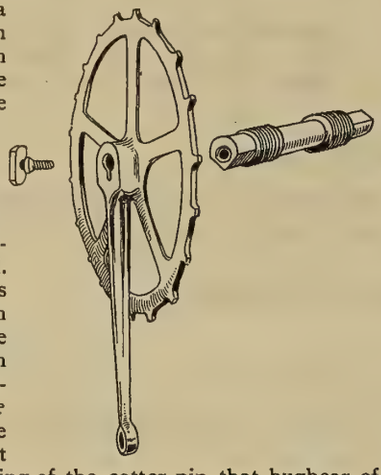
Establish Foreign Agencies.

Samuel Snell sailed Saturday for England, on the "Lucania." He will be gone several weeks, and will establish foreign agencies for the Snell Cycle Fittings Co. It is also rumored that Toledo tube interests will be livelier on his return.

Superintendent Burwell, of the Lozier company, has patented a new bearing for Cleveland wheels, the mechanical secrets of which are not yet made public.

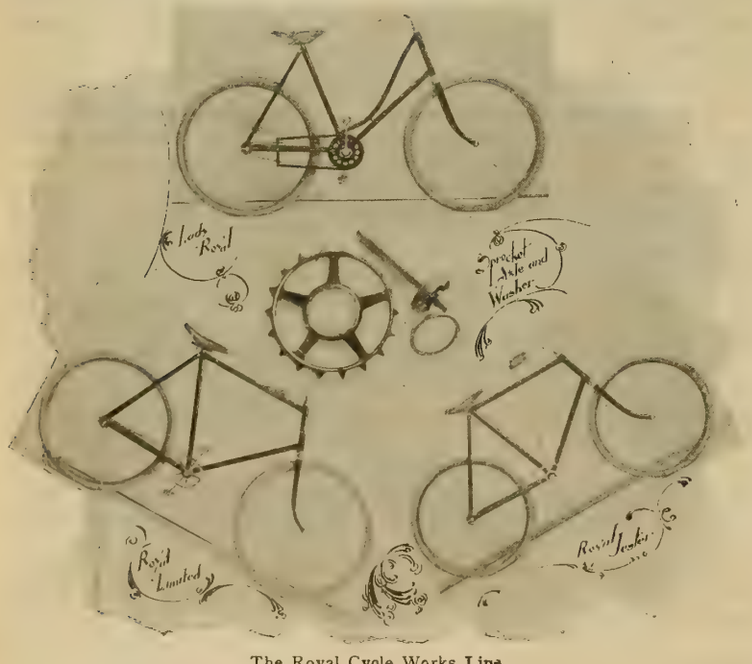
THE CZAR DETACHABLE CRANK.

The Czar detachable crank device, invented by A. C. Field, of which we spoke two weeks ago, is exciting a good deal of favorable comment from those who have examined it. In operation it is exceedingly simple, the end of the shaft being cut half square half round, and bored to receive the bolt which fastens the crank. The crank head is bored to correspond with the shape of the shaft-end, but the bore does not extend entirely through the head, leaving about one-eighth of an inch of metal unpierced. Through this a pear-shaped hole is machined, the larger lobe of which admits the shoulder on the bolt. The crank is then attached by screwing in the bolt, and is removed by unscrewing the shoulder, engaging the inside of the crank-head, and drawing the crank with every turn of the bolt. It is a neat and effective way of disposing of the cotter-pin, that bugbear of cyclists.



THE PALMER-STRAUS CASE.

The Palmer Pneumatic Tire Co. brought three suits against the Newton Rubber Works in West Virginia on November 2, alleging that the Straus tire infringes the Palmer patents of January 10, 1893, March 7, 1893, and January 22, 1895. The court ordered the bills to be filed and issued a restraining order on the defendant enjoining it from infringing the patents until further order of court, and set November 29 for the hearing of both parties on the motion for an injunction pending the suits. On November 11 the Newton Rubber Works, through their attorneys, applied to the court to set aside the restraining order, and to make no order in the case at present. The court granted the request to set aside the restraining order on condition that the Newton Rubber Works give the Palmer company an indemnifying bond for $10,000. Until the bond is filed the restraining order will stand. The hearing is changed to December 3, at Wheeling, W. Va.



The Royal Cycle Works Line

SANDOW'S DEVELOPER.

This machine was invented by Eugene Sandow ("The Strong Man") for his own use, and it is claimed by him to be superior to any other apparatus. While Sandow is well known as probably the strongest man in the world today, it is not as generally appreciated that his particular ambition has been to fully develop every muscle in the body. From this standpoint he is certainly a marvel, and the machine with which he accomplished



this result is worthy of more than passing notice. Sandow is without a doubt the world's greatest athlete, and is probably the cleanest man, speaking colloquially, in the profession.

The Independent Electric Co., 3901 Stewart Avenue, Chicago, with a New York office at 853 Broadway, is the sole manufacturer of Sandow's developer, and also of the Whitely exerciser, which should be of great advantage to bicycle riders to keep in training at home during the winter. In these apparatuses the only part liable to wear may be replaced at very small cost. No clubhouse should be without one or both of these machines, as they are doing much to encourage athletics of the most healthy kind.

AN EVERLASTING ENAMEL.

The Grace Varnish Co., located at 119 to 127 Larrabee Street, Chicago, is manufacturing a new preparation called "Marine Bicycle Enamel," which has a brilliant luster, can be furnished in any color desired, and is almost indestructible. It is claimed to be the hardest enamel in the world. THE BEARINGS' representative witnessed some very severe tests of the extreme toughness of this preparation. They consisted in pounding with a hammer, as hard as it was possible to strike it, a piece of tubing enameled with the new marine bicycle enamel, the result being that the tubing was dented but the finish remained uninjured, not even the slightest crack being visible at the indentation.

The same company also manufactures a marine varish for wood rims which affords remarkable protection from the action of the elements and of water. The Grace Varnish Co. bears an enviable reputation as handlers of all goods of this nature, its bathtub enamels, and floor and spar varnishes being well known to the trade.

"Monon Flyer" to Atlanta and the South.

The Monon Route has put on a new fast train for Atlanta and the south. The train leaves Chicago at 10:15 a. m., arrives at Louisville at 7:39 p. m., Nashville at 2:15 a. m., Chattanooga at 7:10 a. m., Atlanta at 11:15 a. m., making the run from Chicago to Atlanta in twenty-five hours. Returning, the train will leave Atlanta at 3:00 p. m., Chattanooga at 8:00 p. m., Nashville 1:10 a. m., Louisville 7:36 a. m., arriving in Chicago 5:30 p. m.

This train is equipped with elegant coaches, parlor car and dining car, Chicago to Louisville, and connects in Union Depot with L. & N. train running through to Nashville, Chattanooga, and Atlanta and the south.—ADV.

Wants to Sell Cheap Wheels.

Any manufacturer who has a line of cheap wheels he wants sold on commission, please address, OLD EXPERIENCE, care "The Bearings," with photographs of wheels, prices, and commission willing to pay.

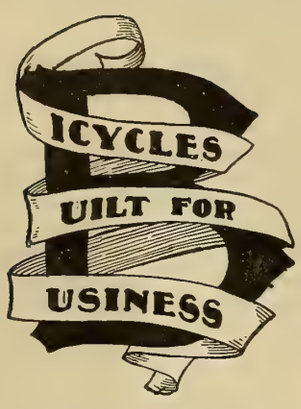
A Position for Somebody.

A man under thirty-five years of age, whose writing will look well on ruled sheets, and who is familiar with bicycle records, is wanted at a fair salary by a well-known Chicago firm. Must live in Chicago. Apply quickly. Address, RECORD, care this journal.



Straight Prices on New Clippers

"To give the dealer exactly what you agree to give, exactly what he has a reason to expect from the way you present your case, and give it to him at your regular terms and prices, is straight dealing—honest work. The maker whose prices are flexible and adjustable, according to the shrewdness of the buyer, bargains away his bicycles to jobbers and others, and is discriminating against one dealer in favor of another. He has no faith in his goods, no serious confidence in their value to the dealer. He is not honest with himself, and a man who is not honest with himself might now and then 'slip a cog' in his dealings with other men." —Frank A. Munsey's Magazine doctrine applied to bicycle making and selling.



Mr. dealer, if you buy **New Clippers,** you get "straight dealing," "straight prices" and "straight goods." You will pay honest prices, honest profits for honest bicycles. You will not be discriminated against in favor of a jobber or middle man, you will not pay for unnecessary expenses in selling or advertising, or lost accounts. Write us. We **might** interest you. Our $75.00 Business Clipper is way ahead of anything yet offered.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Mention The Bearings.

THE SEASON'S TRIUMPH

TRIUMPH WHEELS

$85—At last—a high-grade wheel for—**$85.**
For beauty of finish, durability, and practical all 'round value, we guarantee it the BEST BUY in the world's cycle market today.
Descriptive circular mailed on request.
GOOD Agents write for GOOD Terms.

$85

THE PEERLESS MANUFACTURING CO.,

MAKERS OF PEERLESS AND TRIUMPH BICYCLES. CLEVELAND, OHIO.

Mention The Bearings

BUILT TO BURN



A BICYCLE LAMP

FOR

BICYCLE RIDERS

Light, Neat, Effective

It burns 8 Hours and will not jar out

Full Nickel and Jeweled Side Lights, Price $3.

THE ALADDIN LAMP CO.

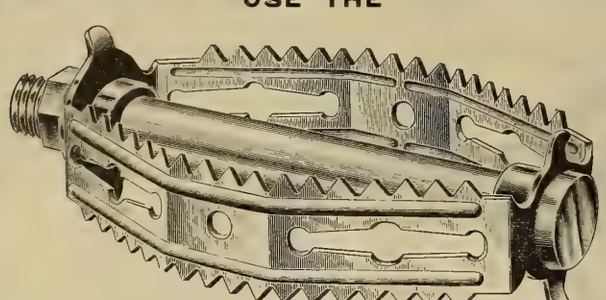
120 Market Street, NEWARK, N. J.

YOU NEED IT IN YOUR BUSINESS

Mention The Bearings

FOR '96

USE THE



Diamond Pedal

ABSOLUTELY DUSTPROOF
PERFECT ADJUSTMENT
NON-BREAKABLE
EVERLASTING
FITS THE FOOT.

GET OUR PRICES BEFORE CONTRACTING.

DIAMOND PEDAL CO.

48-52 N. CLINTON ST., CHICAGO.

Mention The Bearings

HOFFMAN COMPANY'S NEW FACTORY.

The Hoffman Bicycle Co. has moved into its new factory at the corner of Marquette and Lake streets, Cleveland, Ohio. The building is much larger than was at first contemplated. It is 250 feet long, 45 feet wide, and three stories in height. In addition to this there are annealing rooms and an engine room, built separately. The capacity is about twice as great as



the old factory, and the company expects to turn out 6,000 wheels for next season's trade. There is also sufficient ground space to enlarge the works at any time.

The first floor of the structure is used as a machine shop, and the company will manufacture all its own small tools. Much of the machinery in this department works automatically. The bar stock is fed into the machines and it comes out in finished parts of bicycles. The second floor contains the assembling department, where the wheels are put together; the stock room, buffing room, polishing room, and plating room. The storage room for finished product and the finishing department are on the third floor. Manager Hoffman says as soon as everything is in ruuning order the working force will be increased from 125 to 250 men.

WON ON A WARWICK.

This handsome young lady is Miss Myrtle M. Snow, of Minneapolis. At the state fair, September 9, she won the first prize (a $35 ladies' cos-



tume) for being the most graceful and scientific lady cyclist. Miss Snow rode a high-frame Warwick, Model 22, and it is more than probable that the handsome appearance of the wheel aided the young lady in capturing the prize.

The Wheelman's Watch.

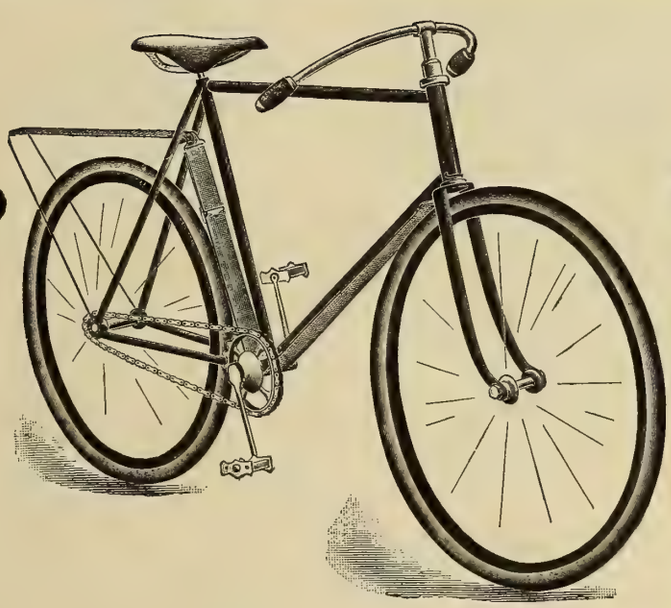
It should be ***accurate,*** that he may have peace of mind; it should be ***strong,*** that it may be none the worse for bumps and jars; it should be ***handsome,*** that it meet his sense of beauty and fitness; it should be ***low-priced,*** that he need not fear financial wreck in the sad moment when he ricochets in a country-road rut or suffers side-slip on wet city asphalt. The Watch Company which met the cyclists' want for an accurate and strong ***distance*** recorder, in the **"Standard" Cyclometer,** provides the fit thing for his ***time*** recorder, in **The New York Standard Watch.** See them at the jewelry stores.

The New York Standard Watch Co.

Mention The Bearings.

Bellis CYCLES

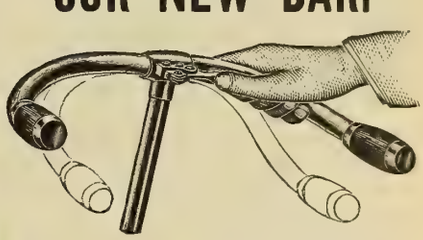
HIGH-GRADE ONLY.



1896 MODEL C

LIST, $100. WEIGHT, 22 POUNDS.

OUR NEW BAR.



Adjust your bar without dismounting.

WE WANT AGENTS IN ILLINOIS, KENTUCKY, TENNESSEE, NEBRASKA, KANSAS AND MINNESOTA TO WRITE FOR PRICES.

CATALOGUE NOW READY.



Barrel Pattern—showing our new oiling device in the Ball Cup.

BELLIS CYCLE CO. INDIANAPOLIS, IND

KOLAKO. KOLAKO.

Vain Regrets

Never come to the man who buys *Kolako*. It proves its worth with every day's use because it sustains the strength and prevents exhaustion, is perfectly harmless, and produces no habit. It is a *Kola compound* in tablet form, used and indorsed by the leading cyclists, athletes, and sportsmen in England and America. *Sample box, postpaid, 50 cents.*

All bicycle dealers and druggists should keep this for sale. One box sells twelve others.

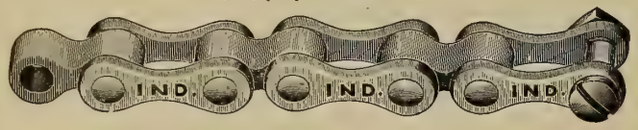
Forbes & Co., Ltd., 1318 Monadnock Bldg., Chicago.

London. New York. Philadelphia.

Mention The Bearings

CYCLE CHAINS

Highest Grade.



Strong. Accurate. Best Made.

INDIANA CHAIN CO.,

30-32-34 W. South St., Indianapolis, Ind.
M. & M. W. Co., Western Agents.

Mention Th Bearings

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distres ing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House **is Headquarters for all Wheelmen....**

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

A NEW M. & W. ADVERTISING SCHEME.

Morgan & Wright have long been noted for their unique and refined methods of advertising. Where a scheme seemed good, and had the saving virtue of being dignified, this firm has never let expense stand in the way of its adoption. For a long time past the firm has had a number of men on the road whom they designated as "missionaries," whose business was not to sell goods, but to educate and instruct dealers and riders in the merits of the M. & W. tires. These men have done a vast deal toward increasing the popularity of "good tires."

It has now been decided to get these missionaries together and to make a vigorous campaign with the united force in the principal cities in the United States. To this end the magnificent Wagner palace car, "The Wanderer", has been chartered and in it will travel the ten missionaries, under the charge of R. C. Lennie, who has returned from the Pacific coast to look after the trip. Lennie is designated as the captain of the expedition, with C. B. Tullis, as first lieutenant, and William H. Nash as second lieutenant.

The party will leave in the special car via the Michigan Central Railroad on the evening of November 18, and will make their first stop at Detroit. Other stops will be made at Toledo, Cleveland, Buffalo, Rochester, Syracuse, Albany, Boston, Providence, Hartford, New Haven, New York, Altoona, Pittsburg, Columbus, Indianapolis, Cincinnati, Louisville, St. Louis, Kansas City, Leavenworth, St. Joe, Omaha, Sioux City, Minneapolis, St. Paul, Duluth, and Winona, arriving in Chicago the day before Christmas. The party will stay in the Windy City until after the Chicago Cycle show, and will then go in the special car to the New York show.

On board the car will be a stenographer, while the party will be preceded by a press agent who will see that the newspapers are informed of the trip, and that it will be given prominence in the papers' reading and advertising columns. Where the party stays in a city over night open house will be kept in "The Wanderer," and dealers and riders will be welcomed to it.

THE NAME IS DEFENDER.

Finished in marine blue, with a single gold stripe adding to its beauty, the Defender, made by the Defender Cycle Works, 84-88 Illinois Street, Chicago, is certainly as handsome a wheel as has been put on the market this winter. The wheel weighs 22 pounds, and is made in four different heights of frame. Outside joints are used, and all bearings turned from tool steel. Large tubing, a combination sprocket and crank, and five-inch tread are other features. The ladies' wheel has the same improvements, and weighs from 23 to 24 pounds. The Defender lists at $85. Wheels are now ready for delivery. I. J. Wightman, general manager and superintendent, was with Parkhurst & Wilkinson for ten years, but this year decided to go in for himself. He has a good-sized factory occupying 1,000 square feet.



I. J. WIGHTMAN.

A LIBERTY DEAL.

The Liberty Cycle Co., of New York, has consummated a deal whereby the Wheeler & Wilson Mfg. Co., the large sewing machine manufacturing concern at Bridgeport, Conn., will handle the Liberty cycles throughout the entire west, south west, and south east, and will appoint bicycle agents in connection with its already extensive line of sewing machine agencies. These sections will be covered by the Wheeler & Wilson Mfg. Co., from its western branch in Chicago, that is to say the western and south western territory, while the south eastern territory will be covered by the southern branch located at Atlanta, Ga.

This arrangement will place at the disposal of the Liberty Cycle Co., a list of some 2,500 established and responsible agents throughout the country, besides the foreign representation which will accrue by the handling of this wheel by the foreign agents for the sewing machine. An ample stock will be carried in both cities, Chicago and Atlanta, to meet the requirements of the trade in the territories covered by these points, and a large number of men will be placed on the road from each city to cover the territory assigned to that section.

The New York office of the Liberty Cycle Co., which is the main office of the concern, will continue to handle the eastern, New England and middle states, under the supervision of J. S. Bretz, the general superintendent of agencies, and will have six men on the road. The '96 model Libertys have been in the hands of the Liberty travelers for the past six weeks, and have met with a most gratifying reception wherever shown. Indications point to a large volume of business in Libertys for '96. The output will be about 20,000 machines, and with the excellent representation this wheel will receive under the new arrangement, combined with the efficient and extensive line of agencies which has been on the books of the company for the past many years will be one of the best represented wheels on the market. This arrangement will in no way affect the agents already appointed by the Liberty Cycle Co.

PATEE LEAVES THE INDIANA COMPANY.

It will doubtless come in the nature of a surprise to many to learn that Fred Patee has resigned from the Indiana Bicycle Co. He writes THE BEARINGS that he will continue in the bicycle business and that before long he will be at the head of a manufacturing concern with a paid in capital of $200,000. The personnel of the new company will include some well known people already in the trade and all will be strictly "high-grade" people. Mr. Patee is one of the oldest men in the bicycle trade today and has an experience that will prove invaluable to any concern, particularly a manufacturing concern. The new company, unlike many that have started and are starting in the bicycle business, will not have a debatable future before it.



FRED PATEE.

Sustain Loss by Fire.

A fire in the four-story brick building at 177 to 181 Division Street, Chicago, burned out four clothing concerns and the Munson Typewriter & Bicycle Exchange. The fire broke out with an explosion on the third floor. There was only one man in the building at the time, and the structure soon filled with smoke. It was only partially destroyed, the loss on building and stock being estimated at about $50,000. Of this amount the Munson Typewriter & Bicycle Exchange sustained a loss of about $10,000 on machinery and their stock of typewriters and bicycles.

TRADE NOTES.

The Spalding-Bidwell Co.'s new store at 29-33 W. 42d Street, New York, was opened to the public last Wednesday.

Harry T. Dekker, formerly with the Liberty Cycle Co., has closed with the Remington Arms Co., and will represent it in the west.

Rohr & Bagley, large commission merchants in San Francisco, have gone into the bicycle business and have taken the California agency for the El Dorado.

The Ames Mfg. Co., of Chicopee, Mass., is one of the first to issue its '96 catalogue. The advance copies just received have a handsomely embossed pink cover. The Ames announces the Brown-Lipe changeable gear as an extra for the coming season. The "Bi-Gear" seems to be catching on.

The Davis Sewing Machine Co. has closed with J. & J. Taylor (the Toronto Safe Works), of Toronto, Ont., for the exclusive sale and control of the Dayton in the Dominion of Canada.

E. C. Potter is making a trip on the Pacific coast and through Texas and the southern states for George N. Pierce & Co., of Buffalo. He reports that he is doing a splendid business.

The Mackie-Lovejoy Mfg. Co., of Chicago, has issued "a little volume to explain the construction of the Mackjoy hub and illustrate its special features." The pamphlet is gotten up in neat style and is well worth perusal.

E. C. Bode has just returned from a trip to the Pacific coast for Arnold, Schwinn & Co. He did not take a sample wheel with him and did not even have photographs of the machine, yet he sold 1,450 wheels on bona-fide orders.

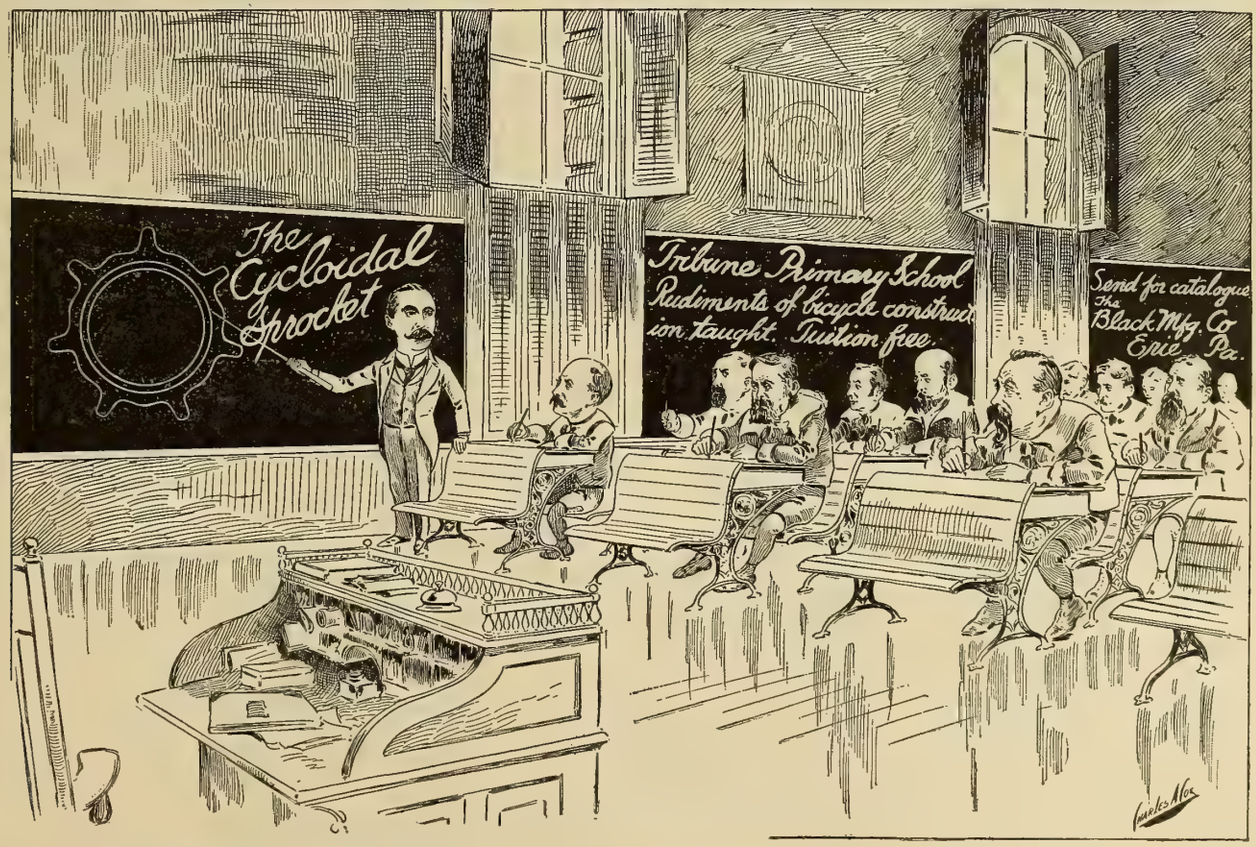
The Iver Johnson Arms & Cycle Works, of Fitchburg, Mass., recently sold ten of their '96 machines to the Norwegian government for the use of government employes. The machines were finished in blood red, the country's color.

The Palmer Tire Co. writes that A. A. Hansen used Palmer tires when he broke the American 24-hour road record. Hansen did not break track records in his attempt as stated last week, those figures being held by Louis Gimm, on a Peerless.

In the description of the Nies tire clamp THE BEARINGS said that two or three balls are used. No balls are necessary, a handkerchief answering all purposes. One ball is provided with each pair of clamps and is placed directly beneath the tear or puncture.

The Simmons Hardware Co., of St. Louis, will make the Iver Johnson cycle one of its leaders for next year, Fred I. Johnson having closed a contract with the company for 2,000 Iver Johnson cycles on his recent western trip. This company will act as western distributing company for the Iver Johnson Arms & Cycle Works.

The Gendron Wheel Co., of Toledo, is sending to its agents sample cones as pocket pieces, to use in demonstrating the necessity of grinding cones and the cups of all bearings from their thread, whether they are cut out by hand or automatic machine. The sample, being only half ground, shows the imperfections of the cone after hardening, and is quite an object lesson to dealers, illustrating, as it does, the extreme care taken in the manufacture of Gendron bicycles.



Black Mfg. Co., = = = Erie, Pa.

Stolen Bicycles!

ARE EASILY RECOVERED WHEN INSURED IN THE

American Wheelmen's Protective Association.

The large number of bicycles that are stolen daily in all cycling communities, the difficulties encountered in recovering same, and the comparatively small numbers of arrests of the thieves, made it necessary that owners of bicycles should be protected against loss, therefore the organization of the American Wheelmen's Protective Association.

The purpose of this association is to register bicycles; if stolen, to return same to owners, and to protect members from loss by furnishing a new duplicate bicycle while they are looking for the one stolen, and to secure the apprehension and conviction of the thief.

WHAT THEY DO FOR MEMBERS.

First. Upon receipt of application and $2.00 registration fee, and first year's annual dues, they will register the name and address of the owner and record the number of his or her bicycle on their books, issue contract protecting the bicycle for one year, making the total cost for one year $2.00.

Second. To offer a liberal reward and use every available means to recover and return a stolen bicycle.

Third. That while they are searching for a **member's** stolen bicycle, they will loan, **free of charge,** a **new, exact duplicate** of the lost bicycle, to remain in his or her possession until the stolen bicycle is restored in **good condition,** and that if the lost wheel is not recovered until after the expiration of **thirty days** from the date of theft, the member may either keep the new loaned bicycle or take back the recovered bicycle, at his or her option.

Fourth. To furnish free with each contract a **tag of identification,** to be affixed and maintained on every registered bicycle during continuance of our contract.

IF A BICYCLE IS STOLEN.

The accommodation, protection, and security afforded by the American Wheelmen's Protective Association must be apparent to every rider. The reward offered makes every one but the thief zealous in rendering every assistance for the recovery of stolen bicycles.

Subscription, One Year, $2.00.



Subscription, One Year, $2.00.

COMBINATION OFFER

For a limited time the following exceptional offer will be made:

One Year's Subscription to "The Bearings," - - - - - - - - - - - - -	$2.00
Application and Registration Fees in the American Wheelmen's Protective Association, - -	2.00
	$4.00

All for $3.00

Take advantage of this offer while it is open. It will not be open long. Fill out the following blank and mail with $3.00 in Chicago or New York Exchange.

The Bearings Publishing Co.
46-48 Van Buren St., Chicago.

_____ 1895

Gentlemen: Inclosed please find $3.00 for one year's subscription to "The Bearings," and the following

APPLICATION TO THE AMERICAN WHEELMEN'S PROTECTIVE ASSOCIATION, CHICAGO, ILL.

I hereby certify that I am the owner of Wheel No._____ Make_____
Pattern_____ Condition_____
From whom purchased_____ Date_____ 189
and I hereby apply to **The American Wheelmen's Protective Association** for registration of said Wheel, agreeing to comply with all the conditions of contract to be issued upon this application.

Color Enamel_____ Gear_____
Tire_____ Rim_____
Pedal_____ Handle_____
Saddle_____ Weight_____
Name_____ City_____
No_____ Street_____

THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 17

CHICAGO, NOVEMBER 21, 1895.

SPALDING'S BIG SCHEME.

He Wants to Get Control of Cycle Racing in This Country—How he is Laying the Wires—He Dips into League Politics.

In the early part of March last THE BEARINGS published, exclusively, an account of A. G. Spalding's plans in the cycle racing line. The information came from private sources, and when Spalding was interviewed on the matter he would not contradict the statement made by THE BEARINGS and neither would he admit any knowledge of the matter.

The plan as it was outlined at that time was not carried out but it was not abandoned, and it is an open secret that much of the news that has created sensations in the cycle papers during the last summer had its origin with those interested in the promotion of professional racing. It was found that the time was not quite at hand to invest money in professional racing, which has always had a black eye in this country, and it was decided to defer action until the time was ripe, and at the same time to

Enlarge the Scope

of the scheme. This enlargement contemplated nothing less than the control of all cycle racing.

This is a rather startling statement, but it is in accordance with the the facts.

When it was decided that the time was not ripe for taking hold of professional racing, no one could say with certainty what the reception of professional riders would be, in view of the fact that all professional riding in the past had savored of crookedness, and that the old-time fakirs had long since ceased to be drawing cards. It was necessary to test the matter.

Some one "knocked" John S. Johnson and he was thrown into the professional ranks. Sanger was made a professional, and Tyler voluntarily followed, at the request of his employers. Many other good and speedy Class B men followed, and

Professional Racing was Assured

in some form. Still there were no signs of activity on the part of the promoters of the cash prize league visible to the outside world.

Still there were many conferences between prominent Board of Trade men and such League officials as I. B. Potter and George D. Gideon. Gideon took a stand on the matter of professional racing, such as was never contemplated by the constitution of the League of American Wheelmen, which, from the day of its birth, has been the strongest adherent of amateurism that has been seen among the athletic bodies of the world. This was nothing more nor less than the sanctioning of professional race meets, and the control of professional riders.

The Cash Prize Crowd

were getting an inexpensive and thorough test of the manner in which the public would receive professional racing. The reception was satisfactory.

Now I. B. Potter has created a mild sensation by declaring that he does not believe that the L. A. W. should longer attempt to control cycle racing; mild, because no one has thought that under any circumstances the League would even consider the subject of giving up its control of racing. Still, unless well-laid plans miscarry, Potter will appear at the National Assembly at Baltimore with a well-prepared speech and a large bundle of proxies, all of which will be thrown in favor of the League's giving up control of racing in all its branches. Unless active steps are taken to block the plan it will undoubtedly go through. This is where the enlargement of the scope of the scheme comes in.

If the Scheme Goes Through

as it is planned, it will be necessary to find some man interested in the bicycle business and who has at the same time a thorough knowledge of racing. Such a man can be found in Howard E. Raymond, who has also been a party to more than one conference.

Let the League give up the control of racing and the National Board of Trade of Cycle Manufacturers, or its leading members, perhaps under a different name, will step into the breach and offer to assume the responsibility—and profits. The League will be shown an easy way out of the problem and will accept—perhaps.

It is doubtful if any one would be bold enough to argue against handing the control of racing over to such a representative body of men.

In view of all these facts it is not surprising to learn that A. G. Spalding has purchased 733 acres of land in the close proximity to Chicago. This land adjoins another tract of 170 acres that he already owns, making over 900 acres in all. The land is between the suburbs of Blue Island and Harvey and lies between 141st Street and 155th Street, west of Ashland Avenue, and on both sides of Western Avenue.

An electric road is in process of construction through the property and it is intersected by the Illinois Central, Grand Trunk, and Belt Line railroads. Within a year the tract will be improved with manufacturing plants, among which will be the bicycle factory of A. G. Spalding & Bros., now located at Chicopee Falls, Mass.

In addition to the manufacturing industries the tract will be improved by the building of a bicycle track that is intended to be by all odds the best in the world. The track will be a half-mile affair of cement almost 100 feet wide on the homestretch, 48 on the backstretch, and 76 feet on the turns.

In the facts that we have retailed lie Spalding's big scheme.

ZIMMERMAN'S AUSTRALIAN RECEPTION.

The arrival of the world's champion cyclist in Australia set all that continent agog, and the news, sporting, and cycling papers have been glowing with accounts of his grand reception ever since he landed. When he went from Adelaide to Melbourne he was met at the station by fully 3,000 people, who received the American as enthusiastically as John L. Sullivan was welcomed on his famous visit. A regular levee was held on the platform, where everybody crowded up to shake hands with Zimmerman, who was cheered again and again, and responded by raising from his head the straw hat which distinguished him from all the rest of the crowd. The champion was then conducted to the mayor's office in the town hall, where a handsome spread was laid out. He was heartily welcomed by the mayor on behalf of the people, and toasts were drank.

The Australian press is unanimous in its hearty commendation of Zimmerman's gentlemanly manners and modesty of bearing. Judging from the rather surprised comments of the papers, we have to infer that the Australians expected to find him anything but a respectable and honorable representative of the human race.

Zimmerman's first engagement on the path was at Adelaide, on the 26th of October, when he was defeated in a five-mile scratch race by J. W. Parsons, Australia's champion. After that he was billed to appear at Brisbane, and then at the Sydney Racing Carnival, on the 16th and 23d of November. Up to October 17 it had not been arranged as to whether or not he would compete in the Austral meeting.

The first heat of the great Austral wheel race comes off on the 30th of this month, and the final heat will be held December 7.

A cablegram dated November 13, received by T. A. Zimmerman, of Manasquan, N. J., says that Zimmerman won the mile championship of South Australia and the half-mile scratch race. It adds that the world's champion is unwell.

CENTURY ROAD CLUB AFFAIRS.

Bicycle clubs desirous of entering the competition for the club banner offered by the Century Road Club of America as a prize for the greatest number of centuries ridden during the calendar year are reminded that all claims must be in the hands of the road records committee by January 15, 1896. Any club is eligible to enter a claim, whether or not any of its members are also members of the Century Road Club; but the centuries claimed must have been ridden according to C. R. C. rules, and during period of actual membership in competing club. The rules are as follows:

Actual lapse of time allowed, sixteen hours. No century will be allowed which is ridden upon any course less than twenty miles in length. No century will be allowed where more than twenty miles of the whole (20 per cent of the whole) was ridden over paved city streets, boulevards, park roadways, or race tracks. The entire distance, 100 consecutive miles, must be covered awheel or afoot; no traveling by train will be allowed.

The claim should show the date of each century and by whom ridden, and should be signed by the president and secretary of the club and attested before a notary.

SEVENTY CLUBS IN LINE.

Philadelphia's Grand Cycle Parade—Fighting the Pennsylvania Railroad—League Will Continue to Control Racing.

PHILADELPHIA, PA., Nov. 17.—The much-talked-of bicycle parade, under the auspices of the Penn Wheelmen, of this city, was postponed from Thursday night on account of the inclement weather, but it is safe to say that when it came off Saturday it exceeded the expectations of the most sanguine, and will go down in local cycling history as being the largest and most elaborate ever held. Even the turn-out of a few years ago in honor of Mayor Stuart and the repaving of Broad Street with asphalt was cast in deep shadow.

Sixty or seventy bicycle clubs from this city; Wilmington, Del.; Chester, Pa.; Atlantic City, Camden, and Trenton, N. J., and other near-by cities and towns were represented. Two rows of bicycle police headed the procession, followed closely by the Mutual Band of Kensington, numbering twenty-five pieces. Then came the originators of the parade, the Penn Wheelmen. In the front ranks of the club, supported by four bicycles ridden by Indian chiefs in full war-paint and feathers, was a vast float upon which stood William Penn himself, rejuvenated and breathing the breath of life. Then followed a host of wheelmen dressed in Indian costume and in the clothing worn in the time of Penn.

All of the wheels were decorated with lanterns and bunting.

Special Features.

One was rigged up as a racing yacht, another had been fixed up by its owner to represent a donkey, upon which he rode as on a hobby-horse. Then there were jockeys and football players, cowboys and negro minstrels, Mexicans and Turks, and burlesque bloomer girls without number.

A feature of the turn-out was the number of women riders in line and their displays. They came in for praise all along the line, and deserved it too. It is estimated that nearly 300,000 persons saw the parade. In addition to the parade decorations, clubhouses and private dwellings vied with one another in giving the wheelmen a welcome, and flags, bunting, varicolored lights, and fireworks were conspicuous all along the line of route.

Boycotting the Railroad.

The fight against the Pennsylvania Railroad still continues, and with a little more time promises to grow to much larger proportions. The action of the transportation committees of the L. A. W. and the Cycle Board of Trade in New York last week will start the ball rolling, and it is more than likely that the Pennsylvania Railroad will not adhere long to the practice of charging for carrying bicycles, because, after a fair trial, it will be found damaging to its business through the diversion of thousands of dollars annually to its competitors who make no charge. Many Pennsylvania

Cyclists Have Organized,

and there is reason to believe that those of New Jersey will do the same. The patronage of the latter will probably be given in the greatest possible degree to the Central Railroad of New Jersey, the strongest competitor of the Pennsylvania system between New York and Philadelphia and in the great territory adjacent. Competition between these concerns is very keen, and by their own conduct the wheelmen can probably bring about a change. They can almost dispense with railway transportation, and when they do find it a necessity they can use a road that makes no charge for carrying wheels.

Voting will be Close.

The balloting for officers of the Pennsylvania Division L. A. W., for the ensuing year, closed yesterday, and judging by reports the vote for the various offices will be very close, especially in the race for secretary-treasurer between Van Nort, of Scranton, and Mertens, of Erie. The result will be announced in the course of a few days.

The new clubhouse of the Quaker City Wheelmen will be opened next week with a reception and stag smoker. It will be an event of great importance to the local cycling world, inasmuch as the new house is second only to that of the Century Wheelmen's home.

The Point Breeze Track

is about completed, and next week will witness the commencement of record-breaking trials by local riders. During the past week Chairman Gideon issued a sanction to William Wenzel and Walter Dickerson to make attempts between November 28 and December 15, and with good weather some fast time should be made.

President Willison, of the L. A. W., was in town last week, and while here had interviews with Chairman Gideon and other well-known cycling men. Mr. Willison is very popular in Pennsylvania, and if he is renominated for the presidency—and it is likely that he will be—he will receive the support of many Pennsylvanians.

Chairman Gideon Talks.

Chairman Gideon expressed his opinion on the proposal to transfer the management of cycle racing from the L. A. W. to the A. A. U. last week, and he is in a position to know that it will be a most unpopular move.

"Don't you make any mistake about it," said the chairman, "the L. A. W. will control racing next year, no matter what shape it may be in. If it is decided to have but two classes, amateurs and professionals, well and good; if not, well and good again. In the latter event, affairs will be run as they were this season, Class A, Class B, and 'pros.'"

"Things have come to such a state now that the L. A. W. has as much jurisdiction over the professional riders as it has over Class A or B, and so far their riding has been perfectly clean and above board. If the manufacturers still retain their present racing teams the term Class B will have to continue in order to classify these men, who are not pure amateurs, as every one knows, and the makers will not have them ride as professionals. One thing is certain, and that is there was more racing done last year than ever before in the history of the League, and there is likely to be still more next year."

MASSACHUSETTS DIVISION ELECTION.

BOSTON, MASS., Nov. 15.—Once more the smoke of battle has cleared away in the old Bay State and left the field with many dead and wounded. Three cheers for the nominating committee of the division and its candidates! They got there. So did some of the representatives of the opposing faction, known as the L. A. W. clubs' faction. The issuance of a circular stating that some of the candidates had withdrawn and thus leading some of the members in the rural districts who are not "in the know" to think that these men had withdrawn their names after the ballot was printed, undoubtedly did the business for some of the fellows who got left. This circular was very misrepresenting in some respects and was probably intended to be purposely misleading; in other words, to accomplish exactly what it did accomplish.

The Greatest and Most Significant Victory

was that of A. D. Peck, who succeeded in defeating Charles S. Howard, who has for four years been the secretary-treasurer of the division. The ballot was very heavy, a total of 3,434 votes being cast, out of a division membership of 5,700. The A. P. A. was felt in some instances and undoubtedly was largely influential in the defeat of several men. There was no contest either for the chief consulship or the vice-consulship. Both Messrs. Elliott and Miller were therefore elected with votes of 3,180 and 3,157 respectively. The following twenty-eight representatives were also elected: G. A. Perkins, A. K. Peck, Dr. W. G. Kendall; S. T. Williams, Mr. Dillingham, J. S. Dean, Mr. Swan, Mr. Eddy, W. S. Doane, Mr. Frothingham, L. H. Adams, J. J. Fecit, F. A. Goston, J. E. Tippett, Mr. Smith, Mr. Stevens, F. S. McCauseland, Henry Nickerson, F. L. Patton, J. F. Adams, A. W. Robinson, J. C. Kerrison, Mr. Morine, A. O. Knight, Mr. Chipman, H. O. Emery, Mr. Barker, and F. P. Sibley. Ballots cast for Stephen Burns, of Springfield, were discarded, as he is not a member of the L. A. W.

Secretary Abbot Bassett, who appointed the returning board, had a novel board, consisting of people who didn't care a rap one way or the other which way the votes went. The board was composed of the following: Abbot Bassett, Charles Bassett, Miss M. M. Edwards, Miss Mae Cummings, Miss E. F. Wood, Mrs. E. M. Thayer, Mrs. Abbot Bassett, Mrs. Sterling Elliott, and E. M. Thayer.

UTAH DIVISION ELECTION.

SALT LAKE CITY, UTAH, Nov. 13.—The result of the Utah Division election was announced today and resulted in the election of C. N. Butler, the present secretary, as chief consul, by a vote of eighty-seven to one, notwithstanding the fact that R. L. Conely, the candidate of the Zion Wheel Club, of Salt Lake City, received a comparatively heavy vote from his club. All but one of the votes for Conely were thrown out by the canvassing board, for the reason that the Conely tickets were printed. The signatures, league numbers, and addresses were written on the ballots, but Conely's name was printed. The members of the division were taken by surprise at this action of the election officials in throwing out their votes, as there is nothing in the constitution of the national body or division constitution warranting such action, and there were no instructions to the effect that ballots must be written.

THE MINNESOTA ELECTION.

MINNEAPOLIS, MINN., Nov. 19.—Secretary Gregory, of the Minnesota Division of the L. A. W., announces the election of the following officers without opposition: M. L. Knowlton, Minneapolis, for chief consul; F. L. Hoxsie, St. Paul, for vice-consul; J. I. Wilson, Winona, for secretary-treasurer; and F. L. Wilkinson, Duluth, for representative.

KENTUCKY DIVISION ELECTION.

LOUISVILLE, KY., Nov. 20.—There were 222 votes cast in the Kentucky Division election, but ten were thrown out. The election resulted in the following ticket being elected: J. W. Clendening, of Covington, chief consul; John M. Cromwell, of Cynthiana, vice-consul; Owen Lawson, Louisville, secretary-treasurer; E. H. Croninger, of Covington, and T. B. Dewhurst, of Lexington, representatives.

A Plucky Ride.

Mrs. M. S. Allen, of Worcester, Mass., made 169½ miles October 20 on a Stearns wheel and would have easily completed the double century had not the Fates been unpropitious. In company with her husband, she left Worcester at 2 a. m., rode to Boston, went on the Yellow Fellow century run to Newburyport and return, and then rode about Boston's park system until a serious puncture obliged her to give up the idea of reaching the 200 mark. Mrs. Allen has ridden over 3,500 miles this season.

BANKER RETRIEVES HIMSELF.

The American Defeats Jacquelin, Edwards, and Mercier, and Proves Himself Champion of Europe.

PARIS, Nov. 8.—Last Friday, All Saints' Day, was a general holiday and the Buffalo management gave a race meet, the principal event of which was a match between four picked French riders and an Italian team composed of Buni, Ferrario, Cantu, and Audax.

The visitors made but a poor show and were never once dangerous competitors. Maurice Farman, Jacquelin, Muringer, and Piette beat them easily, taking first and second places in each heat, and winning the race by 28 to 12 points. There was no excitement, for the result was considered

A Foregone Conclusion.

The attendance was small and somehow the whole affair fell flat.

If Italy takes any pride in its cycling reputation it must send us better racers than the above mentioned team. Audax was said to have a big reputation in Italy, and his appearance on a French track was awaited with a certain amount of interest. His riding in the two heats in which he took part proved that his reputation was very much overrated, and that his quality was more than problematical.

Dary Won the Handicap.

The opening 900-meter handicap brought out a good number of second-class riders and was eventually won by Dary, Bosq being second, and Durand third. There were thirty-four competitors and the best time accomplished was 1:09⅗, by Durand in the opening heat.

A ten-kilometer "prime" race, in which no fewer than eighteen took part, closed the meeting, the "primes" being secured by Rene, Germain, Durand, Bosq, and Boulet, the last named defeating Dary and Henri Farman in the final sprint.

Buffalo Track Closed.

The Velodome Buffalo closed its gates last Sunday until next spring. The programme was a very attractive one, but owing to the dull and chilly weather, and probably to the counter meeting at the Winter track, the attendance was small.

The principal event of the day, called the "seven matches," gave rise to some very interesting struggles, particularly the one between Banker and Jacquelin.

When George A. Banker said a week ago that he did not mean to leave the French capital until he had atoned for the defeats he had suffered on both the Winter and Vincennes tracks, he told the truth. Morin and Bourrillon having quit training, he meant to meet and defeat Jacquelin, who caught him napping in the Grand Prix de Madagascar.

The American crack thus closes his season with a brilliant victory, and although he missed the two big purses this year, he can safely consider himself

The Champion of Europe.

His victory over Jacquelin was an easy one, and shows the difference which exists between a race and a match. Owing to the absence of other competitors, the latter offers more regularity, and surprises are consequently less frequent.



The first heat was won by Mercier, who defeated the Italian Pontecchi. The pace was so slow on the last lap that the Frenchman lost his balance and fell. The Italian immediately pulled up and the pair started side by side for the final sprint. This act of courtesy was much appreciated by the public. Time for the 2,000 meters, 5:00.

American Wins by a Length.

In the second heat Banker defeated the English crack, Edwards, by a full length. Time, 3:13⅖. Jacquelin won the third heat. Muringer gamely challenged him in the homestretch, but sat up when he found he could not win.

Maurice Farman tried running-away tactics on the fourth heat, and had a good lead on entering the straight, but Piette came up with a rush and after a hard fight pushed his front wheel over the tape first. The margin was very small.

Mercier is Fooled and Loses.

Banker and Mercier fought out the first semi-final. The American led throughout, and at the ring of the bell ducked his head as if he meant to sprint the whole of the last lap. This was merely a feint to get Mercier in front. Banker tacked on to the Frenchman's back wheel for the rest of the journey and won as he liked.

The time for the second semi-final beats the record for slowness. It took Jacquelin 5:46 to beat Piette over a distance of 2,000 meters. The pace was so slow at one time that Piette had to touch the ground with his foot to keep his balance.

Banker and Jacquelin Meet.

The meeting of the two leading sprinters caused quite a flutter of excitement. Would Jacquelin confirm his victory of the previous week over the American, or would Banker take his revenge? Had there been betting on the contest, each would have had plenty of backing. Banker took the lead at a smart pace, keeping his eye on his opponent, who decided to challenge the American only when the straight was reached. The struggle was short, Banker winning as he pleased.

Banker will most likely race no more this year, unless selected for the Simpson chain match. He intends to winter at home in America.

Michael Beats Bouhours.

At the Winter track Michael had no difficulty in beating Bouhours in their fifty-kilometer match. Bouhours is a rider of no mean order, having several times held the world's record for the hour, but "Kid" Michael settled him in the first ten minutes. Michael has now won seventeen out of twenty-three matches. Among those lost by him must be reckoned the races in which he conceded a start to his opponents. On this occasion

He Fairly Surpassed Himself,

following with the regularity of an automaton any pace they cared to set for him, and covering in the hour the enormous distance of 46.553 kilometers, which is record time in competition, being 1.20 kilometers better than Bouhours' best, and only 158 meters short of Stocks' world record for the hour. The time for the fifty kilometers was 1:04:29⅘. (Stocks' record 1:04:17⅕.)

The pacing was good throughout, and as both men were riding for the same firm there was no favoring one more than the other. Michael looked a mere shrimp in comparison with the strongly-built Frenchman.

Lapped Bouhours Nine Times.

Bouhours was the first to get away, and led Michael a merry dance for a lap or two, but the "Kid" soon settled down to work, and it was not long before he rushed to the front. At the tenth lap something went wrong with Bouhours' machine, and he changed, losing a lap in doing so. A few minutes later the "Kid" again passed Bouhours, riding a lap (333 meters 33 centimeters) in twenty-three seconds. The pace was evidently too hot for the Frenchman, who continued to lose ground, and Michael lapped him no less than nine times before the finish.

Michael's Wheel Slips.

At the thirty-seventh kilometer the "Little Wonder" nearly had a spill. He took a corner too sharply and went into the sand. His machine slipped frightfully but the "Kid" very skillfully kept his seat and got back on the track without harm.

Michael's contract with the Gladiator company has run out, and the representatives of one or two leading firms are in correspondence with "Choppy" Warburton. It will be interesting to learn the salary he will command during the next season.

J. H. COLEMAN.

NORTHWEST RACING LEAGUE.

MINNEAPOLIS, MINN., Nov. 18.—The racing men of the northwest are up in arms because of the apparent partiality or lack of judgment shown by the Racing Board in shoving some Class A men into Class B without their having done anything to warrant the change, and in overlooking orfailing to hear of the action of other riders who have raced for cash and are still posing as pure amateurs. Agents are now visiting the principal cycling centers of Minnesota, North and South Dakota, and Iowa advocating the formation of a league for the control of professional racing, which shall be entirely independent of the L. A. W., and shall have an annual racing circuit covering the chief points in the territory named.

They Favor Professional Racing.

About nine-tenths of the Class B racing men of Minneapolis and St. Paul are in reality professionals, and are heartily in favor of the proposed professional racing union, and will openly turn professional to a man. A convention of prominent racing men will be held in Minneapolis in February to complete the arrangements which have been partially made already. Some Class A riders are also in favor of breaking away from the older L. A. W. organization, although sentiment among them is divided on the question; but it is thought that the majority of the riders who show any good speed will be drawn into the new association.

Road Records Accepted.

The following road records have been allowed by the Century Road Club of America:

A. W. Evans, 200 miles, 12:20:00, August 19; New Jersey state and American records.

A. W. Evans, 277 miles, August 19; New Jersey twenty-four-hour record.

E. O. Peabody, 15 miles, 41:17, August 21; Massachusetts state record.

A. B. McDonell, Buffalo-Rochester, 71 miles, 3:18:10, September 28; course record

J. R. Dunlop, 100 miles, 6:23:00, October 6; Maryland state record.

C. A. Westcott, Waukegan-Libertyville century course, 5:42:00, October 20; Illinois state 100-mile record.

H. P. WALDEN,
Chairman Road Records Committe.

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GEO. K. BARRETT, EDITOR.

TO CORRESPONDENTS AND ADVERTISERS.

On account of Thanksgiving Day "The Bearings" will go to press one day earlier than usual. Correspondents and advertisers are requested to get their copy in one day earlier than usual to facilitate the work.

WHAT SORT OF JOB IS THIS?

On another page will be found the story of how an attempt will be made to rob the League of American Wheelmen of the control of cycle racing that it has held so long and to the satisfaction of every one. Were it a plan to benefit cycle racing we would have nothing to say; but it is not. There is a desire on the part of some of the prominent members of the cycle trade to go outside the legitimate cycle business and gobble everything in sight. The Board of Trade asserted its right to control the cycle shows of the country and it does control them—and with what results? The most noticeable result is that the small makers and those to whom the Board of Trade is antagonistic have to take what is left in the way of space after the leaders have had their pick, or else go with none at all; and, what is more, all have to pay at least half as much again for their spaces as they would if the Board of Trade had kept its hands off.

Now there is a scheme to control all cycle racing. Does the L. A. W. want to see the control of racing pass from it and go into hands that will treat it as the board has treated the cycle show business? If there are to be sanction fees that will amount to thousands of dollars each year why should not the League have those fees? Has not the administration of affairs in the racing world under the League been as satisfactory as it could have been under any control? Has it not been more satisfactory than base ball under the control of a few men who were in it for what was to be gotten out? We defy any one to answer these questions conscientiously in the negative.

Why, then, should the question of the League's giving up cycle racing be considered at all? We pause for a reply. Possibly Mr. Potter or Mr. Spalding will answer.

THE ABSURDITY OF IT.

There is a ruling of the Racing Board to the effect that a rider can break only the record for the distance he announces he is going to start for, and that no matter what his intermediate times are they can not be allowed as records. A case in point which illustrates plainly the injustice of this ruling is that which occurred at Louisville on the 4th inst. Arthur Gardiner started for the one-mile record, and succeeded in lowering it to 1:42⅖, which is world's record. His intermediate time for the three-quarters was 1:15⅗, the record for that distance being 1:21, held by J. S. Johnson.

Then C. R. Coulter went for the three-quarters record and finished in 1:18⅕. His time was 2⅗ seconds slower than that made by Gardiner only a few minutes before, but his time, according to the ruling of the Racing Board, stands as record, simply because he started for that record, whereas Gardiner had started for the one-mile record.

The only possible reason we can see for the existence of such a regulation is that because of it the honors are distributed among more riders. Is it not fully as creditable a performance for a rider who starts for the one-mile record to incidentally break the record for three-quarters as it is for another racing man to break it who started out with that intention? If a man begins a ride for the 100-mile record and breaks all the records from ten miles up, he surely ought to have the honor of all those records, for, having started on such a long ride, he might naturally be expected to reserve his energy until toward the end, instead of going at a record-breaking gait all the way. The idea that the acknowledged fastest time for a given distance, the conditions of starting and pacing being the same, is not permitted to stand as record, certainly appears to be the height of absurdity.

THE CYCLE SHOW PROBLEM.

In another column will be found a circular letter issued from the office of the Board of Trade in reference to the sanctioning of cycle shows in Denver, San Francisco, and other cities. The members of the board are asked to say whether or not they favor the sanctioning of the shows in those cities. That the board of directors does not favor the sanctioning of these shows is certain and the question is put to the members merely that the board of directors may say, that, in refusing its sanction, it has followed out the wishes of the members. This fact is emphasized by the fact that the board of directors has already agreed with the promoters of the Chicago Cycle Show that they will not sanction any other western show and the shows at Denver and San Francisco will either go without sanctions or the Board of Trade will be guilty of breaking its agreement with the promoters of the Chicago Cycle Show. It would have seemed the simpler and more straightforward way to tell those who had the other western shows in hand, in the first place, that they could get no sanctions and the reasons therefor.

Assuming that the Denver show, for example, receives no sanction, then some of the firms that have planned to exhibit there will be placed in an awkward position. According to the pronunciamento of the Board of Trade they will have to stay out of the Denver show or out of all shows thereafter sanctioned by the Board of Trade. The matter of cycle shows seems to be the only one in which the board has taken any decided action and its steps in that direction have been more in the nature of an embarrassment to prospective exhibitors than otherwise.

STATE RACING BOARDS.

That the state racing boards should have more power in controlling the sport in their respective divisions is becoming more necessary as the number of meets increases. The time is ripe for legislation in this regard, and some action should be taken at the meeting of the National Assembly. The present plan of racing government did very well when the sport was not as great, but a decided change seems absolutely necessary. It would be more satisfactory to each division to control its racing, subject, of course, to the jurisdiction of the National Board, and the work could be done with more dispatch and accuracy. It would also be an excellent idea to relieve the chairman of the Racing Board from the direction of any district, and especially from such an important one as he now has in charge. This would enable him to give his undivided attention to the general interests, and the result would be exceedingly beneficial all around.

An enthusiastic rider of our acquaintance says that he hopes that when he gets to heaven he will not find that the golden streets are made of gold blocks similar to the granite ones so much used in paving our streets here below.

Shakspere must have been a bicycle rider. His knowledge of wheeling is shown in Henry VIII, when he says, "To climb steep hills requires slow pace at first."

How many of the racing boards of the various divisions of the L. A. W. keep track of the state records in their territories? Yet it is part of their business.



REVIEW OF MILWAUKEE AFFAIRS.

Result of the L. A. W. Election—Wisconsin Division Favors Control of Professional Races—Organizing the Associated Cycling Clubs.

MILWAUKEE, WIS., Nov. 17.—What is deemed the most exciting contest in the history of the Wisconsin Division of the League of American Wheelmen came to an end when the count of the ballots of the League members showed that the Brown and Rotier ticket had won by a decisive majority over the McArthur and Spicer ticket.

W. A. Brown, of Marinette, was elected chief consul; Ben W. Peck, of Madison, vice-consul; Martin C. Rotier, of Milwaukee, secretary-treasurer. Of the six candidates for state representatives, H. P. Andrae, S. J. Ryan, George K. Mead, and N. E. Lindquist were elected.

Brown and Rotier as League Workers.

The newly-elected chief consul, as president of the Marinette Wheelmen, was largely responsible for the success of the state meet held in that city last August. He was indorsed by the good roads league because it was believed that he would be efficient at the head of the Wisconsin L. A. W. in furthering the purposes of that organization. Doctor McArthur, the opposing candidate for chief consul, is an old and popular member of the league, and has served as state representative. His friends maintained that he was entitled to the office of chief consul by reason of his long activity in the organization and they made a gallant fight for him, the effect of which was lessened by the fact that E. L. Spicer had been nominated to run with Doctor McArthur in opposition, not only to Mr. Brown, but also against Secretary-Treasurer Rotier, to whose efficiency the large increase in membership in the past two years has been due in a great measure. There is no personal antagonism to Mr. Spicer, but Mr. Rotier's marked capacity for and fidelity to the work of the League made his election inevitable.

Favor Control of Professional Races.

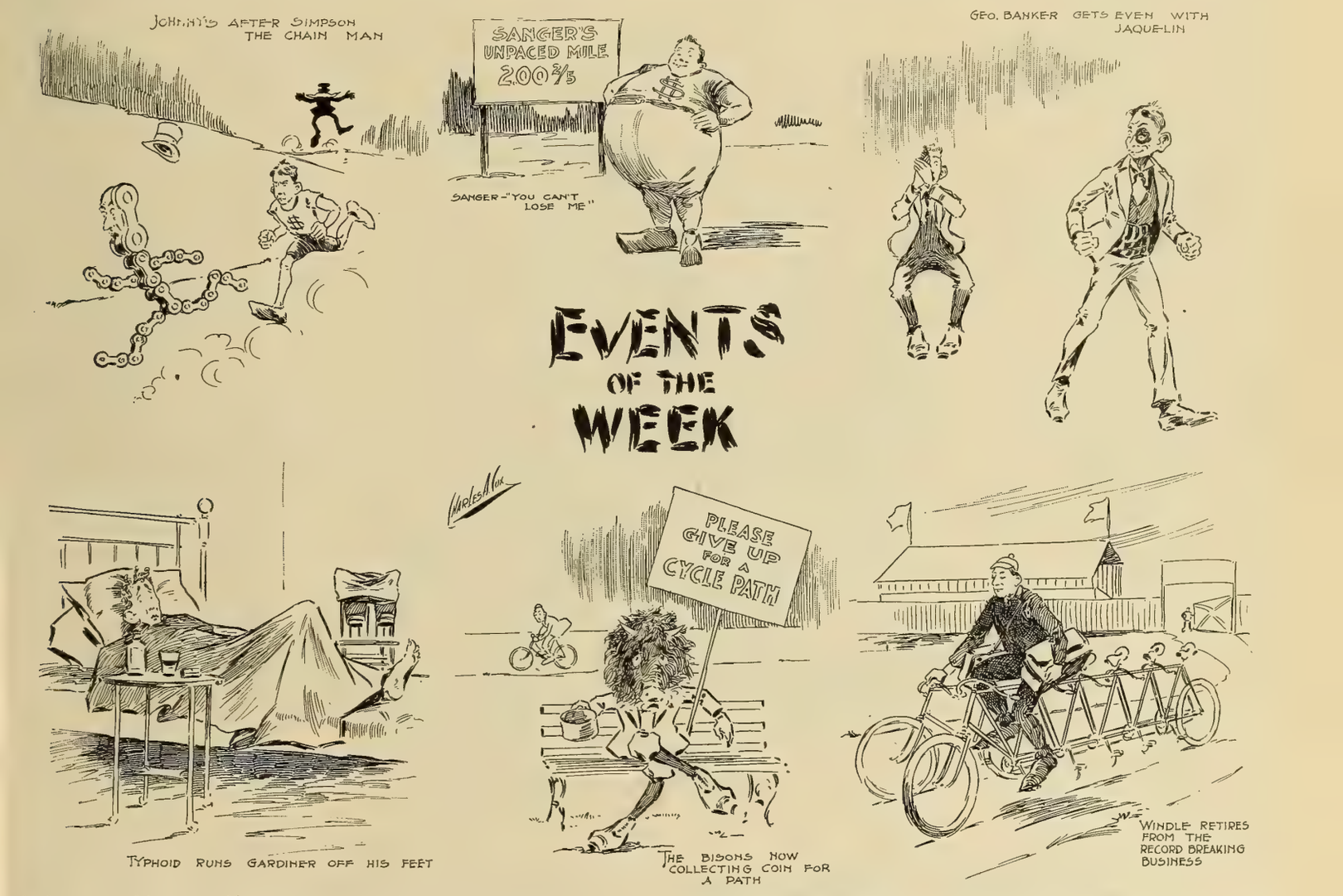
At the Marinette meeting of the Wisconsin Division last August, a proposition was made to submit to vote the question of whether or not the League should control professional racing. The form of the question was: "Do you favor the plan of the League controlling professional racing, and the adoption of A, B, and professional classes?" The vote was decidedly in favor of the plan. Many members of the league failed to vote on the proposition, but 367 of those who placed a cross opposite the question were favorable to the proposition, while only 67 were against it.

Organizing the A. C. C.

Preliminary steps were taken at the meeting for the organization of the Associated Cycling Clubs of Milwaukee, and from the interest manifested by the delegates there is no reason to doubt that the association will this time have a permanent and healthy growth. Five leading clubs were represented at the meeting, and harmony prevailed. Three regular delegates from each club were decided on, and this number, with six clubs in the organization, would make a total of eighteen members to manage all the affairs of the association, irrespective of its strength of membership. The expenses of meets and outlay of money that may be necessitated, will be met by the various clubs, each contributing on a per capita basis, the statement of the respective secretaries as to membership being accepted. Any club with a membership of twenty-five or more in good standing will be admitted to the association. It is therefore estimated by leading wheelmen that the association will start on its career with a total membership of about 1,000.

State Meet of the League.

Before the meeting adjourned, H. P. Andrae brought up a question as to the advisability of applying for the state meet of the L. A. W. for next year, one of the objects of the association being to foster tournaments. It has been seven or eight years since Milwaukee had the state meeting, and he had no doubt that the association would be able to secure it, if it wanted it



Marinette has a case in which the bicycle is a friend in need. Fred Lamontagne, owing to some affection of the back, is unable to walk but rides a wheel without any discomfort, and now travels about on a "bike." The wheel does not strain his back, while walking does.

A Band on Wheels.

The Niagara Wheelmen have organized a band of their own. The wheelmen will ride and play on their musical instruments at the same time. This is only one other club of its kind in the United States. The club will play for all its events, such as century runs and other evening rides.

Interest in the North Side cycle show is running high, and one of the committeemen stated that the show would prove a greater success than at first anticipated. The cycle show is the event upon which all energies are expended at the present time.

NEW VOCATION FOR WOMEN.

The new woman need no longer complain that all vocations are not open to her. A wheelwoman of Paris now rides through the streets of that city wearing an attractive cycling costume covered with advertisements. She is called the "woman sandwich." She formerly peddled chestnuts, but finding trade poor she made a proposition to a cycle builder to advertise

NEXT YEAR'S CIRCUIT.

Planning to Start it in California, Where the People are Cycling Crazy—Additions to the Party—Murphy's Mile-a-minute Scheme.

LOS ANGELES, CAL., Nov. 15.—The national circuit will begin with California another year, providing the present plans do not miscarry. California will have the greater number of the prominent racing men training on her tracks in the spring, and will send every one of her prominent men out on the circuit in '96. This will give the country an impetus and will start the national racing circuit earlier than usual, but in a country where the men can do good work, just as they are now doing.

Racing will begin about the 1st of April, by which time many more tracks than the country already has will be completed.

Twenty Days of Racing

should be possible in the month of April, allowing the men to start for the east about the 1st of May. On the trip east stops may be made at Salt Lake City, at Denver, at St. Louis, and other points, reaching Waltham about the 30th day of May. The circuit could then run through the east much as it has done during the past season, with a few alterations in the programme to avoid the too long jumps which have been necessary this season to fill the dates, and then through the west, and return to the east for the Springfield meet, after which will come the trip to the west and to the record-breaking points.

California is Cycling Mad.

Little could be learned from the clubs when approached as to their intentions in this matter, and as to their plans, but it is a fact that applications for sanctions will be made at once, and that the work will go forward with a will before the embers from the camp-fires of the present circuit are dead. California is cycling crazy, and the wheelmen are as thick as fleas, which are pretty thick in this country, as can be attested by the Western Boomers. Fleas are everywhere, and the people of the coast pay little attention to them. Bicycle riders are likewise everywhere, and the increase in the number will be greater next year than in any former year.

Fully 60,000 Wheels,

it is said, will be sold on the coast, and that number is already ordered. In a country where wheels are to be sold in such numbers, the advertising would fully repay the manufacturer for having his team on the spot. It is known that every man of those now in the country with the Western Pilgrims will train here in the spring, and letters from a score more of the circuit followers who are not here at present attest the fact that they will be here just as soon as record breaking stops, or after the cycle shows have passed. The rainy season is past, and by the 1st of April California will be one of the most delightful places on the "Foot Stool." It is a charming place at the present time. Flowers are everywhere, and fruit in abundance is seen at all times.



J. F. STARBUCK.

The Pilgrims' Reception.

The Western Pilgrims arrived in Los Angeles on Wednesday, and were met outside the city by a score of the local men, members of the reception committee. Wine was brought along and the men were given such a reception as would make the heart of any one glad. 'Buses carried the party to the hotel, and now it is receptions, dances, drives, and what not all the time. The "glad hand" is seen everywhere and in everything that is done here, and the town acts as if the presence of the prominent wheelmen was just cause for a continuous holiday.

The quarter-mile track here was the cause of the party leaving San Jose so early. San Jose was found to be

An Ideal Spot to Loaf in,

and there was a break of nearly two weeks in the circuit. Where quarter-mile tracks are so scarce it is necessary to train on one before feeling safe to ride as these men ride.

The Garden City Cyclers of San Jose, gave the Pilgrims a farewell banquet last Sunday night, at which nearly a hundred covers were laid. On Monday morning the party went to San Francisco, and in the evening attended an entertainment given in their honor by the Bay City Wheelmen. This was a most delightful affair concluding with a reception and ball. When the racing party entered the hall and were escorted to their seats in the front, all in the room arose in a body and cheered the racing men to the echo. At the dance the visitors were given introductions to everybody and the next morning pronounced this the most delightful cycling reception ever attended.

Additions to the Circuit Party.

The Pilgrims have had their number increased by additions to the Stearns team. These additions include W. M. Randall, of Rochester; Campbell, of Spokane, and Schefski, of Salt Lake City. It is said that other men will join the team here, the new additions being coast representatives of the Yellow Fellow. Randall is a large, well-built man of good speed. He displayed capabilities as a racing man at the Rochester and Buffalo meetings, where he won a heat of the quarter-mile and took second in a final of the same race and in good company. He is quick to get away and strong in the sprint. Campbell, of Spokane, is a small, well-knit lad and is a favorite with the party. He won the handicap at San Jose, with Randall second, and in all of his races thus far on the circuit has displayed ability that will earn him a place in the racing field. These men and Kiser will stay on the coast under the personal care of Mr. Gleezen this winter, and the prediction is made here that the three will come out next year among the strongest of the circuit followers, and that they will rank among the foremost.

The Syracuse Team

has also been added to, Herbert McCrea joining them here. Wells, Terrill, and McCrea now form the Crimson Rim team and are among the most likely of the men on the circuit. These men are under the charge of Will Knippenberg—"Crimson Rim Knip," they call him on the coast—who was the promoter of the present circuit in the south of California. Knippenberg is chairman of the entertainment committee in every circuit point, and this alone gives prominence to the fact that the men will have the greatest time of their lives before they finish the national circuit.

Chas. "Mile-a-minute" Murphy

is finding much encouragement for his little scheme in these parts, and it now bids fair to be a go. Murphy has done nothing but talk of his scheme to go a mile a minute back of a locomotive for the past year, and has only needed the people to back him, as the expense is heavy. He is now in conference with the Southern Pacific people, and they are very likely to push the matter through. The Southern Pacific is building the track, on which a national circuit meet occurs, at Santa Monica, a suburb of this city about seventeen miles distant, and it is their intention

To Build an Asphalt Path

out to the resort, running parallel with their tracks. This will be wide enough to allow of racing, and the company will conduct races thereon, which will be viewed from positions on special observation cars now being constructed. These cars will follow the men in the race. This cycle path runs parallel with the railroad tracks and will be as smooth as glass. Some scheme is being evolved whereby Murphy may ride on the asphalt behind a screen, or whereby a track for him may be built between the rails for three miles of the distance. He will use a gear larger than any other yet used for record breaking, and feels very confident of ultimate success. It is said that he will ride three times for the record, once each on three consecutive Sundays.

Asa Windle to Retire.

The end of the present circuit, so it is said now, will terminate the racing business for Asa Windle, the great trainer, who declares he will retire. Windle has been following the game ever since its start in this country, and wishes to retire and settle down with the interesting family



TWICE AS GOOD AS OTHER TIRES



PALMER TIRES.

WORLD'S RECORDS

Since November 5, by Harry Clark, at Denver,
on a Fowler and Palmer Tires:

1-2 MILE, UNPACED,	- -	1:00 3-4
1 MILE, UNPACED,	- -	2:17 1-5 Class A record.
2 MILES, UNPACED,	- -	4:38 3-5 Class A record.
3 MILES, UNPACED,	- -	7:18 1-5
4 MILES, UNPACED,	- -	9:56 1-5
5 MILES, UNPACED,	- -	12:34 2-5

WORLD'S CLASS A RECORDS

F. L. Eberdardt, Salina, Kas., on a Stearns and Palmer Tires:

1-3 MILE, STANDING, UNPACED,	-	:42
3-4 MILE, STANDING, UNPACED,	-	1:41 2-5
1-4 MILE, STANDING, PACED,	-	:32

AMERICAN TANDEM RECORD

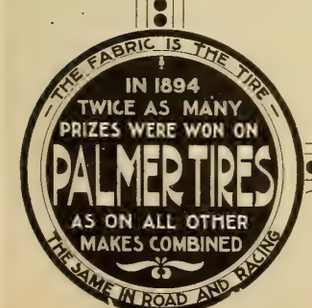
A. A. Hansen and John Nelson, on a Syracuse and Palmer Tires:

100 MILES, - - 5:07:00.

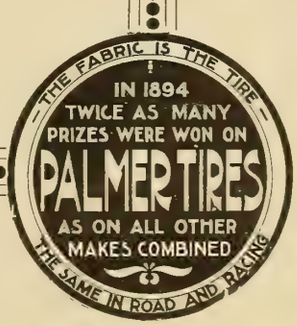
UNPACED, PACED, STANDING, FLYING---
ON ROAD OR TRACK---THEY ARE——— THE FASTEST.

The Palmer Pneumatic Tire Co., 133 S. Clinton St., Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.



TWICE AS GOOD AS OTHER TIRES



now at his home in Clinton, which has been growing up while he was chasing the circuit around the country. Windle is probably the most prominent trainer of the times, and his retirement will be a sad blow to racing. It is a fact that he has had this intention for the past year, and it only now comes to look like a reality. It may be, when the time comes to give up the business at which he has so long made his living

With Credit to Himself,

and glory for the man he has handled, that the man will decide to stay another year. Windle brought out and trained Willie Windle in the hey-dey of his glory, and has trained Bald, of the Columbia team, for the past two years, bringing that man to the topmost point on the thermometer and to the top of the heap in points and prize winnings. He can retire on his laurels, but the men of the circuit are all his friends and he is aware of the fact. The past season has been a long one for Windle, beginning early in the spring and leading him a chase of over 25,000 miles up to the present time. His family is over 4,000 miles away from him, and it may be only a case of homesickness. We will hope that it is only that.

Additions to the Stearns Team.

The Stearns team has been enlarged by the addition of three good men. Campbell, of Spokane, is one; Randall, of Rochester, and Schefski, of Salt Lake, are the others. These men are all speedy riders. Schefski was on the road three days reaching San Jose, owing to a breakdown, and arrived only the night previous to the races. The next morning he went out and rode a third of a mile, unpaced, in :41, which is considered extraordinary as he had not trained on the track and had ridden but one-third of a mile on it. Campbell has ridden a third of a mile, paced, in close to record time. Randall is a man of 193 pounds with some speed and a chance for more under good training. These men with Kiser will carry the Stearns colors to the front on the coast and numbers of local men will aid them. Randall is a man of about six feet with bent back and loose joints. His actions are much like those of Zimmerman.

The racing men are receiving their prizes from the Denver national circuit meet, the Denver Wheel Club having levied on the members and raised all that was necessary for the payment of the debts. The club had no trouble in getting the money, the members paying up promptly all that was required of them. The Denver Wheel Club had too good a reputation to risk, and the men ceased worrying after the first night, feeling sure that the matter would be righted. They have now been asked for shipping directions, as the prizes are all in hand and ready to send out. The Denver Wheel Club has a national reputation for square dealing, and the manner in which it has emerged from its present trouble will but add to it.

The percentages and other tables are unchanged this week, owing to the canceling of the dates at Santa Rosa.

Percentage Table.

Bald	.908	Titus	.672	Kiser	.559
Cabanne	.747	Gardiner	.662	Maddox	.557
Murphy	.704	Rigby	.614	Bliss	.545
Cooper	.703	Ziegler	.592	Callahan	.529

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE
Bald	184	$6,790	MacDonald	25	$707
Cooper	141	4,108	C. S. Wells	24	740
Murphy	106	3,418	McLeod	23	487
Cabanne	84	3 255	B. B. Bird	19	895
Titus	55	2,246	Rigby	19	686
Kiser	50	1,655	E. C. Johnson	19	475
Bliss	48	1,451	Scott	18	504
Gardiner	47	1,764	Kennedy	16	325
E. C. Johnson	46	1,640	Helfert	15	483
Jenny	45	1,688	De Cardy	15	415
Maddox	40	1,295	Terrill	15	490
Ziegler	35	1,170	M. Wells	13	260
Brown	33	1.010	Allen	12	405
Coulter	30	860	L. A. Callahan	11	425
Sims	27	750	Butler	11	300

—F. Ed Spooner.

SIMPSON'S BLUFF CALLED.

London, Nov. 9.—One morning this week the principals in the Gamage-Simpson wager, relating to the merits of the lever chain, met to make arrangements respecting their bet, in the office of the *Idler*. The Bearings' readers will remember that Simpson has laid Gamage $5,000 to $500 that his invention will beat any other chain in four races out of six. Every item of the wager was discussed pro and con, and there was no hitch until the method of running off the races was reached. Mr. Gamage wanted the question decided in regular match style—that is, man against man; but Mr. Simpson demurred to this, claiming that the spirit of his offer was to arrive at the best possible results. He stood out for time tests. After some discussion this point was left over for further consideration, and nothing more will be done till Monday next. It transpired that Simpson's riders will, after all, be Englishmen, whom he prefers to any foreigners. Simpson has no objection to Gamage procuring the best men he can from any part of the globe. Moveover, he expressed himself anxious to have the tests brought off before the end of November, but no date has yet been fixed.

Forerunner of the Show.

On Thursday the gorgeously appointed King's Hall of the Holborn restaurant accommodated an appreciative crowd of London club men, the occasion being the Stanley Club's annual concert which presages the show. The talent engaged was exclusively of the highest class and a delightful blend of serious and comic items kept the huge audience in high spirits. Colonel Savile supported the chairman, George Lacy Hillier, who was surrounded by the club's luminaries. Hillier made his usual apposite observations of a *Showy* tenor during the interval, and his "solid fundamental truths" evoked frequent applause. Altogether it was a red-letter night.

Mrs. Grace, of Wood Green, has burst forth again as a record breaker, regardless of the inclement weather and bad roads. On the 28th ult. she left Hitchen on her safety and covered fifty miles in 2:57:35 and 100 in 6:33:10, breaking Miss Dudley's record made in 1892 over the same course by 38:54. On Monday last Mrs. Grace rode from London to Coventry in record time, beating the performance of Miss White over the same course.

The Novel Features of the Stanley Show

will include several horseless carriages, two or three motor tricycles, an exhibit of bicyclettes, a petrole by the Gladiator company of Paris, some pneumatic skates, and a display of Viola's wonderful costumes for ladies.

Fashionable cycling has had a favorable effect on the candidate list for the Cyclists' Touring Club. In fact, the big club is experiencing quite a renaissance. Whereas there were only forty-two candidates in the November *Gazette* last year, this time there are 196. This number, upon analysis, includes forty-four ladies (four titled), five peers, a count, two baronets, and so on.

The death of J. H. Hammon occurred last week and has been widely lamented in Essex Cycling Union circles. The deceased was an enthusiastic worker, blind to the uses of self-advertisement, and greatly esteemed by his many friends.

The Hours for Bicycling in Hyde Park

have now been extended up to 12 a. m. This concession indicates the approval of the authorities of the manner in which the earlier privilege was taken advantage of.

Princess Maud of Wales, one of the charming daughters of our future king, who is to be married next year, has just purchased a safety. Probably, later on, she will ride a tandem. Today is her father's birthday.

It has been suggested that a combined protest of clubs and the cycling public against the impending taxation of cycles should be made at the approaching shows. Unfortunately I happen to know that this idea has already been considered by the Stanley Show committee and shelved—which I think is a great mistake. Unless a united protest is made, and made soon, Sir Michael Hicks-Beach may be led to make his budget of unpleasant importance to the cyclists.

Today the city is crowded with people bent on seeing the Lord Mayor's Show. There is no worshipful company of cycle makers and consequently the procession will be destitute of any suggestion of this flourishing modern industry which employs thousands of Londoners. C. W. Hartung.

ATLANTA'S PROPOSED MEET.

The newly organized Atlanta Bicycle Club is making big preparations for Wheelmen's Day at the Atlanta exposition. It has appointed committees to take charge of all the details, and the work of arranging the preliminaries for the largest cycling demonstration in the south is going merrily on. The following programme has been arranged:

Friday Evening, November 29.—Wheelmen's illuminated parade over the asphalted streets of Atlanta, winding up at the exposition grounds, where a tour of the famous "Midway" will be made.

Saturday Afternoon, November 30 (Wheelmen's Day).—Wheelmen's parade from the Kimball House to and through the exposition grounds, accompanied by music and police escort. The exposition company has ordered the construction of a race track on the exposition grounds and it is expected that some of the best talent of the country will participate in the race meet to be held during the afternoon.

Saturday Evening, November 30.—R. L. Coleman's banquet at the Kimball House. Distinguished speakers, representing the state of Georgia, the city of Atlanta, and the Cotton States and International Exposition Co. will be present.

A Military Relay.

Washington, D. C., Nov. 16.—The military cyclists, after remaining inactive for some time, will again figure before the public in a relay race which will be run between this city and New York on Wednesday, November 20. At noon General Ordway will deliver to Capt. S. H. Higgins, or some other officer of the company, a message which is addressed to General Miles at New York City, who will be in waiting to receive it. Upon present calculations it is expected that it will take twenty-four hours to deliver the dispatch. Only members of the company will participate in the ride, and the relays will be divided into lengths varying from ten to thirty or more miles, two men being stationed at each point. The relays will be rather long where the roads are good, but over the rough stretches the distances must necessarily be made shorter.

L. D. Cabanne has stated that he has permanently retired from the path and will race no more. Gossip has it that the prospective Mrs. "Dute" seriously objects and that is the reason of his retirement.

A BENEFACTOR TO MANKIND.

The beneficent effects of the exercise consequent from cycling is most keenly appreciated by the person of sedentary occupation or habits. The sharp contrast of a run on a bicycle, no matter how brief its character, to the confined, close atmosphere of the business office, work room, or study, must be experienced to be realized in its fullness. If we only half breathe we only half live, and therein lies one of the secrets of the invigorating effects of bicycle riding. It is a physical impossibility to ride a bicycle without breathing fully and deeply, and as the person of sedentary habits stands in need of thorough lung expansion more than anything else, the most successful and radical cures are attained by active cycling.

As a nation of shrewd money getters the American people have in the past shown a tendency to overtax the mental faculties at the expense of the physical system, a condition which is now happily giving way to the enjoyment of outdoor exercise, and which has been entirely brought about by the bicycle, which is the only personally locomoted machine that will produce the desired result. The universal recognition the wheel is receiving from all classes and conditions of people, must sooner or later have its effects on the tone of our civilization, and as the form of exercise that improves the physical must of necessity improve the mental, by virtue of the invigorating support thereby given, future generations will have ample reason to feel grateful to the inventive genius of the nineteenth century for producing mankind's greatest mechanical benefactor—the bicycle.

The Best of All.

The next best thing in a one-mile race
Is after the men who have set the pace
Drop out, and the wheels of the leaders flash,
As they bow their heads for the final dash.

But to see young Bald is the best of all
When he jumps from behind to overhaul
The bunch, as they near the finish line,
And beats them out in the nick of time.

AN ALL-AROUND EXERCISE.

The rider of a bicycle must remember that not only are the legs affected by riding, but that the exercise benefits nearly every portion of the human body. This seems at first to be rather odd, but at the same time it is perfectly true, and has been proved by the best of experiments. The new rider after taking a ten-mile jaunt expects to feel tired in the legs, and is considerably—not to say disagreeably—surprised when he finds himself aching all over. Probably he has more discomfort in thighs than anywhere else or maybe the pain is in the loins or between the shoulder-blades. A number of muscles in his arms and shoulders and chest begin to ache and he is quite unable to explain it; in fact, the thought that they were due to his exercise on the wheel is probably the last thing to enter his mind.

Cycling must not be regarded as an exercise of the legs alone. Chest, arms, forearms, and the muscular system generally feel the benefit of wheeling. It is very easy to see why cycling increases the strength of the legs, but the explanation of why it helps the development of the chest is probably not so easy. Noted physicians, speaking on the subject, say that this latter fact is due to a deeper and more rapid breathing. The respiratory muscles become stronger and larger and the joints and cartilages of the ribs move more easily and more freely because they have been limbered up by frequent use. Then, nearly every other muscle in the body is exercised at some time during the ride. To keep one's balance it is necessary that certain muscles should be exercised; the spine and hip bones are used in adjusting one's self on the wheel, while the arms and forearms are brought into play at almost every moment.

The heart of the bicyclist, of course, is compelled to do extra work and on its integrity only depends the life of the cyclist.

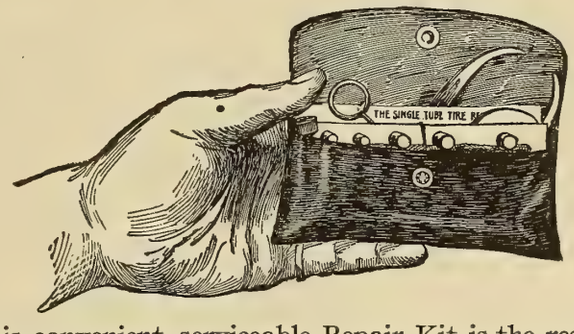
To people of sound body harm will result only through attempting to attain high rates of speed, from long and tiresome rides, and from excessive hill-climbing. To a person in sound health who uses the wheel sensibly no harm can result. Shortness of breath is a great index to the breaking down of the heart and those who suffer from shortness of breath should take warning at once and not attempt to make too many century runs on a wheel. Breathing throngh the nostrils with the mouth tightly shut is said to be a great preventative of the heart-strain.—*Bicycling World, September 6, 1895.*

Columbia wheels for comfort.
Columbia wheels for speed,
Columbia wheels in everything
Are always in the lead.

The following expressions from the English language are a few of the exclamations that usually greet the ear of the cycler who happens into the vicinity of "Paradise Alley."

"Oh, look! Say! your wheels are going around!"
"There's two of 'em on it; look!"
"Good thing, push it along!"
"On a bicycle built for two—tarrara!"
"Say! I'll sell you two of them!"
"Get onto the hat on the fellow in front!"
"Say! I wouldn't do a thing to him!"
"The feller behind ain't doin' a thing!"
"Ain't them bloomers ausgetzeit!"
"Catch onto them Trilbys!"
"That ain't no Columbia!"

Put it in Your Pocket



This convenient, serviceable Repair Kit is the result of years of costly experiment. It contains everything needed for quickly and permanently repairing Single-Tube Tires and should be in the pocket or tool-bag of every rider. Ask your dealer for the

Hartford Single-Tube Tire Repair Kit

50c. It is built for business—like the Hartford Single-Tube Tires that all are clamoring for. "One always rides home on Hartford Single-Tube Tires."

Hartford Rubber Works Co.
Hartford, Conn.

Chicago Office,
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GARDINER HAS TYPHOID.

The Chicagoan Suffering from a Mild Attack of the Fever—The Blue-Ribbon Meet a Success—Racing Men Dispersing.

LOUISVILLE, KY., Nov. 18.—Arthur Gardiner's illness is more serious than was at first thought, as he is now suffering with an attack of typhoid fever. The attack is a light one, and no bad results are expected to occur from it. In order that he might receive the best attention and nursing, he was removed to one of the best local infirmaries, where he will receive the very best attention. Doctor Grant, who is attending him, expressed the opinion today that the germs of the disease had been lurking in his system for several months and only waited for an opportunity to make a showing. Upon inquiring into the personal

Habits of the Sick Boy,

he is convinced that the disease was hurried in its action by carelessness on his part in not taking better care of himself. He would arise at all hours of the night, and, being insufficiently clad, would run over to the cottage or house, play a trick on one of the other boys, and then return to his room, thoroughly chilled. In one of these visits he received the benefit of a pitcher of water from one of his victims. This brought on a dumb chill with all of the symptoms of malaria, and the physician had to be called in. He tried every remedy, but without effecting a cure, until the

Fever Made its Presence Known.

Last Sunday he seemed to be doing so well that he was given permission to go out if the weather turned warmer, but it did not, and Arthur got worse.

This illness will prevent him from doing any more riding during the balance of the season, but, as the attack is very slight, it is thought and hoped that no other results will be experienced from it. The name of the infirmary was kept a secret in order to prevent so many of his friends from going there to call on him, which would do him more harm than good. His illness

Was a Great Disappointment

to every one, as it was hoped that he and Ziegler would have a chance to fight for supremacy in the last race of the season, and decide in that way which was the better man in competition. It is believed that, had he been able to ride, the competition record would have been lowered more than it was.

Many people have the idea that racing men ride only for the value of the prizes offered, but in this they are greatly mistaken, as was shown at

The Blue-Ribbon Meet

of last Tuesday. The contests were the finest ever seen on the local track, and the men seem to value the ribbons more than they would diamonds. Otto Ziegler was the first to show this when he asked the aid of the track association in trying to find his ribbon for the mile open race, in which he made the record. It disappeared very suddenly, and has not yet been located, and he worried more over it than any one would imagine. When it was known that it was really gone, the association had an extra one printed for him, and each contestant, pacemakers included, showing the date, distance, time, and the name of each one in the race, and Otto was happier over it than a boy is over his first pair of pants.

The Ribbons are Highly Prized.

This was not the only instance, and the result was far different. In the third race, after the men had finished and were going off the track, an error was made in awarding the ribbons. The recipient of the blue one knew that he had not won it, but he took it, nevertheless. The winner demanded it and was refused, and it looked very much as if they would come together then and there, but the matter was smoothed over and forgotten by all except the principals. After supper Crooks hunted up Weinig and demanded his ribbon again, and was again refused, and then, in the words of Pat O'Connor,

"There Was a Scrap."

It took several of the others to part them after they had clinched. Tom Eck then took a hand in the affair and ordered Weinig to give up the ribbon, which he did, and peace reigned supreme.

The men now with the Barnes team are changing their mounts. The first to do so was H. R. Steenson, who rides a Syracuse now. Austin T. Crooks and James Johnson, now with this team, signed with the Humber team last week and will go with them when they leave. Crooks has ridden under Troy so much that he does not feel at home with any one else, and as Eck has more men than he needs during the balance of the season, he was glad to see the boys catch on so quickly and satisfactorily.

Willie Windle Stops Riding.

Willie Windle and his team left for Worcester, Mass., last Thursday, without having tried for any records during his stay here. Butler went into the races of last Tuesday. It is believed here that the short editorial in last week's paper regarding Windle's utterance of a couple of years ago, had its effect on him, as he was not noticed on his wheel again before his departure.

The Humber team has received its sanction for record trials on the local track, and was ready to start last Saturday, but it rained again up to noon, and then the wind began to blow.

Berlo Rode Several Miles

against the wind, and came within the record time for five miles, When he was ready to try for the record the wind had increased so much that he had to give up for the day. Unless the weather moderates enough for them to make attempts this week, they will leave for the west about Wednesday or Thursday.

The Barnes team will leave this week for Nashville, and the day depends entirely upon the weather. Johnson wants to make the mile record, but will have no chance to do so after he leaves here. The weather is moderating again, and he will try for it on the first favorable day.

When they Leave Here,

the team will be composed of T. W. Eck, as manager; John S. Johnson, Pat O'Connor, A. E. Weinig, A. F. Senn, C. Kindervatter, H. A. Caperton, and H. R. Steenson. Their movements after reaching Nashville are not fully decided upon as yet, but it is very likely that they will disband. During the latter part of February or the first week in March, Johnson and Eck will leave for Europe to prepare for the race with Michael, or any other that may be offered to them. Johnson cabled to W. S. Simpson offering to take a place in the race proposed by him, in which he staked $5,000 against $1,000 that the user of a wheel fitted with the Simpson lever chain would beat any man mounted on any other chain in a series of races from 1 to 100 miles on the Catford track. It is believed that

The Other Man will be Michael,

and Johnson wants to have a number of chances against the Welshman. He also wrote to Mr. Simpson immediately after cabling, and expects to receive an answer from him within the next ten days.

G. A. Phillips left for Dayton, Ohio, last week and will remain there during the winter.

E. E. Anderson will leave probably Thursday for Marion, to familiarize himself with the Halladay wheel and be ready to start on the road about December 1. He has not yet been assigned a route, and is not certain that he will be given Texas, or Maryland and Delaware.

W. C. Bode, R. P. Searle, A. J. Stackpole, Fred A. Weage, J. E. Kirby, Pat Skelton, and W. L. Moore left for Chicago last week and unless the weather is more favorable for record trials the balance of the Morgan & Wright team will scatter this week.

RECORDS STILL FALLING.

LOUISVILLE, KY., Nov. 18.—Peter J. Berlo, who has been here nearly two weeks awaiting fair weather and the Racing Board sanction, today called the regular officials to the track, the weather being fine, and was able to man the quintuplet and also the quad to pace him in an attempt at the two-mile, paced, flying start record. The quint was to take him the first mile and the quad the second. After a little preliminary warming up, they announced themselves ready for the start on the next lap, and were under good headway when they passed the tape.

The first mile was ridden in 1:51⅕, the riding being very even. A good pick-up was made and the second mile finished in 1:52, making a total of 3:43⅕ for the two miles, breaking Cox's record of 3:48, made last week, and establishing a world's record for the distance.

C. R. Coulter started for the three-quarters, with standing start, paced by the "Kindergarten" quad, but got a very bad start and had to try it over. On the second attempt he had another mishap in losing one of his pedals, but kept gamely at his work and finished in 1:24⅕, reducing the record by three-fifths of a second. He is not satisfied with this slight reduction, and will make another attempt tomorrow.

F. G. Barnett started for the two-mile, flying start, paced record. He rode the first mile in 1:48⅗, but gave up on the next lap, as the quad pulled away from him and he was unable to catch up with it. If he had been able to hold it he certainly would have knocked Berlo's record to smithereens, as when he quit he was five seconds under the record just established.

A. F. Senn then started for the unpaced records, and succeeded in making new marks for the five, ten, fifteen, twenty, and twenty-five miles, and for the hour. The score shows how evenly he rode, and the performance stamps him as one of the best unpaced riders on the path today.

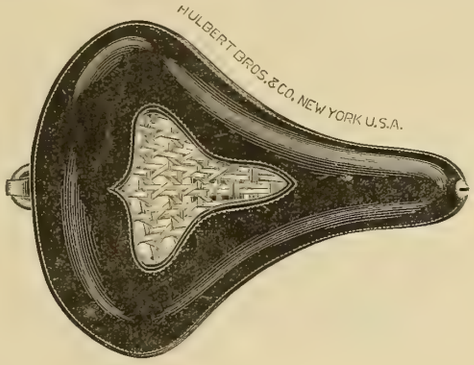
The intermediate times were: Five miles, 12:02; ten miles, 24:10; fifteen miles, 36:36⅕; twenty, 49:20; twenty-five, 1:02:37⅗; one hour, 24 miles 65 yards.

Trouble in Camp.

LOUISVILLE, KY., Nov. 19.—During the past three or four weeks there have been a large number of articles reported as missing by the racing men. On the day of the Blue-Ribbon meet Willie De Cardy lost a very valuable diamond pin from the dressing-room. Tom Eck lost a couple of diamond rings last week, and he joined in the hunt for the thief. As no one besides the racing men had access to the quarters, suspicion naturally rested upon one or more of them. This morning, bright and early, F. T. Lyman swore out search warrants against Seavey and James Johnson, which were placed in the hands of two detectives. They went to the track and searched the effects of the two accused men, but said that they had found none of the articles reported lost. Lyman was not satisfied, and stated that he would go uptown and swear out warrants against them, so the men were taken up to the detectives' office. Manager Troy went with them and engaged an attorney to defend them, but as no warrants were sworn out the detectives were glad to let them go. The two racing men claim that they will proceed against Lyman for false arrest. The matter is still unsettled.

The cold wave has just reached here, and it is very likely that all of the racing men will leave tomorrow for their homes.

No Stronger Saddle Possible.



MESINGER SADDLE
Comfortable and responsive.

MESINGER SADDLE
Ventilated and durable.

MESINGER SADDLE
Light and strong

MESINGER SADDLE
Harmless and cool.

MESINGER SADDLE
Firm, but elastic.

MESINGER SADDLE
Sensible and humane.

MESINGER SADDLE
Simple and neat,

MESINGER SADDLE
Scientific and practical.

MESINGER SADDLE
Natty and handsome.

MESINGER SADDLE
Healthful and hygienic.

MESINGER SADDLE
Easy and reliable.

MESINGER SADDLE
Tested and guaranteed.

MESINGER SADDLE
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WILLISON UP FOR RE-ELECTION.

President of the League Laying His Fences for a Second Term—New York News.

NEW YORK, Nov. 18.—During his visit in New York last week Pres. A. C. Willison let slip, either intentionally or otherwise, the fact that he is a candidate for re-election. Confirmation of this is found in his plan to hold the National Assembly session either in St. Louis or some other western city, and not in Baltimore, as was announced some time ago. That Willison's strength—if he has any—is in the west is now evident from the anticipated change of place. The bulk of the League membership comes from the Middle and New England states, and the sending of delegates out to St. Louis would incur considerable expense to the New York, Massachusetts, and Pennsylvania divisions. Consequently these states and many others in the east would be represented only by proxies, and the meeting would not assume vast proportions.

Why Chief Consul Potter Objects.

At the recent Good Roads Parliament, held in Atlanta, Chief Consul Potter attended as a representative from New York state. With the understanding that the National Assembly meeting would be held in Baltimore, Mr. Potter invited the delegates of the parliament to be present on the day which is to be devoted to the good roads discussion. It was also the intention to have well-known senators and congressmen, who would be in Washington at that time, participate in the discussion. After making these arrangements, Mr. Potter is now surprised to learn that Mr. Willison intends to secure the consent of the other members of the executive committee to hold the assembly gathering in another city.

New York in the National Assembly.

According to the present figures the New York Division now has 9,522 members, or only 478 behind the coveted 10,000 mark. Of the 239 names sent in last week the Empire State contributed 104. The total for the League is 37,348, an increase of 12,240 over that of a year ago. Of these New York supplies more than half.

In the next National Assembly of the League there will be about 200 delegates. Of these 102 hold seats by reason of their state division connections, 78 are elected, 11 come under the head of ex-officio, and a few more will be selected on account of the increase in membership. The elected delegates will be divided up as follows: New York, 23; Massachusetts, 14; Pennsylvania, 11; New Jersey, 6; Ohio, 4; Illinois, 3; Missouri, 3; California, 2; Connecticut, 2; Wisconsin, 2; Rhode Island, Michigan, Maine, Kentucky, Maryland, Kansas, Iowa, and Colorado, 1 each.

Michaux Club's Initial Ride.

The swell Michaux Cycle Club had its first indoor ride of the season last Thursday at Bowman's Academy, but the horse show proved too great a counter attraction to permit a large attendance. There is only one week in the year in which society people pay—or pretend to pay—homage to the horse, and the Michaux members belong to this class. What amusement cyclists can extract from riding round and round the confines of a hall is beyond the comprehension of the blase wheelman who has been in the game for many seasons, but apparently there must be some pleasure in this fad of society—and it can be accounted nothing less than a fad. The Michaux Club is managed by an executive committee, of which William A. Haines, of Manhattan Beach fame, is the chairman. The membership is limited to 250, and very few vacancies remain. Among the families represented in the club are the Vanderbilt, Gould, Roosevelt, Coudert, Clews, Dyer, and many others equally as prominent in the swell society of the metropolis.

Proposed Rival of the Century Club.

The effort to form an organization in Brooklyn patterned after the Century Road Club, for the purpose of looking after road records and long-distance roads in the east, is very likely to "die a-bornin'." The excuse for its existence is not very apparent, and the appointment of an energetic and live representative of the Century Club in New York or Brooklyn would meet the emergency that is supposed to exist. Captain Smith, of the South Brooklyn Wheelmen, who is prominent in the present agitation, would be a good man for the place. It is a fact that the Century Club has been more or less derelict in attending to road matters in this part of the country, and the idea of another body in the metropolitan district was only a natural consequence. But the day is not far distant when road races and road records will not figure very prominently. The beginning of the end is near at hand, and the use of the highways for competitive purposes will soon be concluded, at least in this part of the country.

Dangerous Indoor Racing.

Racing hereabouts is now confined to indoor events, and several of these have been scheduled. Last Friday night the two-mile handicap in the games held in the Twelfth Regiment armory was characterized by numerous falls, and it was more a question of luck than speed in deciding a winner. Racing on a flat track is bad enough, but it was made doubly worse by the wax on the floor for the dancing which followed the games. Fifty-two men entered the race, but fully a third of them decided not to take any chances on the slippery floor. "Teddy" Goodman, one of the scratch men, apparently watched over by a kind providence, succeeded in crossing the tape first. Judge and Liebald fell on the last turn, or the finish would have been decided by inches only. The time, 5:45⅕, tells its own story, and further comment is needless. One of those who fell was J. Lambrecht, and for a time it was thought that his injuries would prove fatal.

On Saturday night at the Twenty-third Regiment games in Brooklyn, for members only, there were two events. A mile novice and a two-mile handicap. E. C. Barnum captured both races, the handicap from 190 yards in 5:15¾. He gives promise of being one of next season's surprises, as he is entirely new in the game.

Next Saturday night a two-mile handicap will be one of the features of the Thirteenth Regiment games, and on December 13, at the Eighth Regiment armory, the cycling programme will consist of three races. There was some talk of a meet at Madison Square Garden in January preceding the cycle show, but the scheme has been given up.

Transportation of Wheels.

The recent action of the Pennsylvania Railroad in deciding to charge for bicycles has caused any amount of discussion and agitation in this vicinity. Contrary to expectation, the Trunk Line Association did not at its recent meeting second what had been done by the Pennsylvania Railroad, but the matter was laid on the table. Nevertheless, it is thought that the association, or nearly all its members, will fall into line and charge for the transportation of wheels in the near future. Those who have given the subject serious consideration do not think that the joint committee of the National Cycle Board of Trade and the L. A. W. will succeed in convincing the representatives of the Trunk Line Association that it will be detrimental to the railroads to

Tax Wheelmen for Carrying their Wheels.

What will follow then is a matter for conjecture, but that something will be done can be stated positively. A fight would have to be carried to the highest court, and the chances for a decision favorable to the wheelmen are very good, providing the case is handled in the proper manner.

The Central Railroad, of New Jersey, which declined to follow the lead of the Pennsylvania Railroad, has been extended a vote of thanks by the Associated Cycling Clubs of New Jersey. In answer to a letter written to the officials of the Central Railroad, inquiring as to their intention in the matter of charging for wheels, a courteous reply was received, stating that the company had no intention of placing a tariff on bicycles, and was not likely to do so.

ENTHUSIASTIC BISONS.

BUFFALO, N. Y., Nov. 17.—The cycle path that is to connect Buffalo and Niagara Falls continues to be the greatest matter of importance to wheelmen and wheelwomen. The Buffalo *Express*, in aid of the project, has started a subscription list, heading the paper with a large sum, and money is fast coming in from those interested in wheeling and wheelmen. Many prominent business men are responding to the call for substantial assistance in aid of the project, and the Pressettes, the new woman's wheeling club, has sent a check for the new road. Just the route to be followed has not yet been decided. It may be that the pavements of Buffalo and Tonawanda will be followed to the north line of the latter city, and possibly, if enough money is obtained, a path will be built along the bank of the river all the way from Buffalo to the Falls. In the latter instance at least two approaches to the main path from this city will be built.

Looking up Political Timber.

Tuesday night almost every one of the bicycle clubs of the city will hold its annual caucus, and club politics are the prevailing topics of conversation in parlors and billiard rooms. Several of the present chief executive officers probably will decline to stand for re-election, but plenty of good timber for all offices is available, and as usual there is no lack of candidates for nomination.

Bowling has taken a firm hold on the wheelmen, and the sport, which was followed in a mild way last winter, this season will be pursued in a systematic manner. An organization known as the Buffalo Bicycle Bowling League was formed at Schnellbach's alleys today, and another meeting will be held Wednesday at the clubhouse of the Press C. C., when dates for the tourney contests will be selected. Twenty-eight games will be included in the series, two to be played in November, twelve in December, and fourteen in January. The clubs entered are the Ramblers, Press, Imperials Wanderers, Comrades, and Parksides.

SANGER TIES HAMILTON'S FIGURES,

DENVER, COLO., Nov. 16.—W. C. Sanger tied W. W. Hamilton's unpaced mile record this morning. The times were one-third, :36; half, :56; two-third, 1:14⅕; mile, 2:00⅗. Two weeks ago Sanger came to Denver from Waltham, with the sole purpose of breaking Hamilton's unpaced mile record. He believed that the dirt surface and the shape of the Denver track makes it the fastest in the country, so he left the cement tracks of the east and came here. Since arriving the weather has not been propitious for his purpose, owing to the cold, but this morning the sun came out clear and warm, and he determined to make his first official attempt, resulting in his tying the record. The second day after his coming he started a trial mile, but after the first third, which he made in :37, he was winded. Since then he has been training his wind and is now in first-class condition.

There is only one champion in the eyes of the Californians and his name is Bald. At the San Jose meet Cooper was given a handicap over his rival.

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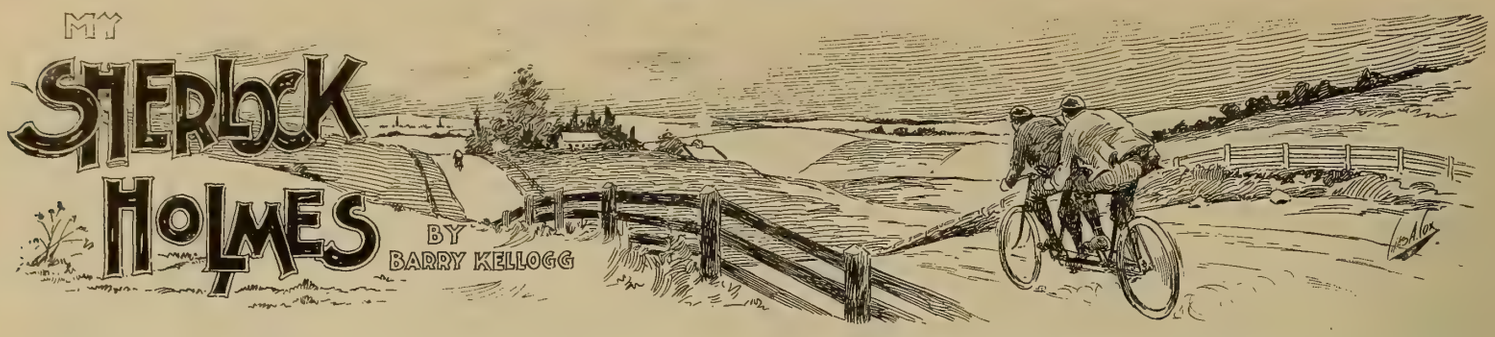
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THE BEARINGS
The Cycling Authority of America

MY SHERLOCK HOLMES

BY BARRY KELLOGG



I have always maintained that my boys were clever, particularly Ralph, but I never gave even him credit for being as clever as he really is, until certain events transpired which I shall briefly relate.

Both the boys were fond of outdoor exercises, particularly cycling, and were boys in every sense of the word. Tom was eighteen and Ralph was a year younger. In their studies they kept abreast, for while Ralph was the younger he was far more clever than Tom, although he was not nearly so studious. Time and time again I have found Tom at his studies while Ralph was reading romances. I had often rebuked Ralph for this but without apparent good results. At the time of which I am writing he had become enamored of the tales of A. Conan Doyle. I tried to show him the folly of light reading and particularly the reading of such impossible tales as those of Doctor Doyle. It was of no avail, however, for the boy not only kept on reading them but insisted on relating the detective tales to me and arguing, that, while they were not true, they were at least possible. He even went so far as to say that in reading them one learned habits of observation and analysis that would stand him in good stead in life. I finally gave up arguing with him.

But to my story. After having accumulated a moderate fortune in speculation early in life, I decided that I had all the money that I needed for the rest of my days and resolved to retire to a country home and there indulge myself in my love for books and nature, make my wife happy, and personally educate my two sons. Ten happy years had been spent thus when I began to realize that the constantly decreasing rates of interest and the constantly increasing expenses of two boys, already nearly fitted for college, would soon compel me to eat into my original capital or deny myself and my wife luxuries that we had been accustomed to for years.

I must increase my capital. That was plain. I learned, by chance, one day that a new railroad had secured a charter to enter Chicago—which was less than a hundred miles from my home—and that it would, at a point within a few miles of my home, cross another railroad that did not go near Chicago. This was inside information and I readily perceived the value of it. At the junction of the two roads there would be a freight yard, a depot, and a little village. If I could gain possession of the land there I would have a sure and a safe investment.

I knew that the largest part of the land in that vicinity was owned by an illiterate old German who had acquired it when the place was a wilderness, and that he had tenaciously held on to it. After I had advanced many arguments and offered a sum considerably more than the land was worth for farming purposes, he consented to sell. I had the abstracts looked up and every detail of the transaction settled except the actual transfer. The German, whose name was Schmidlap, could barely read, scarcely scrawl his name in German characters, and was utterly ignorant of business. Like most men who are ignorant of business he was suspicious and cautious. In this case his caution took a peculiar form. He insisted that the money must be paid in cash. Unwilling to cross him in any particular I readily agreed to his demand. He was to come to my home prepared to make the transfer one afternoon in the early fall and I, accompanied for safety's sake by my two sons, went to Chicago and drew out the money necessary for the purchase, $27,500. Of this sum $5,000 was in gold eagles which I got, thinking that if at the last moment the Teuton should hesitate to go on with the deal, as I half feared he would, the sight of the gold would act as an incentive to go ahead. I would have gotten the whole sum in gold but for the fact that it would have weighed too much to have been carried without much inconvenience. As it was the money with the valise in which I carefully locked it weighed close to twenty-five pounds.

When I got home I put the valise containing the money in my desk, a roll-top office desk, in the library and there with the boys and my wife awaited the advent of Schmidlap. He was to be at my house at 4 o'clock but it was over an hour before he put in an appearance. At last we saw him driving down the road in a farm wagon, and alone. Had it been any one else who was coming to carry away so large a sum of money, it would have surprised me to see him alone, but in Schmidlap it did not. We could hear him stop before the door. My wife showed him into the library and left the room. To my "good afternoon" he made no reply but glanced around and finally said, "Have you got the money?"

I replied that I had; whereupon he blurted out, "Let me see it."

I unlocked the desk and taking the valise to a table opened it and laying the bills to one side poured the gold out and let him feast his eyes on it. He looked, and looked, and then dug his hands into the heap. After he had feasted his eyes for as long a time as I thought necessary to impress him with the value of it, I swept the money into the valise again and locking it set it on my desk and inquired, "Where are the deeds?"

"The deeds!" he exclaimed, in a tone of dismay; "the deeds!" and rushed out into the hall where we heard him give a terrified shriek and fall heavily to the floor.

Hastily pulling down the cover of the desk I, followed by my sons, rushed into the hall to see what was the matter with him. We found him, apparently unconscious, in a heap on the floor. We raised his head and calling to my wife for stimulants, which were soon brought, we quickly had the satisfaction of seeing him open his eyes. He struggled to his feet and supported by Tom on one side and me on the other and followed by my wife and Ralph he went to the wagon and extracted the deeds from under a blanket on the seat of the wagon. It took but a glance to satisfy him and he hastily put the precious papers in an inside pocket and we all returned to the house. My wife was the first to enter the library. Before I got into the room I heard her give a cry of dismay. Hastening into the room I saw that my desk was open and that the valise containing the money had disappeared.

For a moment I was motionless with surprise and dismay. It seemed impossible that in the brief time we had been absent from the room any one could have opened the desk and gotten away with the money. I rushed out of the house and looked in every direction for the thief but there was not a soul in sight. As I returned to the house I met Schmidlap. He reproached me with having played a trick on him, and said that he never believed that I intended to pay him a cent, but was trying to rob him of his deeds. I did not discuss the matter but went on a few steps, when I met my wife. "Go hitch up the horse," she said, "and I will drive to the village, notify the constable, and telegraph to the city for detectives."

I inwardly blessed her for thinking of things which my brain was too dulled to have thought of. I hitched up the horse and watched her drive away and then returned to the house. Tom and Ralph had both disappeared. I was weak and my brain refused to work. I sat down at the empty desk that but a few minutes before had contained nearly half of my little fortune, bowed my head on my hands, and gave way to my grief in a manner that was, perhaps, childlike but was, nevertheless, natural. I do not know how long I remained in this position. It must have been a long time. The first thing that I realized was the presence of Ralph's face as he raised my head from my hands and looked into my eyes.

"I thought you said Sherlock Holmes was not a possible character," he said.

I looked at him in a dazed way and asked, "What do you mean, my boy?"

"I mean this," he said, and held before my eyes the valise that had contained the money.

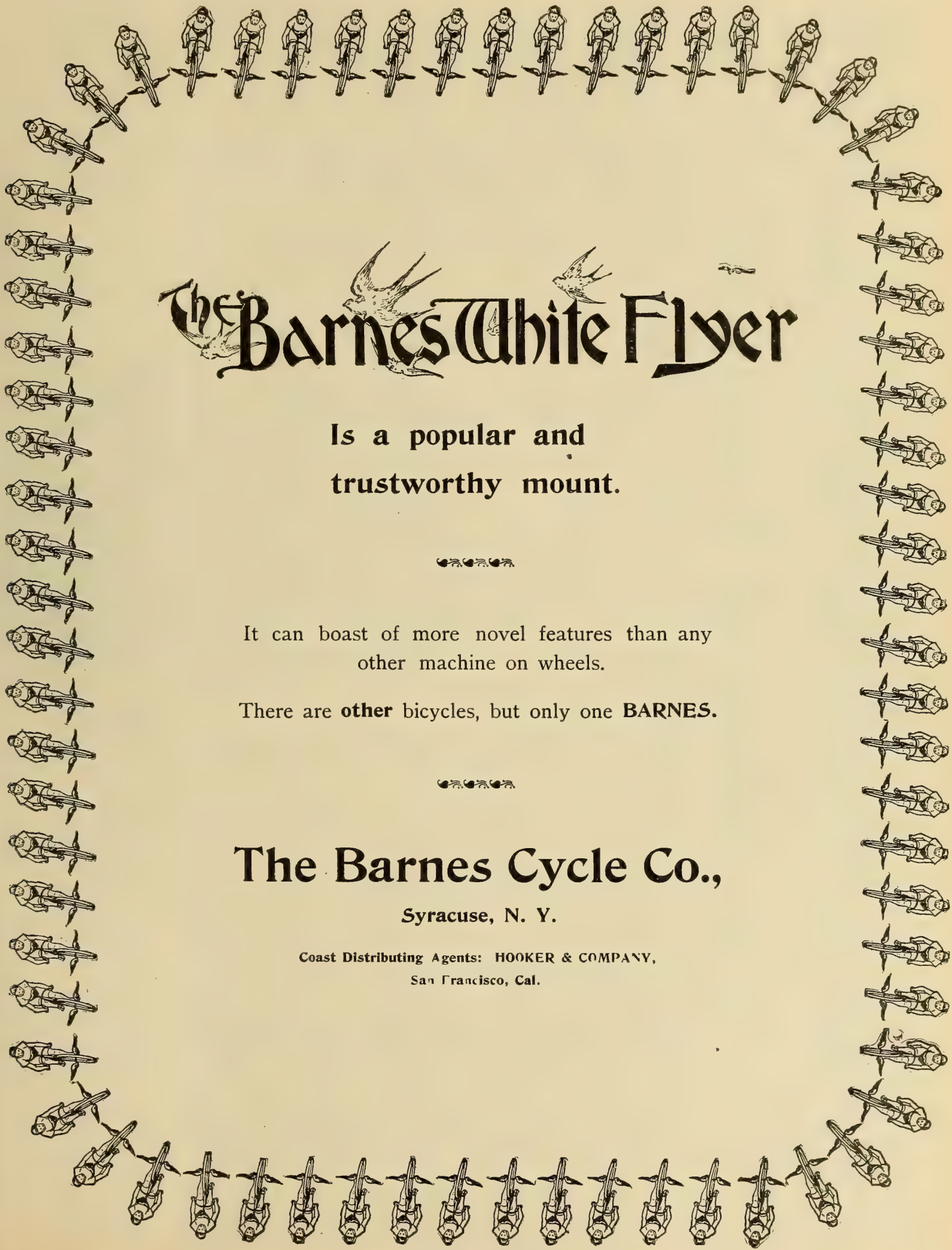
I gazed a moment in astonishment, and then seized it, and thrusting the key into the lock opened it. There was the money, the new crisp bills and the clinking gold. When I had sufficiently recovered myself to ask what it all meant, Ralph, in that superior tone that boys will at times assume and which I had so often reproved him for using, began:

"Sherlock Holmes was not such a wonderful man after all. Any one could be a Sherlock Holmes if he only had the chance and would use his eyes and his powers of analysis.

"When I saw that the money was gone, and you ran out of the room, I thought, 'Here is a chance to do what Sherlock Holmes would have done.' Of course I do not pretend to know as much as Sherlock Holmes knew, but I thought that I did know enough for a simple case like this.

"The first thing that I did was to examine the desk. The thief, whoever he was, either had a key or else forced open the desk, for before you left the room you shut down the cover and locked it. He did not have a key, for the first thing that I discovered were two little triangular shaped indentations on the edge of the cover with the sides of each triangle nearest to the other, parallel to each other. On the top of the desk was a mark evidently caused by a piece of steel about three-quarters of an inch wide. The marks on the top of the desk came just opposite to the marks on the cover. Thinking of instruments that could make such marks I thought of the spanner wrench for our tandem. The marks were plainly made by a spanner wrench.

"Then I stopped to think how the thief got into the room. He could not have come in the front way without our seeing him and I knew that the back of the house was locked. There was only one other way that he could have gotten in then, and that was by the window. You know that the window was open. I started for it but I knew that the thief had come in that way before I got there for there was dirt on the carpet and the tracks led directly from the window to the desk. In the soft dirt in the flower-bed



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outside the window I saw footprints. I examined them as Sherlock Holmes used to examine footprints. Across the print of the sole of the shoe were two parallel lines of marks. What could have made them? Surely nothing but the rat trap pedals of a bicycle. The use of a wrench and the prints of the shoes settled the matter. The thief must have been a bicycle rider, and, having a wrench with him, must have had his bicycle, which would also account for his getting out of sight so soon.

"Then I stopped to analyze some more. Who could have known that the money was there. I was sure that you had told no one outside of this house and I was equally sure that no one in the house had told any one. Then it must have been some one that old Schmidlap had told. Who was there that he knew that rode a bicycle? Why, his son Jake, of course. That explained everything. Of course Schmidlap would not know where you kept the money and if any one was to get at it he must know that. He asked you if you had the money the first thing and you showed it to him. Any one could look in the window from behind the shrubbery and see where you put it. Then old Schmidlap went out after the deeds and pretended to faint so as to get us out the room. It was clear as day. Schmidlap had conspired to get your money without giving up his land.

"As soon as I had settled that much, I told Tom to go to the barn and get out our tandem, for you know that Jake Schmidlap is a scorcher and won the county championship at the fair only last week. I knew that if we were to catch him soon we would have to be in a hurry. I knew that we could beat him on the tandem, especially as he had that heavy satchel to carry.

"While Tom was getting the tandem I made sure that Jake had his bicycle with him by looking for its tracks. His bicycle has corrugated tires and it is the only bicycle with that kind of tires in the neighborhood. Sure enough I found the tracks of the tires in the road in front of the house. But here was a puzzle. There were tracks in both directions. Then I analyzed. He did not go in the direction of his house for the road in that direction is in plain sight for a mile and we would have seen him when we ran out of the house. He must have gone the other way and gotten around the corner by the maple grove and thus have been out of sight.

"Jake did not have more than ten minutes start and I felt sure that we could catch him in much less than an hour, and I knew we would have to catch him in that time, or he would have the help of darkness to assist him in his escape. I told Tom that we would have to make our very best time and we laid down to the work. Whenever we came to a cross road we would have to slow down so that we could see whether or not he turned off. He kept right on, however, and after we had examined several cross roads I became satisfied that he would make right for Cedar Grove where he could take the mail train west. You know that it is rather hilly on the road to Cedar Grove and that encouraged me for I knew that whatever advantage we had over him on a level road would be increased on the hills. We kept on just as fast as we could go until we came to the cross road that leads to the Grove. I was almost tired out by that time and I could see that Tom was no better off, but there were only two miles more at the most, and even then it was a question with me whether we would get to the station in time for the train. We stopped long enough to see that Jake had taken this road and then hurried on as fast as we could. We had not gone far when I looked up from the front seat, as we got to the top of a hill, and saw Jake ahead of us at the top of the next one. He was not more than an eighth of a mile ahead, but that was enough.

" 'There he is,' I said to Tom and we both worked as we never worked before. We never could have gone at the speed we went if it had not been for the big prize at the end of the race. When we had gone a mile more and were within sight of Cedar Grove, we had almost caught him. We were not more than twenty yards behind. Up to this time Jake had not seen us but he heard the whir of the tandem and he looked around. I never saw such a look of terror on any one's face in my life.

"The valise was hanging over his shoulder hanging by the strap that was on it when you carried it home from bank. He did not lose any time in looking back but he bent over his wheel and worked for dear life. We had been making such a spurt that for a while we actually lost ground. Then he began going up hill and we began gaining on him. My head was all in a whirl with the excitement and work and I could scarcely see where I was steering. We got to the top of the hill not more than ten feet behind him. I could see that he was as tired as we were for he was wabbling.

" 'Give it to her,' said Tom, and I did the best that I could. We were going down that hill at a fearful pace when I saw something that almost made my hair stand on end. Jake was no longer trying to get away from us but was looking behind. All of a sudden I remembered his trick of 'dumping' other competitors in his races on the track. He would get in the lead and then cross over in front of some rider just so that his front wheel would strike Jake's rear one and the poor fellow would go down with his machine. That was what he was trying to do with us.

"He edged over to one side of the road and I followed him, taking care not to get too close. All of a sudden I saw that he was back-pedaling. It was as much as I could do to get my foot on the front wheel of our tire before we were lapped on his wheel. I could feel the beat of the friction on the tire coming through my shoe just as he, judging that we were close enough, steered his wheel toward the other side of the road. Had he been a moment sooner we would have surely gone down but my foot brake had accomplished its work and he missed us by the closest possible margin. I got my feet on the pedals again and began pumping and called to Tom to do the same. In a minute the high gear of the tandem had brought us alongside of him, and, as soon as we were enough ahead, I began crowding him off toward the ditch. He was right on the edge of the road and just abreast of Tom when he reached out his hand and tried to push us away. He reached for Tom but Tom was smart enough to duck his head and Jake came crashing into our back wheel from the impetus of his own shove.

"We managed to escape falling but Tom lost his pedals and we went flying down the hill and it was not until we had reached the bottom that we were able to stop the tandem. When we got off we left the wheel lying on the ground and ran back on foot. There was no need to hurry for Jake was lying on the ground insensible. We took the valise and then tried to bring him back to consciousness. While we were working, a farmer came along and we left him to carry Jake to Cedar Grove in his wagon while we got on our tandem and rode home. We did not come back very quickly but here we are.

"And now, what do you think of Sherlock Holmes?"

THE BARNES JUVENILES.

The Benner brothers, of Philadelphia, will have two formidable rivals on the circuit next year in Harry H. Hitchcock and Freddie Beaudry, of the



FREDDIE BEAUDRY. HARRY H. HITCHCOCK.

Barnes juvenile team. These miniature racing men will follow the circuit and ride exhibition races. Their mounts will be Barnes Specials. Master Beaudry is but five years of age, while Master Hitchcock is two years older.

ILLINOIS OFFICERS ELECTED.

PEORIA, ILL., Nov. 18.—The committee on rules and regulations of the Illinois Division L. A. W., met this evening to canvass the votes for division officers, cast at the recent election, and declared the following elected: Chief consul, L. A. Jacquish, Chicago; vice-consul, John L. Misner, Peoria; secretary-treasurer, George D. Locke, Jerseyville; representatives, C. L. Steen, H. B. Walden, and A. J. Marrett, Chicago; W. A. Connelly, Danville; Joseph H. Dunn, Galesburg; Marion X. Chuse, Jr., Peoria; J. F. O'Loughlin, Jerseyville.

AN INTERCOLLEGIATE ASSOCIATION.

NEW YORK, Nov. 18.—An attempt is being made by the Columbia College Athletic Union to form an intercollegiate cycling association to regulate and govern all college cycling contests. A committee of three of the Columbia students has been appointed to learn the sentiment of the other colleges, and to carry on the work of organization. Many of the large universities regard the project favorably, and the prospects of the ultimate formation of the association are considered excellent.

When P. J. Berlo broke the two-mile record he rode a 24-pound Humber fitted with 189¢ Humber tires, made by the Spaulding & Pepper Co., of Chicopee Falls.

Frank B. Rigby, of Toledo, passed through Chicago last week on his way to the Pacific coast where he will join the circuit chasers. He will ride a Syracuse under the watchful eye of Dave Shafer.

The Remington Arms Co. wants to find the best route between New York and San Francisco. If any of THE BEARINGS' readers can furnish the company any information it will be thankfully received by W. M. Haradon, at the New York branch, 313 Broadway.

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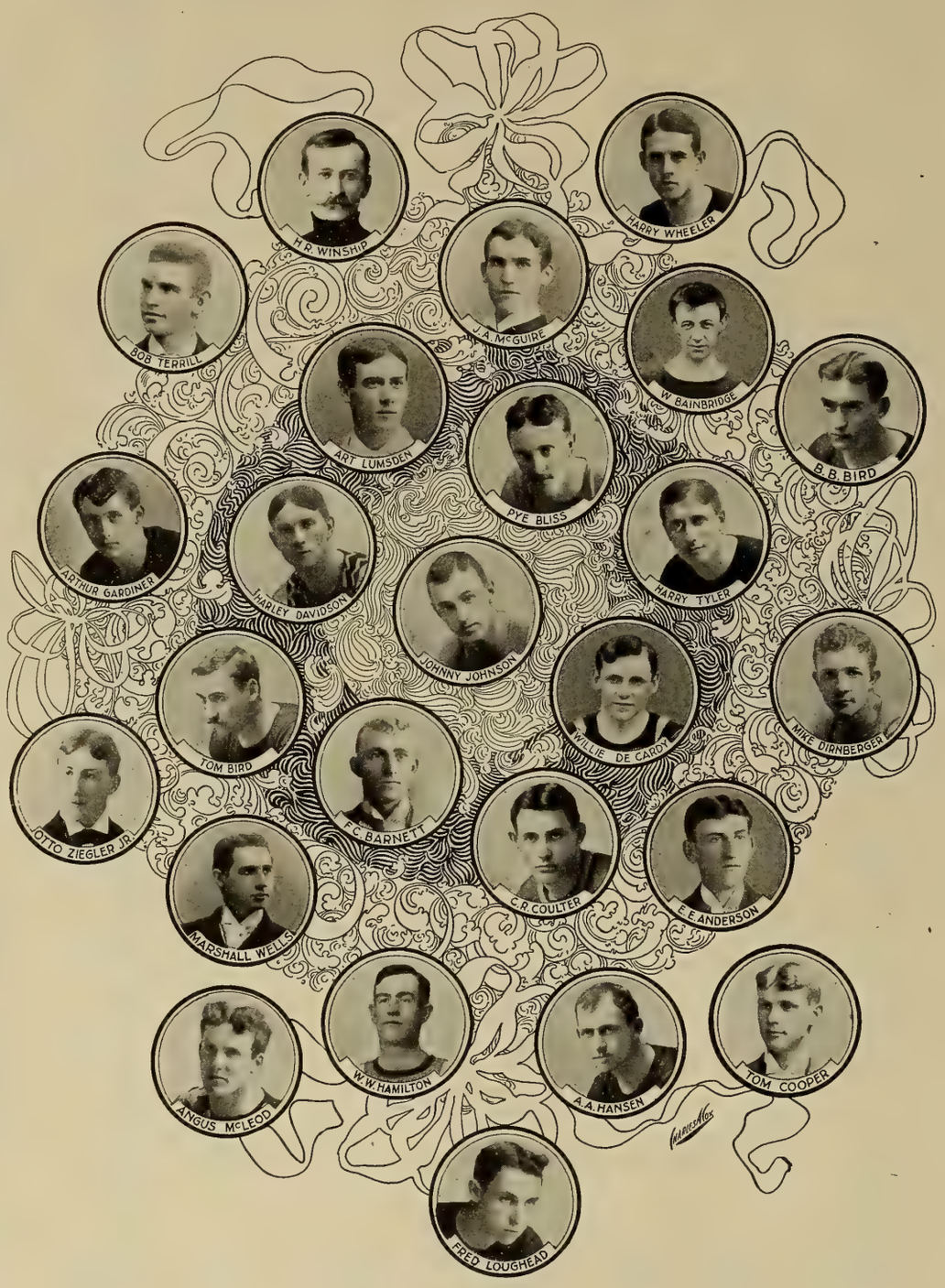
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ARE GOOD TIRES

SEVERAL MORE RECORDS

Before presenting the weekly grist of records on Morgan & Wright tires, we want to remind the public of Angus McLeod, whose portrait was not handy for publication a short time ago, when he rode a straightaway mile in Canada in 1:33⅘. In the accompanying half-tone McLeod is shown on his regular wheel, the Brantford. It may be remembered that while on his ride he had a favorable wind, he rode slightly up grade all the way. The exact measurement of the distance was one mile and seven yards.



ANGUS M'LEOD.

There are so many big Morgan & Wright records that it is impossible to display announcements about them in capital letters an inch high. It is respectfully stated in 8-point DeVinne that Ziegler's mile in 1:53⅘, on a Barnes, at Louisville, November 12, was **WORLD'S COMPETITION RECORD. On November 13, at Louisville, R. P. Searle, on a Crescent, rode 100 miles in 4:22:30—AMERICAN RECORD. Harley Davidson, on a Brantford, rode a paced flying half, B, in :59 at Peterboro, Ont., November 12. At Toronto, November 15, he rode two miles paced, flying start, in 4:20 1-5 and five miles paced, flying start, in 11:23—all CANADIAN RECORDS.**

When we say it's so, it **is** so to the best of our knowledge, which is based upon the most careful inquiry which circumstances permit us to make. When it is stated—as it often has been—that more Morgan & Wright tires are used than of all other makes combined, riders and the trade can depend upon it, for we had plenty of time to ascertain the fact before making the claim. The fact means something to the dealer who is considering a choice of tires for next year. It means that Morgan & Wright tires give the least trouble and the most comfort to the most people. We receive numbers of letters like the following, which was written by A. M. Griff, of Atlantic, Iowa:

We have sold fifty-seven new machines this season and fifty-one we had equipp-d with your tires. We have never sent but one tire back, and that was not the fault of the tire, but the fault of the maker of the wheel in not cementing it on as it should have been, so that the rim chafed the casing. As to the remaining six pairs—we have had ten out of the twelve tires sent in. We tell our customers that if they want other than the M. & W. tires, not to bother us with them after they get them; but that if they will take M. & W. tires we will make defects good at our place, as we know what they are, after handling them for three years.

All of which proves that, as far as Morgan & Wright tires are concerned, the proof of the pudding is not necessarily in the eating. It is in the getting of the pudding.

SEEN OUR
QUICK-REPAIR TIRE?

Its stem is red.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, NOVEMBER 21, 1895. No. 12.

Published every Thursday by

The Fowler Cycle Mfg. Co.

Makers of "Fowler" Bicycles.

Main Office and Factory,

142-148 W. Washington St., Chicago.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.

ILLUSTRATOR, CHARLES A. COX.

Our Last Week's Editorial.

How it Struck the Cycle Trade and the Public.

We desire to publicly thank our many friends who have written us letters of congratulation on our last week's editorial in THE FOWLER TRUTH entitled "Crooked Advertising." We have only one thing to regret in the matter, and that is that we were unable to present to our readers the most interesting part of the story—owing to the fact that part of the copy was mislaid by one of the papers in which our advertisement appeared. We are now getting up a circular letter, and you may rest assured that if your name is on any cycling paper's list in the country you will get it, as we are having 200,000 copies of that edition struck off.

It is, and always will be, our aim to speak the truth at all times. We spoke the truth in that editorial, and, should occasion demand, we will make affidavits substantiating the editorial in question, and will make it our business to place it in the hands of as much of the cycling public in these United States as we can possibly reach.

MILLER'S MARVELOUS RIDE.

C. W. Miller, "The Flying Dutchman," who landed the five-mile standing start, paced, world's record so neatly at Louisville, November 7, rode a Fowler bicycle. His time was 10:07⅖. The net time is not nearly so wonderful as is the fact that Miller rode each of the last three miles under two minutes, as follows:

	Separate miles.	Total time.
1	2:08	2:08
2	2:04	4:12
3	1:56⅗	6:08⅗
4	1:59⅖	8:08
5	1:59⅖	10:07⅖

On Saturday, November 16, Miller went for a limbering-up exercise gallop of twenty miles, which he rode unpaced at a 2:23 gait, finishing the last mile behind Berlo and the "quint" in 1:56 flat.

ASK ANY FOWLER RIDER IF HE IS SATISFIED.

HE WILL TELL YOU.

WE ARE NOT AFRAID.

Agents want "quick action." Those who handle Fowlers in '96 will be "doing it" before the cycle shows.
We can, and are, shipping '96 stock daily.

Fowler Cycle Mfg. Co.

142-148 W. Washington St.

CHICAGO, ILL.

New England Branch, No 8 Park Square, Boston, Mass, C. H. Larsen, Manager.

New York Branch, Cor. Broadway & Duane St., New York City, J. H. Robley, Manager.

LOTTIE GILSON IS RESPONSIBLE.

Among the many visitors to the office of THE FOWLER TRUTH this week, none left us with a more decided "glad-we-are-on-earth" feeling than Miss Lottie Gilson, unquestionably the most universally popular and "chic" vaudeville singer on the American stage today.

Pretty Miss Gilson purchased a Fowler of pale blue hue, which she says she intends introducing into her act in the near future, just as soon as the piece, "The Frame Tells the Name," is off the press.

AN EYE FOR BEAUTY.

It has always been acknowledged that theatrical people, high up in their art, were gifted with an eye for the beautiful, critical in its tone, and unfailing in its decision.

During the present week Miss Camille D'Arville, the queen of comic opera, now appearing at one of the local theaters, after a careful and minute canvass of the cycle field, decided that the Fowler stood handle-bars and saddle above them all, following up her decision with an order for a specially constructed wheel, which is now being built for her.

KENTUCKY HOSPITALITY.

We made a flying trip to Louisville, Kentucky, last week, in company with the president of our company, Mr. Frank T. Fowler. Never before did forty-eight hours pass so swiftly, and never before were we so reluctant to board a train for Chicago as on Saturday night when we embarked for home.

Gentlemen of "Old Kaintuck," representatives of the press in one of the grandest states in all this dear old Union of ours, we're much obliged. We had one large, juicy, tickled-into-hysterics-kind of time, and "we thanks yer." Yes, we'll go again.

CLARK'S RECORDS ALL ACCEPTED.

Harry C. Clark, the nineteen-year-old Fowler rider of Denver, Colo., whom competent judges claim to be the most marvelous unpaced rider extant, has been allowed all the records made by him ON HIS FOWLER ROADSTER, as follows: Half mile, unpaced, 1:00¾; mile, Class A, unpaced record, 2:05⅛; two miles, unpaced, 4:38⅜; three miles, unpaced, 7:18⅛; four miles, 9:56⅛; five miles, 12:34⅜.

PERSONAL—Will the young Parisian lady who was overheard in a State Street car last Tuesday saying to her escort that the Fowler is the most highly finished bicycle in the world, please tell her father, brother, uncle, and all other male relatives that we want an agent for that same bicycle in every nook and corner of the United States.

FOWLER CYCLE MFG. CO.,
142-148 W. Washington St., Chicago, Ill.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

TO CORRESPONDENTS AND ADVERTISERS.

On account of Thanksgiving Day "The Bearings" will go to press one day earlier than usual. Correspondents and advertisers are requested to get their copy in one day earlier than usual to facilitate the work.

NEW YORK TRADE.

The Prospects are that Next Year will be a Record Breaker—New Cycling Academy Opened.

NEW YORK, Nov. 18.—The trade in and about the metropolis is preparing for next season with a manner that shows how firm is the conviction that 1896 will be the banner year of the bicycle business, eclipsing everything that has ever been, or will be, in this greatest of present industries. The cycling academies are extensively patronized, and each night the "standing room only" sign could be displayed to considerable advantage. All this portends to indicate that there will be another army—excelling all predecessors—to be supplied with wheels as soon as outdoor riding begins next season; not that the finale has come for this year, but the conclusion is too near to induce many to select their initial mounts.

Of the recent happenings in the trade the most notable was the opening last week of the handsome and commodions quarters of the Spalding-Bidwell company at 29-31-33 W. 42d Street. One of the features is a department devoted exclusively to woman, and in charge of Miss Ahearn, who thoroughly comprehends what her sex needs in the way of costumes, etc. The company occupies the basement, first floor, and top floor of the white six-story structure. In the basement are a storage room and the repair shop; the first floor is devoted to the salesroom, and on the sixth floor is the riding school, with padded walls. Novices will appreciate this precaution. All in all, Spalding's "palace of sport" is very complete, and answers all requirements.

New Humber Salesrooms.

Humber & Co., in addition to their capacious quarters at 318 Broadway, are going have two other salesrooms, one at Fifth Avenue and 42d Street, and the other in Brooklyn at 545 Fulton Street. L. P. Hollander & Co., 290 Fifth Avenue, and G. C. Benjamin, Broadway and 26th Street, will also handle the Humber, and from these preparations it may be apparent that this well-known wheel will figure in and about greater New York.

R. C. Hutchinson, Jr., will be in charge of the Brooklyn branch of the Waltham company at 1216 Bedford Avenue. These quarters, however, will only be temporary, as in the spring three stores on the corner of the same avenue and Hancock Street will be taken, thus giving the Orient a very comfortable home in the city across the bridge.

The America's New York Representative.

The Union Nut & Bolt Co. will act as New York agent for the America. It has stores at 107 Chambers Street and 91 Reade Street.

Harry Dekker, the "Bill Nye" of cycling, has started westward on a tour for the Remington people, whom he is booked to represent in what the average New Yorker delights in designating as the "wild and woolly country."

G. Minturn Worden, one of the ever prominent figures in the trade, is now with the eastern branch of the Monarch Cycle Co.

Cloves Bertrand, the Paris representative of H. A. Lozier & Co., is in New York, the guest of L. H. Bill, the local manager of the Toledo concern. Mr. Bertrand will place his orders for next year and pay a visit to the Ohio city before he returns.

W. F. and A. J. Murphy are no longer with the Metropolitan Bicycling Co. They are as yet undecided as to their future movements, but both are too well known to remain disengaged for any length of time.

Will Sell Vim Tires.

With headquarters at 63 Reade Street, the Boston Woven Hose & Rubber Co. should figure extensively in charge of H. F. Hering, assisted by E. L. Blauvelt, the old-time racing man.

An electric lamp which will be put on the market by the Eclipse Bicycle Co. may revolutionize this branch of the trade. It is worked by a cylinder holding the substance, practically an electrical sand, and its power lasts for ten hours, when renewal is necessary. An addition to the Eclipse factory at Elmira will be built, in which the lamp will be made. Page, Dennis & Co., the New York agents, will handle the lamp hereabouts.

Stanley Cycle Co.

If the present rate of increase continues for any great length of time it will not be long till New York will have as many bicycle factories as its size would seem to entitle it to. The Stanley Cycle Co., which was announced some time ago, is now about ready to turn out wheels for the trade, work having started in its factory some time ago. The Stanley company is composed of a number of wealthy men who are well known in other channels of trade. The company, which is capitalized at $100,000, is composed of Leo Slesinger, president; L. Stern, treasurer; S. Frankel, vice-president; S. F. Myer, secretary. Mr. Lewis, who will have charge of the selling department, was busy when THE BEARINGS' man called, but took time to tell a few of the concern's plans. The factory is a spacious one, located at the corner of Twenty-seventh street and Ninth Avenue. It has been fitted up with the most improved machinery that could be bought, and will have

A Capacity of 15,000 Wheels

the first year. The plant will be fitted with its own enameling plant, and will also have a large nickeling plant. The machine when completed will have a number of points of a distinctive character, ones that the riding public will not be slow to indorse. One of the first things that will be noticeable will be a slight change in the shape of the frame, based on a new line of ideas as to the strain standing powers of the frame construction. All of the bearings are to be of Jessop's tool steel, and the crank-hanger is of the barrel pattern with an axle of Jessop's steel. The cones are turned on the axle, and the adjustment made by screwing in the ball race. The bearing is practically dustproof, and also has the advantage of permitting the ball race to be removed without either taking out the balls or disturbing the adjustment.

The Crank Fastening is also of a New Design,

and has but to be seen to be appreciated, as the fastening is positive, and at the same time permits of a quick removal. One-and-a-quarter-inch tubing is to be used; also large balls in the bearings, those of the crank axle being a half inch. These are not all of the improvements that are to be found in this line of wheels, which will be made up in a number of different patterns, including all heights of frame in the men's wheels, and two models of ladies' wheels. There will also be two tandems.

The "3 in 1" Compound.

Down at 111 Broadway is the office of the "3 in 1" compound which the manufacturers are just beginning to appreciate. The article in question is a combination that is applied to a polished or nickeled surface and then to all intents and purposes is wiped off. There remains no vestige of it either to soil or in any way give evidence of its having been applied except for the fact that the article so treated is proof against the effects of moisture and can be handled or exposed to any extent and still retain the original finish. Such an article can be used in a number of ways, either by the rider to preserve the finish of his wheel, or by the manufacturer to apply to the parts as they are finished and put away for future use. It is also a good thing to preserve a wheel during the winter months.

Lyndhursts Selling Well.

At the Lyndhurst factory all is activity and the orders for '96 wheels are being booked rapidly. Paul Grosch, whose phenomenal quarter-of-a-mile record of :20½ is still unbroken, is now working in New Jersey and Pennsylvania, where he is having a more than successful trip. J. E. Travers is also on the road working toward Chicago and will be there in time for the show. His trip so far has resulted in the appointment of a large number of agents who will push the Lyndhurst this coming year.

The Colonial line of wheels, a description of which was given in THE BEARINGS some time ago, is being turned out at the factory at a rapid rate, and, contrary to the hopes of McClave & Sons, it has been impossible to lay up a stock, owing to the large demand. It is a good tribute to the qualities of the wheel, coming at this season of the year.

Palmer Tires in the East.

It is now being announced to the trade circles that the Palmer tire is to be made by the Mechanical Fabric Co., of Providence, R. I. This of course does not supplant the deal already existing with the Columbia Rubber Works, but is to supply the enormous demands that are being made for this tire. At present the Providence concern is making about 300 sets a day and is actively engaged in preparations to materially increase that figure in the near future.

A number of changes have taken place of late in the affairs of the New York Belting & Packing Co. During the past the tire department has been run in connection with the rest of the business, but of late it has assumed such proportions that it has been thought advisable by the company to make it

A Department by Itself.

Following this plan, the tire business has been placed in the hands of F. C. Durant. Speaking of tires, Mr. Durant said that the '96 line would include both double and single tubes and would be second to none in either quality of construction or resiliency. The tires will be made in all of the desirable weights, ranging from a racing tire to a heavy roadster. In addition to the tire department this company will also place on the market a line of the rubber specialties including cement, repair outfits, pumps, rubber handles of a new design, and a number of other specialties.

The Cycle Board of Trade, of St. Louis, has passed a resolution asking the manufacturers to number their bicycles on both sides of the frame at or near the seat post, making the figures of a good size and filling in the imprints of the die with enamel of contrasting color to that of the frame.

BOARD OF TRADE DOINGS.

The Members Asked to Decide Whether Other Cycle Shows than Those at Chicago and New York shall be Sanctioned—The Trade Guarantee—The Board Helps the L. A. W.

Under date of November 16 there has been issued from the offices of the National Board of Trade of Cycle Manufacturers three circular letters, two signed by Walter Burnham, "assistant to the president and executive committee," and one by President Spalding. The first is addressed to members of the board and "signers of agreement not to show," and reads as follows:

This office is in receipt of applications for the sanction of the Board of Trade to cycle exhibitions to be held in Denver, Philadelphia, San Francisco, and numerous other places. From the nature of the applications received. these proposed exhibitions are to a great extent local, and in some instances the local boards of trade are anxious to hold such shows. Will you be good enough to inform this office whether, in your opinion, it is desirable to sanction these local exhibitions, or not. Your immediate reply is particularly requested in order that the matter may be laid before the board of directors at an early date.

The second letter is accompanied by a blank form on which the recipients are requested to answer the numerous questions which are put to them: The letter reads:

Many members of the Board of Trade having expressed dissatisfaction with the duration and terms of the guarantees in use by the cycle trade, and, desiring that a uniform Board of Trade guarantee should be agreed upon, a circular letter was sent out by this office August 2 on this subject, which made suggestions and requested expressions of opinion.

Many answers were received. While all evinced the desire for a shorter time there was no such uniformity as to the time and terms as to cause the executive committee to believe that a majority, sufficient to carry the same into effect, desired official action. The subject was further investigated by individual correspondence and conversation.

It was found that the guarantee is used as a selling agent, and that, though the Board of Trade might recommend a short uniform guarantee, and though the same might be used by many, yet competition might cause individual makers and sellers to add to its time and terms. Therefore the adoption of a short, uniform, Board of Trade guarantee would result only in its being used as a basis upon which to add for the purpose of competition, and that those who had confined themselves to its time and terms would be at a disadvantage.

The subject has again been brought up by many members, who feel that further effort may result in some concerted action, and the further new questions of "When does a guarantee begin?" has also been asked, and an opinion is also desired on this.

The following questions are therefore submitted to you without recommendation, and the answers will be duly submitted to the executive committee, in the hope that mutual benefit may accrue to all alike:

1. How long should the guarantee remain in force?
2. What should the guarantee cover?
3. Do you favor the adoption of a uniform Board of Trade guarantee, and will you agree to such guarantee?
4. If a Board of Trade guarantee is adopted will you abide strictly by its terms?
5. Are you in favor of any guarantee?
6. If a Board of Trade guarantee is adopted will you publish it in your printed matter, catalogue, etc.?
7. When does the guarantee begin (that is, does extend to the time of purchase by the agent, or from the time of purchase by the actual user who deals with the agent)?

Advantage is taken of this circular letter to inform the new members of the Board of Trade that the subject of interchangeability and uniformity in cycle parts has been twice submitted to the members by circular letter, and that while a general desire for a standard and uniformity in certain parts exists, yet there has been no agreement as to what those parts should be. Some of the replies suggest what is undoubtedly the fact, namely, that the bicycle has not yet sufficiently "settled down," and that therefore the subject of uniformity, etc., should rest as it is for the present.

Letter number three is signed by A. G. Spalding and is also accompanied by a blank to be filled out by the recipient of the latter. It deals with the subject of the duty that the Board of Trade owes to the League of American Wheelmen and the recent conferences between Spalding, as the representative of the board, and I. B. Potter, representing the L. A. W. Spalding and Potter have agreed on a scheme which the former has recommended for adoption by the members of the board. The scheme is for the League to furnish to makers for use in their catalogues electrotypes containing a brief account of the objects, accomplishments, and workings of the League, together with an application blank. Spalding recommends that those who do not care to have the work done by the League, do it themselves at the League's expense.

ARNOLD, SCHWINN & CO.'S "WORLD."

The "World" is the name at last chosen for the wheel to be manufactured by Arnold, Schwinn & Co., of West Lake and Peoria streets. The line will be a complete one embracing the several models that are likely to be called for from almost every maker the coming year. There will be a standard road wheel weighing 22 pounds and a light roadster that will scale 20. Both these models will be furnished in three stock heights of frame, 24, 25, and 26 inch, and to order with 22, 23, 27, or 28 inch frames. The ladies' wheel will weigh 21 pounds and comes in two heights of frames, 21 and 23 inches. A ladies' diamond-frame machine will be made with 20-inch frame and either 26 or 28 inch wheels. In addition to the light roadster a track racer will be built that will weigh from 16½ to 18 pounds according to tires, height, and equipment. Three tandems are promised, a full track machine weighing under 32 pounds, a double diamond at 37, and a combination a pound heavier. The specifications in general cover all the models and call for the highest grade of materials and fittings on the market. The frames will be made of Mannesmann tubing with drop forged connections throughout; hubs from solid bar steel, turned down; cups, cones, and spindles turned from tool steel, ground and polished to 1-1000th of an inch. The cranks and crank shaft are in one piece and are forged from a low carbon tool steel, which permits the shaft portion to be oil tempered, leaving the cranks tough yet milder than the shaft. The best wood rims and the Excelsior Needle Co.'s spokes will be used. Simonds Rolling Machine Co.'s balls go into the machines, 3-16 front, 5-16 in the crank box, and ¼ in the rear hub. The World will be regularly equipped with American Dunlops for a detachable tire, Morgan & Wright for inner tube, and Palmer and Vim for single tube, although any high-grade tire on the market will be furnished to order. A choice is offered of three styles of tubular seat-posts—direct, T, and L shaped. Handle-bars will come adjustable for the stock wheels or in five styles of bent bars.

For a departure from the well-known methods, the fitting of the one-piece crank shaft and cranks is to be commended. It is made with a right-hand thread on the right side and a left thread on the left side. The bearing cones engage with these, the stationary cone being on the chain side and being tapped with a larger opening than the adjusting cone, so that in putting it on the shaft or in taking it off no trouble is experienced by the interference of the crossed thread. The stationary cone sets close against a spider which is riveted with five countersunk rivets to a boss which is part of the crank. The spider is dished inward so that the tread, 4⅞ inches, is not made so narrow at a sacrifice of width between ball races, the chain pull coming directly over and in line with the balls. The ball cases screw into the hanger with right and left hand thread, and are easily removable if it is desired to remove the cranks and shaft, which can be easily done by first taking down the set nut, washer, and adjusting cone, and then removing both cases. To keep the balls in place and to prevent their loss or misplacement there is a retaining rim set in each case. The name-plate for the World will be of metal, embossed and gold plated. The design will be suggestive of the name of the wheel. For standard finish, black and maroon will be used, lined with gold or plain; other colored enamels to order. All striped frames will have a top coat of hard coach varnish, which is transparent and adds luster to the finish. The company's strongest claim is that they will put out a bicycle more carefully assembled and more highly finished in detail than anything that has yet been put on the market and they invite comparison with the best.

A GOOD COMBINATION.

Holmes & Co., of Boston, the large manufacturers of sweaters and other knit goods, are showing samples of their '96 goods. One of the neatest things in the new stock is the ladies' sweater. The young lady whose pretty face adorns this article has one of these new sweaters on, and readers of THE BEARINGS can see just how it looks.

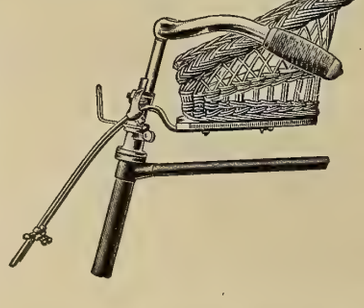


A Sycamore Victory.

There is joy in the tents of the Sycamore band, for one of its big chiefs has just bagged big game. A. F. Shapleigh, Jr., better known in the tribe as "Sycamore Dan," has been elected president of the St. Louis Cycle Board of Trade. Mr. Shapleigh is president of the A. F. Shapleigh Hardware Co., which is western agent for the Syracuse Cycle Co. This concern has had phenomenal success with the Crimson Rim ever since it took hold of the machine, and has contracted for 10,000 wheels for next year.

A "DAISY."

The Daisy baby carrier is made by the Harden Saddle & Specialty Co., of Toledo, and is highly recommended by all who have tried it. The bottom of this seat is made of light material, the sides and back of willow beautifully woven, and mounted on a double steel wire spring clamped rigidly to the handle-bar post. There is also a movable foot rest. The seat is covered with a nice cushion, making a very handsome and easy riding seat for a child. The company also makes the Common Sense saddle, using a frame of thin strong metal, all in one piece, and covered with the best of leather, The ladies' seat is also highly spoken of



Windsor BICYCLES

DON'T TRUST TO LUCK

But help yourself to secure a good thing. Write today for particulars.
Some one MUST have our line of AMERICAN BEAUTIES in your town.

WHY NOT YOU?

The Windsor is an easier bicycle to sell than it is to "buck" against.

Windsor BICYCLES

STRICTLY UP TO DATE.

NEW IDEAS IN HANDLE-BARS, BEARINGS,
SPROCKETS, FINISH, PEDALS, HUBS, RIMS, ETC.

SEND FOR ADVANCE CIRCULAR AND THINK IT OVER.

1896 WILL BE A HIGH-GRADE YEAR.

Sieg and Walpole Mfg Co
KENOSHA WIS

Chicago Retail, 285 Wabash Ave.

Address all mail to the factory.

Windsor BICYCLES



Two Trips Aro

And Twenty Trips Abroad

One trip around the world as first prize to the dealer who sells the greatest num
the Waverley Branch Store selling the greatest number of wheels during 1896, **and**
Antwerp, Brussels, Rotterdam, The Hague, Amsterdam, Cologne, The Rhine, Maye

A magnificent pleasure trip, with every expense paid by the Indiana Bicycle C
Many other surprising features in store for Waverley Agents in 1896. Do you hand
and the dealer selling it next year will have the trade of his locality. We have sev

While Others Follo

Just as well ride at the head of the procession. Get the Waverley Agency. I
in business for your health you probably don't need our assistance, but if you are a

INDIANA BICYCLE CO.





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o Waverley Agents in '96.

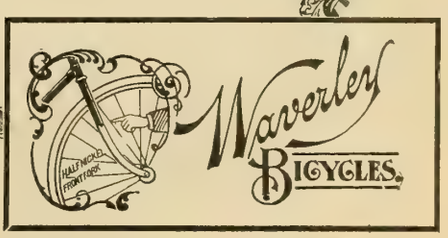
Waverleys, and in 1896 one trip around the world as first prize to the manager of **Tours Abroad,** taking in all the principal points of interest, Liverpool, London, delberg, Strasburg, Paris, and other points.

. Full particulars of prize trips furnished to our agents only, by circular letter. est and most popular wheel in the world? There is but one—**THE WAVERLEY**—ensely interesting features as yet unannounced.

We Always Lead.

h something to be in front, especially when there is lots of money in it. If you are **ss** man and in business for the money there is in it, we want to talk to you.

ANY, INDIANAPOLIS, IND.



Waverley
BICYCLES.
HALF MODEL FRONT FORK

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Waverley
BICYCLES.
HALF MODEL FRONT FORK

THE BEARINGS OF CYCLING AUTHORITY OF AMERICA

Waverley Bicycles.

Waverley Bicycles.

Two Trips Around the World

And Twenty Trips Abroad to Waverley Agents in '96.

One trip around the world as first prize to the dealer who sells the greatest number of Waverleys, and in 1896 one trip around the world as first prize to the manager of the Waverley Branch Store selling the greatest number of wheels during 1896, **and Twnty Tours Abroad,** taking in all the principal points of interest, Liverpool, London, Antwerp, Brussels, Rotterdam, The Hague, Amsterdam, Cologne, The Rhine, Mayence, Heidelberg, Strasburg, Paris, and other points.

A magnificent pleasure trip, with every expense paid by the Indiana Bicycle Company. Full particulars of prize trips furnished to our agents only, by circular letter. Many other surprising features in store for Waverley Agents in 1896. Do you handle the best and most popular wheel in the world? There is but one—**THE WAVERLEY**—and the dealer selling it next year will have the trade of his locality. We have several intensely interesting features as yet unannounced.

While Others Follow, We Always Lead.

Just as well ride at the head of the procession. Get the Waverley Agency. It's worth something to be in front, especially when there is lots of money in it. If you are in business for your health you probably don't need our assistance, but if you are a business man and in business for the money there is in it, we want to talk to you.

INDIANA BICYCLE COMPANY, INDIANAPOLIS, IND.

Waverley Bicycles.

Waverley Bicycles.

RECENT BICYCLE PATENTS.

A Variable Speed Device—Scheme to Augment Speed of the Sprocket—The Seat-Post Pump—Entirely New Form of Bicycle Lock.

WASHINGTON, D. C., Nov. 14.—During the past two weeks quite a number of patents have been issued from the United States patent office, covering an unusual variety of inventions and improvements relative to bicycles.

James McMames, of Chicopee Falls, Mass., has assigned one-half interest in his patent for a variable speed mechanism for bicycles to Albert F. Pierce, of South Hadley Falls, Mass. This invention relates to driving mechanism for bicycles and similar vehicles, the object being to provide improved devices between the crank shaft and the sprocket wheel thereon for varying the rotary speed of the latter; and the invention consists in the peculiar construction and arrangement of this mechanism.

The Claims in this Patent,

four in number, cover "a variable speed mechanism for bicycles and analogous vehicles, consisting of a pinion fixed on the driving shaft, a disk free thereon, having a periphery concentric with said shaft, and an eccentric rigid on the disk. A spring secured on the disk having a stop-projection extending beyond the periphery of said disk, and carrying a clutch-pin extending through the same, combined with an internal gear of greater diameter than the pinion and engaging therewith, mounted on said eccentric and having a clutch-pin socket, a sprocket wheel free on said shaft, a connection between said internal gear and sprocket wheel permitting the gear to move eccentrically to the axis of the wheel, and a clutch-bar for engagement with the stop-projection, thereby arresting the rotary motion of the eccentric and disengaging the clutch-pin from the sockets in the internal gear."

Increases Speed of Sprocket Wheel.

The patent granted to James W. Duncan, of Montreal, Canada, relates to means for securing a faster rotation of the usual driving wheel or sprocket of a bicycle, or of similar driving gear usually operated by a crank, and provides an arrangement whereby the speed of the rotation of the initial operating part or crank, and the usual sprocket or driving wheel rotated by it, is considerably augmented. Mr. Duncan shows his device as applied to the running gear of a bicycle, composed of level gear-wheels and shafting, instead of sprocket wheels and driving chain. Each end of the shaft passes eccentrically through a solid bearing, projecting laterally from the side of the frame, on which solid bearing the hub of the crank or other initial part

Is Mounted to Revolve.

The hub of the crank is constructed to present an internal periphery, formed on a ring piece inclosed by two side pieces. The side pieces are centrally perforated to fit the bearing, and this is cut away to accommodate a pinion rigidly mounted on a shaft and in intermeshing relation with the gear-teeth of the crank. The parts are held in place by means of an outer retaining plate secured in any desirable way to the end of the bearing.

A Dustproof Bearing.

Gilbert S. Gundersen, of Middletown, Ohio, is the inventor of a bicycle bearing, the object of which is to provide an efficient means for preventing the entry of dust or sand to the bearings, and to provide means for adjusting the driving cranks whereby they may be maintained in a central alignment with the frame. This invention consists of a tubular casing, a crank-shaft inclosed therein, and a dust-cap inclosing one end of the casing and shaft. The inner cone bearing is provided with an annular shoulder, a felt washer held against this shoulder, a two-part lock-nut, one part of which holds the felt washer, while the other holds the inner cone bearing to the casing. An annular sand groove is formed by the two-part lock-nut and is adapted to carry the sand away from the bearing, and is partially inclosed by the dust-cup.

A Novel Invention

is that of Horace Blackman and Henry Cone, of San Francisco, whose patents cover a "combined pump and saddle-post for bicycles." The object of this device is to provide a simple, serviceable pump for inflating the tires, the same being so constructed as to dispense with the necessity of carrying a separate pump, as is usually done. This result is arrived at by making the saddle-post serve the double function of a saddle-post and pump. Another object of the invention is to provide such a construction of pump as will adapt any tubular portion of the machine for use as the cylinder of the pump, and by an extension thereof to provide

A Receptacle for Repair Kit.

The saddle-post consists of a tubular piece and a suitably constructed top. On one end of the top is made the inlet-post which is controlled by a check valve, and in the other end is a screw coupling by which the connection with the nipple of the pneumatic tire is made. When the connection is made the handle of the piston is grasped and the piston operates so that the air is drawn in through the inlet-post, and the check valve is forced out through the coupling and nipple connection in to the tire. When the tire is inflated the saddle-post is returned to its seat.

Adjustable Handle-bars.

Lucius E. Richardson holds patents containing new improvements in handle bars for bicycles, the object of which is to provide simple means for adjusting the handles of a wheel up or down without the use of a wrench or other tool, and without necessarily dismounting. To unlock or disengage the clutch, the rider has simply to throw the lever back to a vertical position. This may be done with one hand, and the required adjustment of the handles made without dismounting and without at all checking the speed of the rider. When in a locked position the locking lever reaches a "dead center," the handles thus being securely and rigidly fastened at any desired angle, and in such a manner that the strain on them does not affect the engagement of the clutch.

A Non-chafing Saddle.

Benjamin S. Seaman, of Canton, Ohio, has assigned his interest in patents covering a bicycle saddle to the Gilliam Mfg. Co., of the same place. This saddle is of the Garford type, and the main feature is a U-shaped spring secured to the under side of the front end portion of the saddle seat by a rivet, the lower end secured by clips that hold the leather against the spring in such a manner as to allow a limited movement on the springs as the skirts of the saddle are moved together or apart. The prime object of the spring is to hold the skirts in the desired position and prevent the lower edges turning out in such a manner as to rub against the limbs of the rider.

New Tangent-Spoke Hub.

Charles E. McGlenchy and Charles W. Hedenberg, of Needham, Mass., have secured patents for a tubular hub for bicycles or other vehicles, which has for its object the improvement of the method for securing to the hub the inner ends of the tangentially disposed spokes, whereby the necessity of bending the ends of the spokes at the points where they are connected with the hub is avoided, as the operation of bending crystallizes the metal and renders the spoke liable to break at its juncture with the hub. This tubular hub is of simple construction and can be produced at a trifling expense, while it represents many advantages over tubular hubs as heretofore constructed.

A Bicycle Crank Lock.

But it was reserved for Joel W. Cross, of Washington, D. C., to patent one of the most unique and useful inventions relating to bicycle locks that has ever been gotten out. This invention is a lock having for its object a device whereby the pedal crank can be securely fastened in line with one of the frame bars of the machine, so that unauthorized persons are prevented from using the wheel. The claims are valid and fully cover a lock adapted to be clipped to one of the frame bars, having a locking arm hinged to the clip, and

Provided with two Jaws,

one of them being hinged, and any suitable means for securing the jaws together; the whole being so constructed that when secured by a clip to this frame bar, the locking arm can be swung around at a right angle to one of the pedal cranks and the jaws locked around it. When the clip is secured to the frame bar, all that is necessary to lock the machine is to pull the locking arm forward, raise the upper jaw, press the pedal crank into the recess in the lower jaw, close the upper jaw over the crank, and lock the jaws together. In unlocking the machine the jaws are released and the crank raised out of contact with the lower jaw, when the locking bar will automatically return to its normal position.

What is Said of It.

In speaking of this simple device recently, a prominent and expert patent attorney said: "In regard to the validity of the patent of J. W. Cross for an improvement in bicycle locks, I will state that, in my opinion, the claims are all valid. Mr. Cross seems to have been a pioneer inventor in this kind of lock, as the patent office cited no reference anticipating the gist of this invention. The courts uniformly give a broad construction to pioneer patents, and therefore I believe the patent sufficiently strong to well guard the owner against infringement." This lock

Is Not Yet on the Market.

Mr. Cross has received a letter from the Pope Mfg. Co. in regard to it, in the course of which they say: "We have looked the specimen lock over carefully and consider it the most practical that has ever come before our notice for the purpose for which it is required. When it makes its appearance on the market, we shall be very glad to sell it."

Every one who has seen this lock concurs in the above opinion, and Mr. Cross has letters from a number of prominent bicycle manufacturers and experts, all saying his lock is the best thing of the kind they have ever seen. When it does make its appearance on the market it will become immediately popular in the bicycling world.

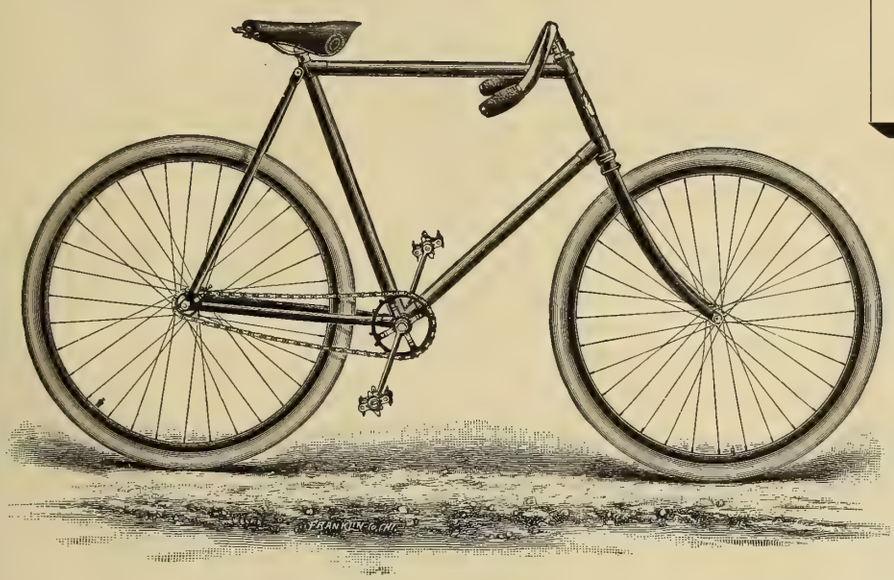
HENDEE IN THE INSURANCE BUSINESS.

SPRINGFIELD, MASS., Nov. 14.—A wheelmen's accident insurance company has been organized at Westfield. It will confine its business to wheelmen alone and will insure not only the rider but the wheel itself against accident of any kind. The membership of the company will be divided into five classes and indemnity paid according to the rate, regardless of the cause of the accident. The company claims that its policy will be the most liberal ever issued by any accident company. A charter has been applied for and business will be begun at once. The officers of the company are: President, Geo. M. Hendee, of Springfield; vice-president, D. Edward Miller, president of the Springfield Bicycle Club and vice-president of the Massachusetts Division of the L. A. W.; secretary-treasurer, E. O. Gibbs, of Westfield; surgeon, Dr. Geo. H. Janes, of Westfield.

THE CLEVELAND BICYCLE....

IF IT HAS LARGE TUBING, IT IS A CLEVELAND OR AN IMITATION.

Each piece and part perfect in form, shape, and size, manufactured by ourselves in the best equipped cycle factory in the world, from the best materials; under the guidance of those who have devoted years to cycle making and have earned distinction in the mechanical world by the presentation of advanced ideas in the design and construction of bicycles as shown in the Cleveland wheel each succeeding year.



22
CLEVELAND
THE LOZIER MANF'G CO. TOLEDO. O

WATCH THE NAME-PLATE.

PERFECT LINES.

Faultless Frame.
Formidable Forgings.
Correct Cranks.
Champion Chain.

BURWELL BEARINGS.

Strongest Spokes.
Handsome Handle-Bars.
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THE BEARINGS
The Cycling Authority of America

BICYCLE AIR-PUMPS.

Hand and Automatic Tire Inflators Recently Patented by American Inventors.

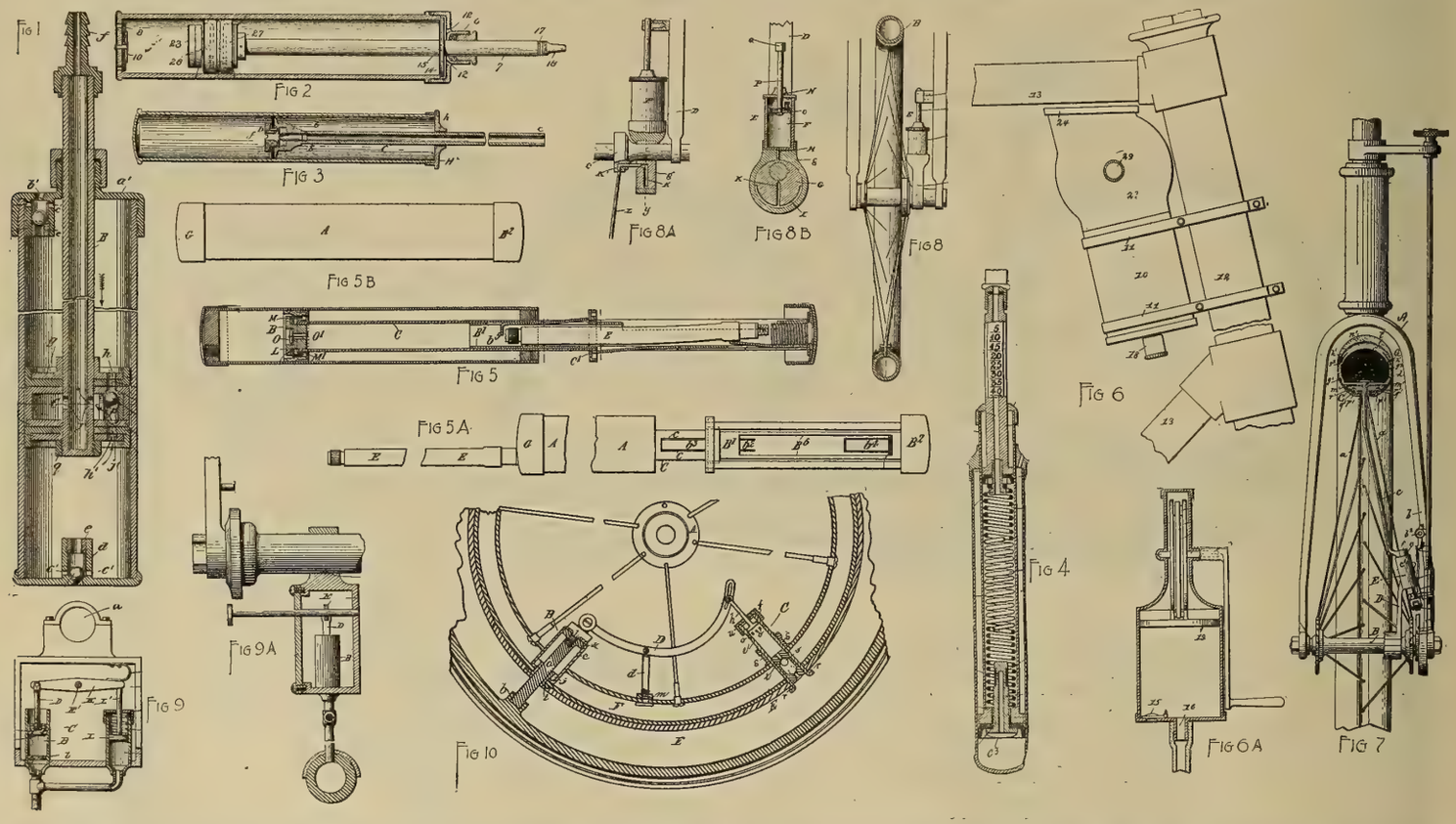
To an interested observer of the progress of the mechanical arts, as shown in the weekly issues of patents for inventions, it is curious to note how a rapid development along a particular line of invention produces a corresponding stimulus in all the arts which are closely or even remotely related thereto.

Ever since the American public acquired such a practical realization of the usefulness of the modern bicycle, resulting in one of the most phenomenal demands known to the world of manufacturers, the files of the patent office have borne evidence, not only of a remarkable application of mechanical ingenuity to the matter of bicycle construction, but also of increased inventive activity in such allied subjects as inflators, locks, lanterns, stands, etc.

In this paper it is proposed to briefly consider the art of air-pumps for inflating bicycle tires, as developed in the patent office during the past few years.

For Valveless Tires.

Just as lightness and simplicity are the two chief desiderata in bicycle construction, so the same qualities are now aimed at in bicycle inflators. Figs. 1 and 2 show two recently patented hand pumps, both the work of one inventor. They are both double-acting, and provided with check-valves in the pistons, thus adapting them for use with the valveless tires. A peculiarity of the pump shown in Fig. 1 is the employment of small metallic balls as valves, which respond quickly to the action of the air, and, as the inventor states, "obviate the necessity of a complicated valve system."



Prevents Return Flow of Air.

Fig. 3 shows a simple form of single-acting inflator, the distinguishing characteristic of which is a tubular reciprocating check-valve in the piston, ingeniously devised to permit the flow of air to the tire, but to check its return during the suction stroke of the pump.

Fig. 4 illustrates a curiosity in the form of an automatic pressure indicating device. The air, forced by the pump, passes through a chamber formed inside the piston rod and containing a spring and a movable piston, to which latter is secured the indicator stalk.

Indicates the Air Pressure.

The delivery pressure in this chamber, which will always be the same as that in the tire, forces the movable piston out against the tension of the spring, and the last numeral exposed on the stalk will indicate the pressure developed. The capacity of the tire being known, this device is an effective safeguard against bursting the tire by over inflation.

A pump characterized by great compactness is shown in Figs. 5, 5ª, and 5ᵇ. The piston rod is made hollow, and receives the delivery tube when the pump is not in use, as shown in Fig. 5, and the whole may be reduced to the snug dimensions shown in the small drawing.

A Crank Pump.

In Figs. 6 and 6ª is shown a novelty in the form of a pump permanently secured to the head of the bicycle. The cylinder is distended at its upper end to form a casing and support for the operating mechanism, the latter consisting of a pair of disks journaled in the casing and having a pitman connection with the piston. The disks are rotated by a removable crank, which, together with the flexible tube used to connect the pump and tire, may be carried in the tool-bag when not in use. The work of applying the connecting tube and the crank requires but a moment, and, that done, a few turns of the crank-handle are sufficient to inflate the tire.

Automatic Pumps.

Passing now from the comparatively simple forms of hand-operated pumps, we will notice a few recently patented automatic inflating devices, by which is meant inflators secured to the frame of the machine and operated by a moving part of the machine.

Fig. 7 shows one of the earliest devices of this character. The pump is rigidly secured to the revolving wheel, and at one end has a permanent delivery connection with the tire. The piston stem extends from the other end of the cylinder, being pressed outward by a spring, and carries a roller adapted to be engaged by a cam on the axle shaft. This cam can be raised into operative position by the rider in an obvious manner by merely turning the thumb-nut under the handle-bars.

In Constant Operation.

A somewhat similar device is represented in Figs. 8, 8ª, and 8ᵇ. In the latter device, however, the pump is maintained in constant operation so long as the machine is in motion, the cylinder being reciprocated over the piston by means of an eccentric, which is ported to receive the discharge of the pump, and has connection with the tire by means of a radial tube of metal. Such a construction of course requires a safety device to avoid bursting the tire, and this the inventor provides in the shape of a safety valve in the piston that will open when the desired pressure in the tire has been secured, and render the piston

Ineffective to Compress the Air

to a higher degree. It would seem as though such a *modus operandi* would be wasteful of the rider's power, but the inventor says: "By arranging the pump in alignment with and close to the fork, it is out of the way and virtually out of sight, and by employing an eccentric which will cause but a slight throw of the piston, the pump will be operated and the tire will be maintained at the desired expansion without adding perceptibly to the power necessary to propel the vehicle."

An Ingenious Device

which is entirely automatic in its action, and which is designed to lay the minimum tax upon the attention and power of the rider, is shown in Figs. 9, 9ª. A box or casing is rigidly hung upon the hub of the wheel. Within this box are two cylinders, one being the pump cylinder and the other the governor or regulator, both having a common connection with the tire. The piston of the pump is depressed once during each revolution of the wheel by a revolving cam member connected therewith, said cam being engaged and operated by

A Fixed Pin on the Fork.

When the pressure in the tire reaches the desired limit, it reacts through the governor cylinder and its connections with the cam member to throw the

WILLIAM DE CARDY

IS A SYCAMORE.

And again jumped to the front on his

CRIMSON RIM.

This time at Louisville, November 6, when he lowered Titus'

TEN-MILE WORLD'S RECORD,

covering the distance in the extremely fast time of

20 MIN. 45 SEC.

WORLD'S RECORDS ARE EASY ON THE CRIMSON RIM.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

cam into a position in which it will not be engaged again by the pin on the fork until the pressure in the tire has fallen below the desired limit, whereupon the pumping action will recommence.

The last device to be described will be understood by a reference to Fig. 10. In this invention the pump is located on the rim of the wheel, and in fact the entire inflating device is

Carried on and Within the Wheel.

The piston of the pump is connected with one end of a curved pivoted lever, the other end of the lever being engaged by a connecting rod, which rod at its lower or outer end is secured to the inner surface of the tire. As the wheel revolves, the connecting rod is pushed inwardly once during each revolution to an extent corresponding to the softness of the tire, and through the curved lever the pump is operated to force air into the tire. The harder the tire becomes, the slighter is the action of the pump, until, when the desired degree of inflation has been attained to, the pump ceases to act altogether.

So far as the writer is aware, few if any of these automatic inflators are in actual use by wheelmen, most of them displaying more inventive ingenuity than practical usefulness. Owing to the limitations of this article, only a few of the curious and interesting devices contained in the files of the patent office can be described, but they will suffice to give the readers of THE BEARINGS some idea of the care and thought the inventors of our country are devoting to the comfort, convenience, and pleasure of wheelmen.

J. W. ANDERSON.

NEW ORLEANS HAS MANY DEALERS.

NEW ORLEANS, LA., Oct 17.—The south is usually slow to take up with new ideas and innovations. To such an extent is this fact generally recognized that one does not wonder at the backwardness of cycling in this section when compared to that of the north and east. But when one looks over the field in New Orleans and remembers that it is the principal city in the south, he can not but express astonishment that it is so far behind its neighboring and smaller cities. The towns in Texas, Arkansas, and Tennessee have been very enthusiastic over cycling for some time, yet New Orleans, which, from a trade standpoint, might be said to be all of Louisiana, is just awakening to the pleasure and practicability of the sport. This is not due to its southern location so much as to the absence of good roads. The only place outside of the city

Suitable for Riding a Wheel

is along the levees, as the dykes or artificial banks of the Mississippi are called. The entire country is of a very marshy formation and as a consequence natural roads are impossible while manufactured roads are to a great extent unnecessary, as almost all of the plantation products are brought to market by boats through the innumerable natural waterways and artificial canals.

In the city proper street paving is being vigorously agitated, and the prospect of most of the principal streets being paved with asphalt is very bright. At present Barrone Street and St. Charles Avenue are the only asphalt paved streets, and give the wheelmen five miles of beautiful wheeling extending from Canal, the principal street, to Carrolton Avenue at the northern extremity of the city. Carrolton Avenue is surfaced with what is called Rosetti gravel, which from all appearances does not differ from the ordinary gravel as used in the north. A shell road from this road to "The Lake," or West End, a distance of about four miles, completes the course of the most popular and only good run.

The Business Part of the Town

is paved with granite blocks a foot and a half square, which require two men to lay them in paving. The large crevices between the blocks are not conducive to comfortable riding and prevent to a great extent the practical usage of the wheel. A peculiar feature of New Orleans streets is the drainage canals or gutters that run along the curbstone on every street. On account of the absence of a sewerage system, these canals are used as the drainage for the town's plumbing.

St. Charles Avenue, the principal residence street of the city and the only asphalt paved street as mentioned above, is the "cycle row" of the city. The Jackson Cycle Co., Ltd., is located at the corner of St. Charles and Jackson avenues. Three large windows and three large double doors, which are kept open summer and winter, permit one to obtain

A Good View of the Interior

without leaving the sidewalk. Richly carpeted platforms, covered floors, and general tasty arrangement make the large salesroom a beauty, and one that has opened the eyes of the riders here, who have been accustomed to buying their wheels from some house which carried cycles as a side line, or from some repair man who had an agency but carried little if any stock. An adjoining store fitted up for a cafe, where soda, ice-cream, and refreshments are served; a riding-school, 60x120 feet, free from posts and other obstructions, and a dressing-room are features of the institution. It makes a leader of the Sterling and Stearns, and has a beautiful $75 wheel in the Jackson Special. Louis C. Block, formerly of Denver, has been attending to the affairs of the concern, and may remain as vice-president. Frank, Wing, "the Ottawa flier," of St. Louis, is spending the winter south and is also associated with the company. Joseph Leopold is the manager.

The Fairbanks Company,

604 to 608 Canal Street, has been in the bicycle business since the first of the year, but has not paid much attention to it until the last few months. Geo. F. Morris, who has had considerable experience in the business in Ohio, is manager of the bicycle department. It handles the Keating, Union, and Premier. W. E. Bradway, the general manager of the concern, does not pay any attention to the bicycle department, but is an enthusiastic wheelman whose best endeavors can always be obtained for the advancement of the sport.

The Peerless and Monarch agencies are in the hands of Abbott & Wellford, 404 Carondelet Street. They have had an excellent business the past year, and are considering the advisability of removing to St. Charles Avenue. Albert Abbott, the senior member of the firm, is the fastest local rider.

E. C. Fenner,

the carriage dealer on Common Street, has a bicycle department which is under the management of his brother, Chas. H. Fenner. They handle Ramblers and Waverleys, and until recently enjoyed a monopoly of the trade. He is the oldest dealer in the city.

The Humber, Warwick, and Orient are handled by the Crescent City Cycle Co. The office of the company is at present at 129 Decatur Street, though it soon expects to be located at 1601-1603 St. Charles, making another addition to Cycle Row. Robt. C. Morris, president and manager, was formerly connected with the Beck & Corbett Iron Co., of St. Louis, and organized the bicycle department.

Godberry & Chapman are on the avenue at the corner of Conway Street. They are agents for the Eagle and Eclipse and handle the Featherstone line. They make a specialty of repairing.

E. C. Stoddard,

agent for the Columbia, is located on St. Charles Avenue a little above Lee Circle. He does a large rental and repair business. Mr. Stoddard says he has heard that Colonel Pope intends establishing a branch house here but that he is unable to give any information as to when or where.

J. R. Sherwood, at St. Charles and Lee Circle, makes a specialty of renting and repairing. He has the agency for the Niagara.

The H. & D. Folsom Arms Co., at 9 Decatur Street, are agents for the Victor, Wolff-American, Dayton, Falcon, Liberty, Winton, Bellis, and Oriole wheels. On about all of these wheels it controls Louisiana and Mississippi. W. H. Moore is in charge of the bicycle department.

Stauffer, Eshelman & Co., wholesale hardware dealers, have recently entered the jobbing business, and have extensive territory on the Belvidere and Crawford lines.

A. Baldwin & Co., Ltd.,

hardware, have recently entered the bicycle business. At present they have only the Davidson as a high grade. The Davidson people showed considerable enterprise by coming down and establishing a riding school in Washington Artillery Hall, and after introducing their wheels looked around for representation. The riding academy will be continued under Davidson's name, while all the sales will be made at Baldwin's store.

Rice, Born & Co. have a bicycle department of which Frank Born is manager. They handle Clevelands, Phoenixes, and Crescents. They have done a very nice business with the Crescent, there being a very large demand here for a medium-priced wheel.

Joseph Shwartz, on Perdido Street, has the Czar, the Sylph, and Overland agencies. He is a large carriage dealer.

The Boston Shoe Store and A. Schwartz & Sons are two concerns that have been selling the regulation dry-goods store or cut-price wheel at $39 and $44, about the same price that they are put on the market in other places, but here the people are not as well posted and have been accepting the statements that the wheels were "high-grade $100" productions.

Dealers Expect Too Much.

On the whole, there is an exaggerated idea of the business that is to be done here. The new track, which, though only a quarter of a mile in size, is certainly as fast as any in the country, is going to help wheeling here amazingly, but the dealers here and the makers also, for that matter, seem to have the idea that this is going to be a bonanza. The existing conditions, most of which were mentioned at the beginning of this article, are such that the trade done here will never equal that to be done in a northern town of one quarter the population, while the dealers here are numerous enough to attend to a trade three times as large as that expected. In addition to this, many of the dealers have the erroneous idea that cut prices will make business and money, and as a consequence will not make anything themselves or let any one else make it.

A WARNING.

We publish the following at the request of the Keating Wheel Co., of Holyoke, Mass.:

EDITOR THE BEARINGS: We beg to notify you that one W. M. Valentine, formerly of the firm of Valentine & Wallace, 19 Park Place, New York, is traveling about the country representing himself as in the employ of the Keating Wheel Co. and inducing bicycle dealers to cash his personal checks, which invariably come back protested for non-payment, and we think it is due the dealers as a matter of protection and also due us that this notice be published so that his fraudulent practice may be cut short.

Yours very truly,

HOLYOKE, MASS., Nov. 15. KEATING WHEEL CO.

What the Dunlop Tire Did for the Cleveland Bicycle...

From the *Irish Cyclist.*

"We were determined to sift the matter to the bottom, and accordingly ordered for our own riding a Cleveland machine, made by the eminent firm of Lozier & Co., of 340 Superior Street, Cleveland, Ohio. We mentioned that we wanted it as a specimen of American featherweights, and we expressly stipulated for Dunlop road racing tires. The machine came to hand in due course, the guaranteed weight being 23¾ pounds, though when weighed on a scale in Dublin we found it to be slightly under the mark, the exact weight being 23½. Contrary to instructions, however, the machine had American cemented tires on very light crescent rims.

"We rode the machine and found that it dragged terribly on the hills.

"Accordingly we had the wheels rebuilt with the same spokes and hubs and the lightest of Dunlop road racing tires instead of the cemented ones. The result was astonishing. That machine now travels as easily as the most fastidious could desire."

We Exhibit at the New York Cycle Show, Stands 230 and 231.

At the Chicago Cycle Show, Stands 142 and 143.

American Dunlop Tire Company,

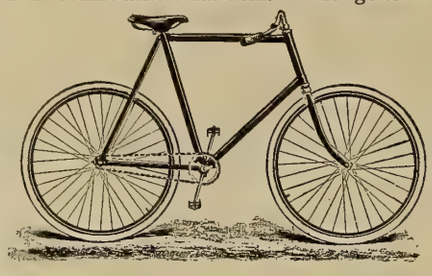
504-506 W. 14th St., NEW YORK CITY.

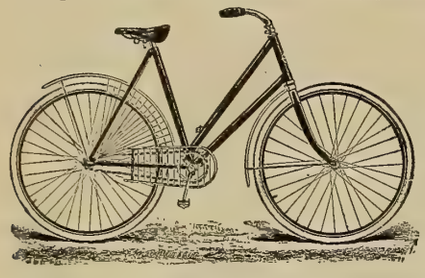
302-304 Wabash Ave., CHICAGO, ILL.

36-38 Lombard St., TORONTO, CANADA.

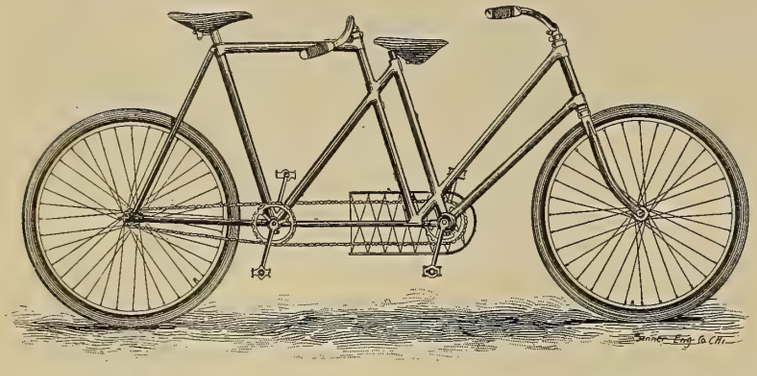
THE STANDARD LINE.

Edward K. Orr, manager of the sales department of the Standard Cycle Works, of Chicago, is exhibiting the line of '96 Standards at the Great Northern Hotel. Quite a number of wheelmen and trade people have taken advantage of the opportunity to examine the wheels and Mr. Orr has been kept busy entertaining them. The line consists of six different models as follows: A 22-pound roadster, 16-pound racer, 23-pound ladies' drop frame, 20-pound ladies' diamond frame, 38-pound double diamond tandem, and a 40-pound combination tandem. The general specifications throughout are 1⅛-in. tubing, ¾-inch rear forks, 1¼-inch head, and 1-inch taper fork sides, used in connection with the Humber style crown, reinforced strongly on the outside. The frame is reinforced throughout with a new style of reinforcement, which adds great strength to all connecting points. A special feature is the wood rims manufactured from selected rock elm, finished with two extra coats of the finest varnish. The spoke holes of these rims are eyeleted and waterproof. Fairbanks' built up or covered rims are furnished, though, if desired.

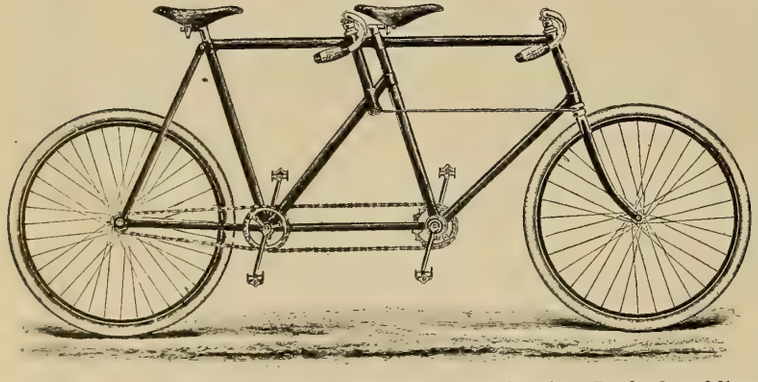




The connections used throughout are all of the best grade drop steel forgings. Both the fork crown and the rear fork ends are drop forgings of special design. The very best grade piano wire spokes are used. The chain is of the highest grade. The sides and edges are nickel-plated and the rivets and centers are both hardened. While recommending the use of this chain, the makers will furnish either the Perry Humber or Cleveland chain, if so desired. The hubs are of the barrel pattern, of a new design; large bearings constructed on new and scientific principles and dustproof. No dust caps or felt washers are used. The cups are screwed in place and contain a devise by which they can be removed without disturbing the balls.



The wheels are fitted with adjustable patented handle-bars unless otherwise ordered. The roadster is made in three heights—23½, 24½, 25½—fitted regularly, unless otherwise ordered, with Garford saddles, Morgan & Wright tires, and finished in royal blue, unless some other color is preferred. The wheel base of this machine is 43 inches and the tread 4⅞ inches.



The ladies' drop frame weighs 23 pounds, the specifications being the same as on the roadster with the exception of height, which is 22 inches. This is the regular height of the ladies' machine unless otherwise ordered. Wood, mud, and chain guards are also furnished with this wheel.

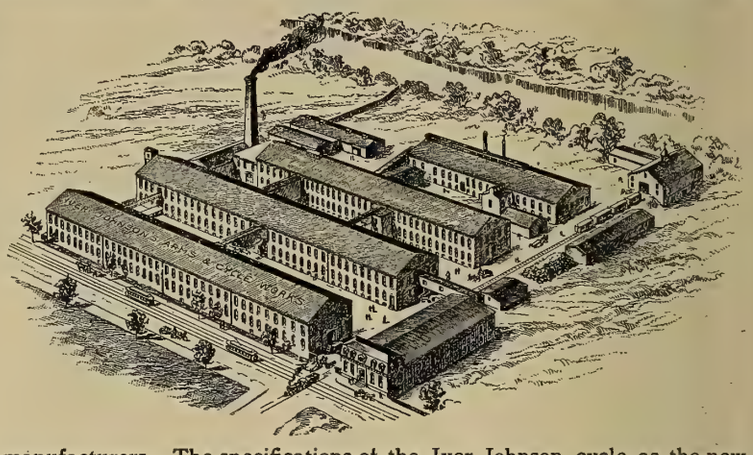
The double diamond and combination drop-frame tandems are both machines well worth attention. The lines are superb and the design of both shows great strength. The connections in both these machines are all drop forgings. A special feature of the Standard tandem is the chain adjustment on both front and rear chains. The rear adjustment is regular and the front adjusted by means of the forward crank bearing being placed in an eccentric case. This case can be revolved without interfering with the bearings in any way. Two chains are used, one on each side. The drop or forward portion of the ladies' tandem is made to conform in height and style to the regular ladies' machine.

In connection with the four models mentioned above they are making a ladies' diamond frame of an improved pattern which will commend itself to those advocating the use of bloomers in connection with the bicycle. They are also manufacturing a track wheel weighing only 16 pounds, built on very handsome lines and so constructed that notwithstanding its lightness it is one of the strongest wheels ever offered the riding public.

"AN OLD WHEEL WITH A NEW NAME."

Fred I. Johnson, of the Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., passed through Chicago last week on his way home from a western trip. While in this part of the country he did a most successful business, appointing the Simmons Hardware Co., of St. Louis, Mo., his western agent and selling the company 2,000 high-grade machines.

The factory at Fitchburg is now being pushed hard to fill orders that are pouring in. The company has had twenty-five years of experience in manufacturing and has been making wheels since 1887. This year the works will make bicycles under their own name and solicit trade direct as manufacturers. The specifications of the Iver Johnson cycle, as the new wheel is called, are: Best English weldless steel tubing, solid steel forgings throughout, fewer parts and less brazed joints than the majority of wheels, 1⅛-inch tubing with ¾-inch back stays, positive handle-bar and seat-post adjustment, double fork crown, new and positive chain adjustment, barrel hubs with flange made with the same degree of angle as the spokes, 4⅞-inch tread, and front and rear detachable sprockets.



With their well-known reputation for turning out first-class work, the Iver Johnson's Arms & Cycle Works should have but little trouble in disposing of the 12,000 wheels they intend to turn out. They also make firearms on a very extensive scale.

THE DECKER SEXTET.

WORCESTER, MASS., Nov. 18.—It is said that the Decker Cycle Co., whose shops are at 25 Union Street, this city, is about to build a sextet, a bicycle to carry six riders, which the designers have been at work on for a month. Not only will this marvel of cycledom carry more riders than any other bicycle ever built, but it will have no chain, and the single and tandem wheels that the company will turn out after the sextet is finished and tested will be built without chains or even cogs, it is affirmed. The principle of the new wheels is the invention of W. L. Decker, a member of the company; and his father, A. M. Decker, is also devoting much of his time to the invention. There have been as many as half-a-dozen experts in consultation at a time over the sextet machine, which will probably be finished this week. The inventor says that the machine is calculated to be the fastest ever made, and that with the improved bearings used in its construction it will be capable of a mile in 1:25 or 1:30. It will have the same wheel base as Berlo's "quint," the frame being of the complete truss form, similar to that used in bridge construction. The spokes will be crossed to give greater strength, and the rims will be of wood. It will be nicely finished, and will be as graceful as it is speedy.

Stokes Re-enters the Bicycle Business.

Charles F. Stokes, late president of the defunct Stokes Mfg. Co., has become a stockholder in the Sieg & Walpole Mfg. Co., of Chicago, and in the future will be closely identified with the Windsor. Mr. Stokes has been out of the bicycle business for some time, but has always been convinced that he quit one year too soon. He ought to be able to regain his old position in cycling circles without much trouble.



Your Think is Over.

WE HAVE CHOSEN FROM THE MANY "THINKS" SUBMITTED,

And the $100 will be Paid.

SEE NEXT WEEK'S ANNOUNCEMENT.

The name selected, also the names of the fortunate "thinkers."

Now Bicycle Agents, send us "your Names"

That is, if you desire the agency for a $100 bicycle--one that is worth $100 and will be sold for $100.

The highest-grade machine built in the world. Eighteen years' practical experience back of the finest material and machinery ever put in a bicycle factory.

Arnold, Schwinn & Co.

PEORIA AND LAKE STS., CHICAGO.



FOUR FACTORIES IN PEORIA.

PEORIA, ILL., Nov. 18.—Many years ago, in the old high-wheel era, when Rouse, Hazard & Co. began handling bicycles in conjunction with farming implements, steam engines, wagons, etc., little did the denizens of this thriving Illinois city think that it would become the extensive bicycle center that it has. No less than five large concerns intend putting their wares on the market, and a number of wheels represented well up in the five figures can claim Peoria as their own.

Rouse, Hazard & Co., among the oldest and best-known concerns in the country, will engage in the manufacture and jobbing of bicycles to even a greater extent than in the past. Their Overland and Sylph wheels have gained for themselves an enviable name, and in 1895 their factory was tested to its fullest extent, and their wheel trade has developed to such proportions that the time-honored agricultural implement department of their business is to be abandoned, so that more of their time can be devoted entirely to the proper marketing of their output. A new factory building has been erected on the outskirts of Peoria and they are now in as good a position as any manufacturer in the country for meeting the demands for 1896.

The Ide Mfg. Co.,

which started in such a small way, has made itself a reputation for building wheels of a high order of merit. This company's ambition is not to see how many wheels it can turn out, but how good it can make them, and from its success in the past it has succeeded admirably. Mr. Ide's desire is to be the Tiffany of the cycle trade, and in next year's wheels he intends making a stronger bid than ever for the title.

The Peoria Rubber & Mfg. Co. is a new comer to the already broadening industries here, and it has started in in a manner calculated to mean business. It has a very large plant. Mr. Seiberling is a hustler and with Mr. Bolte, the well-known mechanical expert, as superintendent, the latest addition should prove a very desirable addition to industrial Peoria.

Kingman & Co., one of the largest farming implement concerns in the west, have also fallen victim to the many advantages of selling the pneumatic-shod two-wheeler, and the next year will see them selling bicycles to such an extent that financially it will fully rival the other ends of their business. They have in all five large distributing depots, beside the one in Peoria. Branches are situated in St. Louis, Kansas City, Omaha, and Des Moines, and each of these can be depended upon to do a very comfortable business. They will make a strong bid for trade with the Elgin wheel, made by the Elgin Sewing Machine Co., and with their facilities for handling an extended territory ought to find a ready market for these very excellent wheels.

Luthy & Co.,

another farming implement company, are about launching into the bicycle business, and are making active preparations for the coming year. They have a very large plant and will make a wheel for the jobbing trade, this making the fourth factory in Peoria to make wheels.

Martin & Co. also job bicycles. The gradual leaning of the agricultural implement trade to the bicycle business is significant; it shows to what extent the marketing of wheels has encroached into one of the oldest and most conservative classes of trade. The action of Rouse, Hazard & Co. in giving up everything except wagons and bicycles is a straw which plainly shows which way the wind blows, and is a decisive triumph for what was at one time derisively termed a plaything.

F. H. Henning & Co., in their Main Street store, have an establishment that would do credit to a city ten times the size of Peoria, and undoubtedly much of their patronage is due to the attractive way in which the goods on sale are exhibited. The Ide wheel is their leader, and with a line of medium-grade bicycles to meet a certain demand, do a very profitable business.

THE CRAIG SADDLE.

W. H. Craig, of Lawrence, Mass., has just put on the market a saddle which he is confident will meet all requirements. It is a saddle with pneumatic cushions and is said to be very easy. The frame is cast from aluminum, making it very light. The cushions are automatic and work in a very clever manner.



The Kankakee.

The Kankakee, made by the Kankakee Mfg. Co., of Kankakee, Ill., will be finished in either maroon and gold, black, or coach blue. Some of the features of this wheel are large tubing, tubular hubs, adjustable and changeable front and rear sprockets, all finger adjustments, adjustable handle-bars, double crown, and narrow tread. The line of 26 and 28 inch juvenile wheels is finished in maroon or black. All the high-grade wheels have the new one-piece crank and crank axle.

TWO NEW KENWOODS.

The accompanying cuts represent the Kenwood models for '96, with the exception of an additional ladies' wheel, which will contain some improvements in design and detail which have not yet been quite effected. The Kenwood people claim that they will maintain their prestige of making one of the finest ladies' wheels on the market. The frames consist of 1¼-inch tubing in the head, 1⅛-inch tubing for the upper reach bar, the seat-post tube and lower reach bar, with ¾-inch tubing in the rear triangle, both above and below, with a brace between each set of tubes. A drop forge barrel yoke or crank hanger will be used. Drop forgings are used throughout. The front fork has a double crown, with a double forging, which is made especially strong and durable. The bearings in the rear wheel and front wheel admit of the same size cup, which will be of material advantage in ordering parts. One-quarter-inch balls are used in both the crank hanger and the rear wheel, and three-sixteenth-inch balls in the front wheel. The tread is 4⅞ inches.

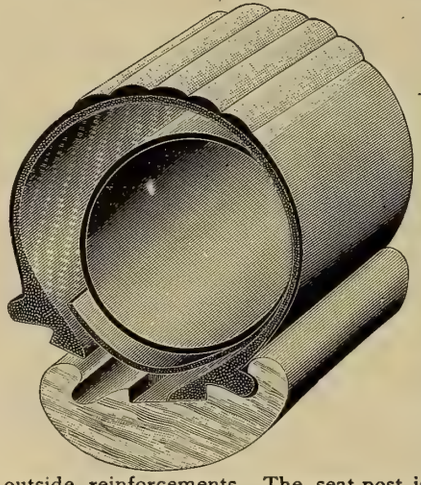

The '96 Kenwood.


The '96 Ladies' Kenwood.

The Kenwood Co. has adopted a reversible handle-bar, using the same in three different styles, thereby affording the purchaser six different shapes of bar. In addition to the regular handle-bars, any style adjustable bar may be used. The hubs are of tubular or barrel form, turned out of the solid steel. A retaining ring is used in each of the bearings to hold the balls in position when the axles are taken out for the purpose of adjustment or cleaning. One unique feature of this wheel is the direct seat-post for both forward and rear position of saddle, patented by Frank Douglas, a very handsome and novel device which is meeting with universal favor. The company has already sold over 30,000 of these for general use on the market. There are some novel and new oiling devices for the crank hanger and hubs. The Kenwood will be produced in any color of enamel, although the standard colors are maroon and black, which will be the principal ones used Sprockets, both front and rear, are detachable.

CHANGES IN G. & J. WHEELS AND TIRE.

The Gormully & Jeffery Mfg. Co.'s line for '96 will be very nearly the same as it was this year, but there are several new details of construction and design embodied in all their new wheels. For the first time the Rambler will be built with a barrel crank hanger and the adjustment of the crank-shaft bearings is effected from the left side of the machine, opposite the chain. The cranks and shaft and the spider are shaped the same as they were this year, but the stationary cone sets close to the right end of the shaft and on the opposite side the adjusting cone is flattened so that it does not increase the tread of the machine. The cone is notched in the usual manner and is held in place by a dog that works close against the crank and in direct line with it. A new forging is used at the top of the seat-mast and at this point are feathered outside reinforcements. The seat-post is tubular and will be furnished in several styles. The outside reinforcements, such as were used on the fork crown of this year's machines, will be nickeled instead of enameled. The tubing is enlarged all over, the head being 1¼ inch, the main frame top 1 inch, seat-mast and bottom 1⅛ inch, rear top stays ⅝ inch, and lower tapered from ¾ at the hanger to ⅝ at the rear hub.



The G. & J. tire will be fitted this year with a wide flap vulcanized to the inner side of the shoe on one side and long enough to cover the seats in the rim, so that now there will be no danger of pinching the inner tube when putting the tire on the rim, even by the most careless user. Its construction is plainly shown in the accompanying cut.

Mr. Bunions,

Whence thy Agony?

Poultice thy Corns.

The PUBLIC know their business. Their decision is satisfactory. They have decided that BRAINS are of more importance than BLOW, HENCE,

THE "AMERICA"

like its name,

REIGNS SUPREME

Among the GOOD PEOPLE who appreciate GOOD THINGS are the following general distributing agents of the ORIGINAL, IMPROVED, and UNAPPROACHABLE TRUSS and STRAIGHT-BAR "AMERICA."

B. B. Emery & Co., Boston, Mass., for New England States.
Union Nut & Bolt Co., New York City, for Eastern New York and Northern N. J.
Francis J. Hughes, Rochester, N. Y., for N. W. New York.
A. C. Anderson & Co., Toronto, Ont., for Dominion of Canada.
Penn Cycle Co., Erie. Pa., for N. W. Pennsylvania.
H. L. & R. E. Hunt, Pittsburgh, Pa., for S. W. Pennsylvania.
House & Herrman, Wheeling, W. Va., for West Va. and Eastern Ohio.
Adams & Hart, Grand Rapids, for Central and Western Michigan.
Ray M. Hewitt, Detroit, for Eastern Michigan.
W. B. Holton Mfg. Co., Indianapolis, Ind., for Indiana.
J. H. Fall & Co., Nashville, for W. Ky., Tenn., Ga., Fla. and Ala.
Rhea, Elton & Thielens, Peoria, Ill., for Central and Northern Illinois.
Bradley, Wheeler & Co., Kansas City, Mo., for Missouri, Kansas and O. T.
David Bradley & Co., Council Bluffs, for Neb., Western and Central Iowa.
David Bradley & Co., Minneapolis, for Minnesota, N. and S. Dakota.
McKee Bros., Denver, Colo., for Colorado.
Mathews Imp. Co., Los Angeles, Cal., for California.
John Macready & Co., Tacoma, Wash., for Washington, Oregon and Idaho.

Quite a respectable lot of people, Mr. Dealer! Can not miss it if you join us.

International Mfg. Co.,

196 S. Clinton St., Chicago, Ill.

THE NEW ADLAKE.

Adams & Westlake, of 110 Ontario Street, will furnish the Adlake in eight styles, as follows: A standard road wheel with 23 and 25 inch frame, weighing 21 pounds; a lighter wheel on the same lines and with the same heights of frame, weighing 18 pounds; a ladies' wheel with 21 and 23 inch frame, the same weight as the men's roadster; and two tandems, a double diamond and a combination of new design. This last promises to be an innovation and will embody new ideas; but before the company will show samples or designs they are anxious to hear from Washington, so that protection will be afforded the machine. In general the Adlake will be an up-to-date wheel and strictly high grade. Mannesmann tubing will be used, 20 gauge throughout, 1⅜ inch for the head, main top tube 1⅛, lower 1¼, seat-mast tapered from 1¼ to 1⅛, so that its diameter at the saddle-cluster and at the crank-hanger will correspond with the main tubes that come to these points. The rear top stay is ¾ inch and lower stays ⅞. There will be a 5-inch inside reinforcement for the lower rear stays. The rear fork ends are cold pressed from spring steel, and hubs, spindles, cups, and cones are turned down from the solid bar.

The crank-hanger is of the Humber barrel type and has an excellent device for setting up the cups; it is fitted on the lower side with two pairs of lugs, which are tapped for square-headed set screws, and the hanger is slotted longitudinally between each lug on either side, so that an adjustment can be made and the cups set up tight without throwing the crank-shaft out of alignment. The hubs are barrel shape, of generous diameter and width. One-quarter balls are used in the front hub and 5-16 in the crank-hanger and rear hub. The tread is 5 inches.

The cranks, hanger, and all frame connections are drop forgings of the company's own make. Plymouth rims will be used and the Excelsior Needle Co.'s spokes. There will be a choice of tires offered, and any tire on the market will be supplied to order. Black enamel will be the standard finish, and other colors will be furnished if ordered. In the line of novelties A. & W. offer a new tubular end seat-post, with a clamp of their own design, which they claim will not permit the saddle to slip in any direction. It is set up by a square-headed nut which is reached by spreading the saddle leather. Although the fork crown is of the double open type it is of a new design, and is very fetching. The adjustable handle-bar that is to be used is not yet shown, but it will be in keeping with the other features of the wheel. Instead of a spider bolted on to a boss on the crank, the Adlake will be fitted with a clover-leaf with four leaves or arms radiating from the center and forged in one piece with the crank on the chain side. In the center of each leaf is a pair of lugs, forming a seat for the arms of the sprocket. The arms of the sprocket seat on the inside of the clover-leaf, and its form is such that the strain is transmitted directly from the crank to the arms of the sprocket wheel, the several leaves acting as so many trusses. As the clover-leaf and crank are of one piece, forged from spring steel, oil tempered, and the strain is transmitted so directly to the proper points, it is certain that the device will give entire satisfaction. The cranks are both keyed to the crank shaft in the usual manner. The rear fork ends are put together in a way that will probably be peculiar, for a time at least, to the Adlake. The tubes are cut on the inside, diagonally, and the long part of the metal runs back in line with the slot seating the axle, bringing the rear sprocket inside the outside lines of the rear forks, and the pull of the chain in direct line with the center of the top and bottom rear tubes; which also permits of a change in the lines of these last, they being less divergent than is usual, without a decrease in the distance between the spoke lips of the hub.

Pedals of the company's own design and manufacture will be used. They are particularly well constructed and embrace a new idea. For the chief feature there is a stiff pin cover which is turned down from bar steel and which is used for a twofold purpose—to form the bearing cups and as an integral part of the pedal proper acting as a brace against such blows as come from the side and which generally have to be borne by the pedal pin alone. The sides are formed of one piece of cold pressed steel, secured to the pin cover on the inside end by a forging while the outside is narrowed in tread and bent around and back, and is tapped with a thread that engages with the outside end of the pin cover—the whole being very stiff and simple. The pin is set up to the crank with a hexagonal shoulder inside the forging and the adjustment is effected at the free end of the pedal. A dustproof cap of the usual pattern covers the cone and set nut.

A G. & J. Riding School.

The Gormully & Jeffery Mfg. Co. has lately opened a riding school on the North Side. The place will form an adjunct to the Madison Street store, and F. K. Warne, who, for the past two years has been identified with their downtown riding school, will be in charge. The company has secured the Kadish Natatorium at 541 and 543 North Wells Street which will be well equipped for teaching, renting, storage, and all that goes to make up a first class establishment of this sort, the first effort toward giving the people of Chicago a winter school. "Practice tickets" will be on sale so that devotees of the wheel may have an opportunity to pursue the sport during the inclement weather. A new hard wood floor has been put in over the old tank giving a clear floor space of 33x103 feet; dressing-rooms for ladies and gentlemen will be furnished and also elegant parlors, so that the place is pretty certain to command a large patronage.

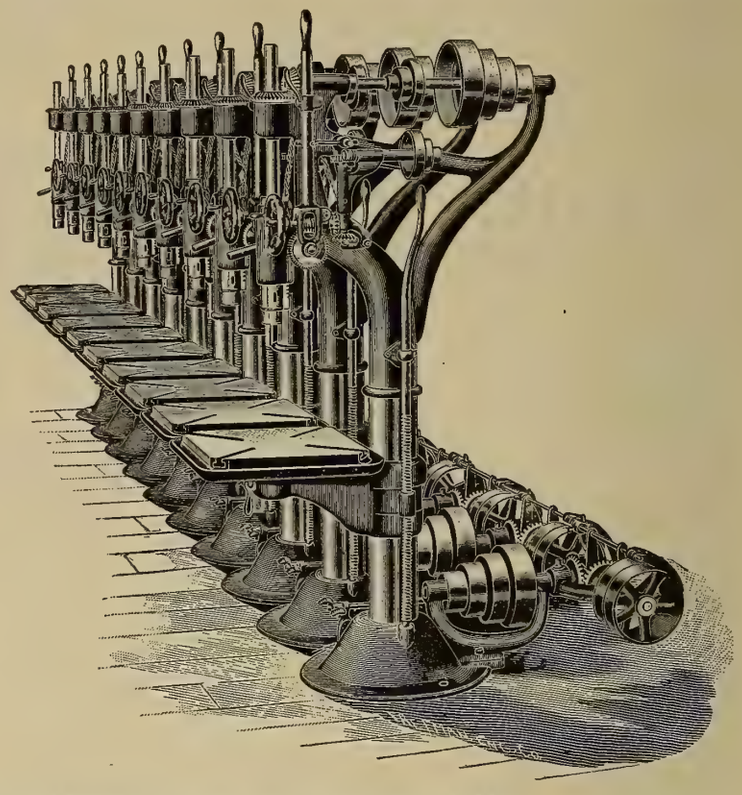
The Grand Rapids Cycle Co. has issued a most clever pamphlet, which is calculated to catch the eye of the prospective purchaser.

BARNES DRILLS.

Of the machinery required in the bicycle industry the drilling machine is perhaps the most important. The manufacture of bicycles calls for great accuracy in the machines and tools employed, and it follows as a matter of course that only the highest-grade machines, whether milling machines, screw machines, or drills, have found a place in those factories whose equipment is thoroughly up to date and whose product is recognized as of the highest quality.

There are many firms in this country making upright drill presses, but no drills are better or more favorably known than the Barnes drills made by the well-known house of W. F. & John Barnes Co., Rockford, Ill., which has catered largely to the bicycle trade, with the result that its drills are in use in nearly every factory of any prominence in the country, both east and west; and the present demand for the drills for the bicycle trade is so great that it is finding it quite impossible to keep up with orders.

The accompanying cut shows a line of ten of its twenty-inch drills which were recently ordered by one of our large western factories. These drills are up to date in every respect and are equipped with self feed and automatic stop, with square tables with T slots and groove for oil drip, and with a quarter turn device in the countershaft so that the drills can be set closely



together and at right angles to the line shaft, so as to economize floor space. A line of these drills thus equipped will give satisfactory results.

The drills shown in the cut have twenty-inch swing, but the Barnes company is prepared to furnish any of its larger sizes of drills with the same features; indeed, the factory ordering these drills has also orders placed with the Barnes company for a large number of its twenty-five and twenty-eight inch drills, all of which are to be equipped with the square tables and with the quarter turn countershaft.

The line of upright drills made by the Barnes company is very complete, ranging from a small bench drill for light work to a forty-two-inch sliding head and back geared drill, suitable for the largest manufacturing establishments. Among some of the largest factories who are using a great many of the Barnes drills are: The Syracuse Cycle Co., Lozier Mfg. Co., Indiana Bicycle Co., Central Cycle Mfg. Co., Columbus Bicycle Co., and Barnes Cycle Co., and, although it would not seem possible that a manufacturer 1,000 miles from the Atlantic seaboard could furnish tools for use in English bicycle factories, yet such is the case, for the Barnes company, through its English agents, has supplied a great many of its drills to English factories, and a very large number of its small screw-cutting lathes for the English bicycle repair trade. The English agents make a fine display of the Barnes tools at the annual English cycle shows and always with the result of being able to forward fresh orders to the Barnes company.

Stearns Building a Sextet.

There is just now no little discussion as to the proper name for a six-seated machine. Newspapers seem to prefer the term "sextet" to any other, and there is a marked difference of opinion among the two or three makers who are now building them, as to their correct designation. E. C. Stearns & Co. are strenuous in maintaining that "sextuplet" is the one and only correct title for a machine of this character, and the six-seater which they are now constructing will be so called. The Yellow Fellow family will be quite a large one when the quintuplet and sextuplet are added to it.

WESTWARD HO

THE STERLING QUALITIES OF HUMBERS WIN THEIR WAY.

HUMBER
NOT CHEAP BUT GOOD

C. M. Murphy, mounted on a 22-pound Humber, wins the 5-mile national championship at San Jose, Cal., Saturday, November 9.

One mile, competition, WORLD'S RECORD.....1:55 1-5

Half mile, competition, WORLD'S RECORD..... :58 1-5

One mile, exhibition (fastest ever ridden at a race meet).....1:52 2-5

Third-mile competition event and two-third-mile for winners only.

C. M. Murphy did it with his dainty Humber at Denver, Colo., Oct. 17-18-19.

Berlo, on 1896 24-pound Humber, fitted with 1896 tires, at Louisville, Nov. 18, reduced world's two-mile record five seconds.
Time, 3:43.

HUMBER & Co., AMERICA, LTD.

HUMBER QUALITY

MEANS SPEED.

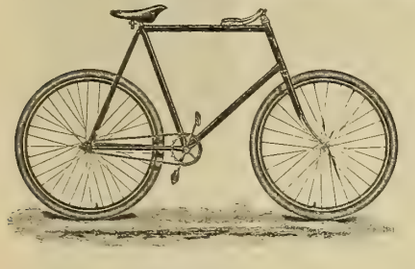
WESTBORO, MASS.

Salesrooms, 318 Broadway, New York City.

Mention The Bearings

THE VANGUARD.

The Vanguard "is built for service" is the claim made by the Vanguard Cycle Co., 24 South Penn Street, Indianapolis, which has the credit for building this handsome $85 machine. The Vanguard has all the latest improvements, the frame being made of the finest grade of weldless steel tubing, thoroughly reinforced throughout. Large tubing, detachable sprockets and adjustable handlebars are other features of the wheel. The ladies' Vanguard in detail and quality is the same as the gentlemen's model. In the Vanguard Climber, a wheel that sells for $105, four very desirable features are found. It is a hill climber, coaster, high and low gear and burglar proof. It is fitted with the J. & R. changeable gear hub and with it the steepest hills can be climbed, the strongest wind defied, hills coasted with feet on pedals and by withdrawing the rod thieves can be laughed at. Catalogues will be out soon. The company was formerly known as the Indianapolis Cycle Co., but to avoid conflicting with the Indiana Bicycle Co., the name was changed.



TRADE HAPPENINGS.

WILMINGTON, DEL.—The McDaniel & Merrihew Cycle Co. has been incorporated by B. Frank McDaniel, S. Wallis Merrihew, and Chas. E. Fritz. Capital stock, $20,000.

CHICAGO, ILL.—The Barr Cycle Clothing Co. has been incorporated by Cyrus W. Barr, Julius Lang, and Thomas B. Allison. Capital stock, $5,000.

CAMDEN, N. J.—The Brewin Bicycle Mfg. Co. has been incorporated to manufacture and deal in bicycles.

ST. LOUIS, MO.—The Tidd-Rugg Cycle Co. has been incorporated with a capital stock of $8,000. The incorporators are: Arthur H. Woods, Emil Hendrich, Samuel H. Rugg, and Roy M. B. Tidd.

ST. LOUIS, MO.—The Knight Cycle Co. has been incorporated with a capital stock of $30,000.

NEW YORK, N. Y.—The Davis Sewing Machine Co., of Dayton, Ohio, has opened an eastern branch at 76 Reade Street, with H. W. Packard as resident manager. A riding academy will also be opened at 57th Street and Broadway.

NEW YORK, N. Y.—The Durland Riding Academy, to give instructions in bicycle riding, and to deal in bicycles, has been incorporated with a capital stock of $300,000, by Thomas T. Eckhard, Morgan J. O'Brien, William Durland, Chas. McBirney, Geo. W. Jenkins, Samuel O. Vanderpool, Austin M. Slauson, Walter J. Peck, and H. F. Gilburn.

GLENN FALLS, N. Y.—The Glenn Falls Cycle Co., which is an offshoot of the Glenn Falls Buckboard Co., has been organized and will manufacture the Mystic bicycle. Eugene Pearson, of Brooklyn, N. Y., will have charge of the manufacturing department.

SAN FRANCISCO, CAL.—Cooper Cycle Co., A. E. Cooper retires.

FREEHOLD, N. J.—The Zimmerman Mfg. Co.'s factory is temporarily closed for repairs. A new machine shop is being built.

FLEMINGTON, N. J.—Stockton Bicycle Mfg. Co. is about ready to put its '96 wheels on the market, and has just finished its samples.

WICHITA, KAN.—A. M. Carr, bicycles, sporting goods, etc., reported to have given a bill of sale for $3,500.

NEW HAVEN, CONN.—F. F. Andrews, sporting goods, etc., reported sold out to Bassett & Deeves.

NEW CHICAGO FIRM.

The Standard Cycle Works, of Chicago, have closed with the C. H. Sterner Cycle Co., also of Chicago, for 500 wheels for delivery before July 1. The Sterner company will represent the Standard in Cook County and will make the wheel its leader. C. H. Sterner, the organizer, has been manager of the Thorsen & Cassady Co.'s bicycle department. During the last three summers he has done a large bicycle business on the west side, but he has concluded to seek pastures new and will locate down town. He is making arrangements to have one of the finest stores in town. At present he is temporarily located at 63 Metropolitan Block. The Sterner company is organized for $10,000 with $6,000 paid in. With such a hustler as Charles Sterner at the helm, the new company ought to become one of the leaders in Chicago trade circles.



C. H. STERNER.

PARTNER WANTED.

A man familiar with the bicycle business, with $5,000 ready cash to invest, can secure a half interest in a sundry and specialty manufacturing business, with a successful record of three years, open for investigation; present partner is engaged in other business and desires to sell. I have several valuable patents under which we are now working, and some to be developed. The right man will find also a good paying position with the company. This is no experiment, but one of the best paying investments, and will bear the closest investigation. Business is located at Chicago. Address G, care "The Bearings." * * *

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Many people unacquainted with the geography of the west imagine that because "Chicago, Milwaukee, and St. Paul" are names used in the corporate title of the railway owning the Short Line between Chicago and Omaha, they must go via the cities of Milwaukee and St. Paul to reach their destination—if it be Omaha or west thereof. This is a mistaken idea. On a map the line running directly east and west would look like this: Omaha————————Chicago. There is nothing more simple than that, and it is less than 500 miles between Chicago and Omaha. Two through trains daily in each direction with the best Sleeping Car and Dining Car Service, and all regular travelers know and appreciate the merits of the Chicago, Milwaukee & St. Paul Railway's Short Line between the east and the west.—ADV.

WILL BUILD TANDEMS ONLY.

TOLEDO, OHIO, Nov. 18.—Another bicycle factory was started in Toledo last week. The Central Chandelier Co. has decided to enter the bicycle field for what it can get. This company is an old and established firm that has gained a reputation for the highest grade of work in chandeliers and other like fixtures. Its large factory on Jefferson Street is fully equipped with machinery for buffing, polishing, drilling, brazing, nickeling, etc., and Homer T. Yaryan stated to a BEARINGS' correspondent that, with the addition of a few bicycle experts and a few special machines, the company will be able to turn its entire force to making bicycles. It will make tandems exclusively, and will make only a few hundred as a starter. If the starter proves remunerative and the demand is large, it will make several thousand. The chandelier business is dull at the time when the cycle manufacturing business is most brisk, so this company can work both ends very nicely.

The Brewer Steel Tube Co. incorporated last week and elected officers late Saturday, as follows: President, Robison Locke; vice-president, Edmund Locke; secretary-treasurer, Charles Locke; general manager, W. C. Brewer.

Two Big Schemes.

A scheme is on foot whereby Toledo is to have one of the largest steel tube plants in the world and also one of the largest bicycle factories. The tube-mill deal is being engineered by Sam Snell, J. L. Yost, and other Toledo magnates, and it is surmised that a few English capitalists are also interested. The capital stock is to be $275,000 at least. When Mr. Snell returns from Europe something is likely to drop. The largest cycle factory in the world will be erected by Alvin Peter, if by any one in Toledo. The Viking builder is out of town, cutting saw logs in Michigan, so he could not be seen, but others of the firm gave countenance to the story. Just what Mr. Peter will do, no one can tell. He is likely to turn around and build a factory on two hours' notice. He has expressed himself on the subject in an indirect way by saying that he will erect a factory or in some way increase the present output. The story going the rounds now is to the effect that he will erect a mammoth plant and turn out some 100,000 wheels for 1897. Whether or not the story is true, Al Peter has money to build with, and if he sees 6 or 8 per cent in sight, why, build he will.

The Maumee Cycle Co. has selected a site and will erect a two-story factory 50x100 feet at once.

Smith's Patent Locked Tubing.

The Toledo Tube Co. is rapidly getting in shape to turn out R. W. Smith's patent locked tubing. The brazing problem has been solved by Mr. Smith, and the manufacture of the tube will proceed. Duplicate machinery has been ordered and is liable to arrive any day. The locked tube invented by Mr. Smith is something new, but it is also something strong. It is unlike most brazed tube in that it is practically as strong without brazing as with it. It is manufactured from a special grade of sheet steel from the Demler steel works at Demler, Pa. The sheets are first cut into the required strips; the edges are then bent in opposite directions and after being curved, locked, and passed through five heavy



rolls emerge a strong light tube. The only brazing necessary is to fill up the seam left by locking the edges together. Mr. Smith has several thousand feet made, and will proceed as rapidly as possible with the ten ton of steel ordered for his use. He says he has tested the tube by the side of the cold drawn, and that his tube stood several pounds more lateral strain. He also claims that the cold rolled steel is more even, elastic, and more reliable altogether than the drawn stuff.

The Harden Saddle & Specialty Co., formerly of Detroit, has taken up its abode in Toledo. August Walpert, of Toledo, has joined Geo. Harden and they are temporarily located at 128 Superior Street. Harden is the inventor of several bicycle specialties, and he will push them this season. His Common-sense saddle is a good thing, and he sold over 5,000 of them last year. With the aid of capital, he hopes to put 20,000 on the market this season. He also has patents pending on a Velo cyclometer which records distances up to 1,000 miles, and indicates the speed up to thirty miles per hour.

Change of Name.

The Century Cycle Mfg. Co., formerly of this city, but afterward located in Shelbyville, has been reorganized, and the corporate name changed to the Arrow Cycle Mfg. Co. The officers and board of directors for the ensuing year are as follows: H. T. Conde, president; C. Schrader, vice-president; H. C. Smither, secretary and treasurer; A. L. Teetor, superintendent. The board of directors consists of the above-named officers together with W. F. Crawford, J. F. Crawford, and C. C. Green. The plant is located at Shelbyville, Ind., but the general offices have been moved to Indianapolis.

THE IROQUOIS.

The Iroquois Cycle Co., 39 W. Washington Street, Chicago, is evidently bent upon making good its boast that "nothing but the highest of high-grade bicycles are to come from its work benches," if the accompanying cut is a fair sample of the work turned out by this company. Within the past two weeks experiments have been made with a view to selecting a color which will be distinctive and the '96 Iroquois will be distinguishable by its translucent purple color. Messrs. Prindiville, Hamilton, Goodnow, Ditto, and Reaser, the officers of the company, are all well known in Chicago, and this makes it comparatively easy to introduce the machine. The way that applications for agencies are pouring in goes to prove this.



The Iroquois.

THE LYNDHURST.

NEW YORK, Nov. 19.—It is rather surprising that in a town that plays so important a part in the bicycle business as does New York there should be so few factories located either in or close at hand. The roadways in and about New York offer some of the finest rides to be enjoyed in America, yet in the matter of making wheels it has been outstripped by dozens of towns. Of the few concerns that do boast of New York as their home, one of them is the second in point of age and second to none in point of quality. Away back, nearly twenty years ago, down at 175 Grand Street, there was established a bicycle plant. It was modest in its way, and



in those days built the old straight handle-bar ordinary. Times have changed since then, just how much is to be seen at a glance, for there in the window occupying a position of honor is the first machine that the firm of McKee & Harrington turned out those many years ago. On the floor are also to be seen some of the machines that by their excellence have led to the application of "special made wheels" to the output of this enterprising firm.

The Lyndhurst wheel has at all times been in the front ranks as regards not only quality, but also in the matter of improvements. Wood rims that seem to be making good their hold on public favor are one of the products of Lyndhurst brains, as are also the use of steel stampings and tool steel bearings. Relative to the plans for '96, McKee & Harrington are now located in their factory on Grand Street, and are making active preparations to handle double the business. The wheels will be of the usual Lyndhurst standard. Several new ideas are to be used this coming season, the exact nature of which will not be announced for some little time.

One of the neat little bits of work that has of late been turned out by this concern is a small circular setting forth "Fifteen Reasons Why You Should Buy a Lyndhurst." It serves as an advance sheet and is a model of artistic design and conciseness.

The Consolidated Wholesale Supply Co., 209-219 S. Clinton Street, Chicago, is examining samples and selecting goods to catalogue.

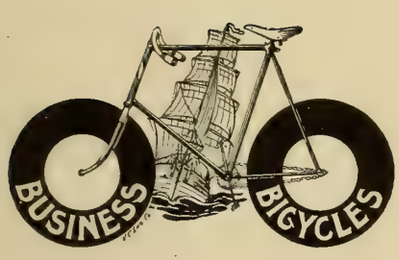


"Are You After the Long Green?"

Is the name of a booklet which we are mailing to the trade who intend visiting the Cycle Shows in New York and Chicago. It's a good thing to read even if you don't go to the Show. We shall be pleased to mail one to any dealer who will send for it.

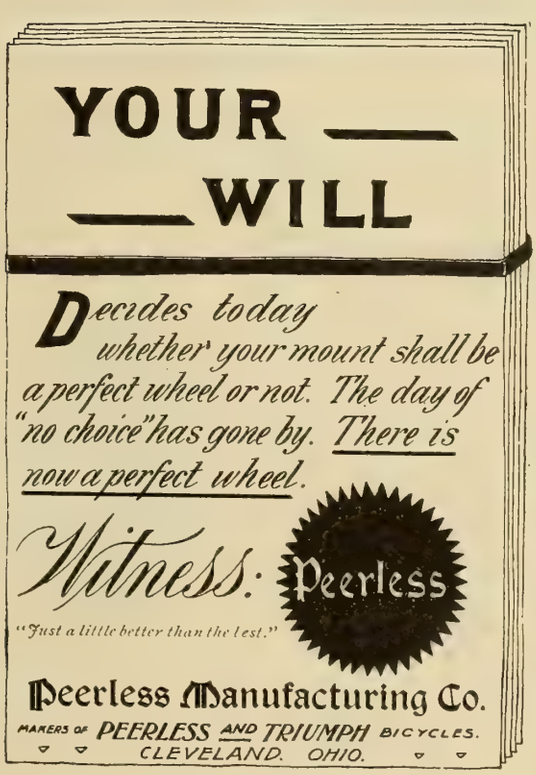
We Hold the String....

to an agency for well-built business bicycles. Our line of New Clippers are trade builders. Better investigate. We are **one** of a **few** makers who can supply the dealer with out obliging him to order through a jobber.



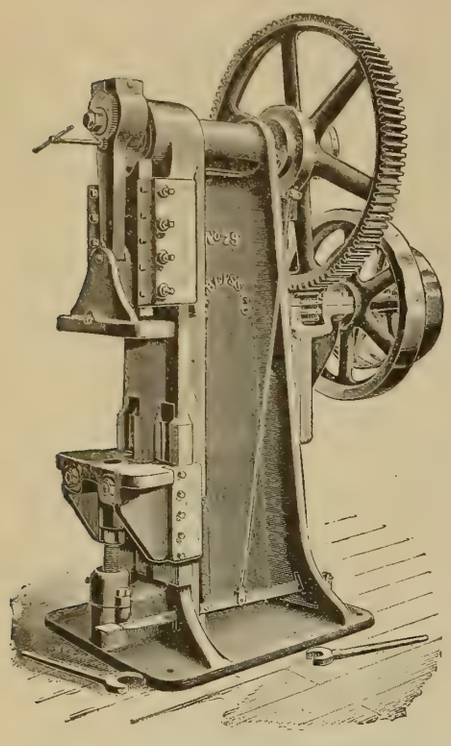
MADE BY THE GRAND RAPIDS CYCLE CO.
GRAND RAPIDS, MICH.

Mention The Bearings.



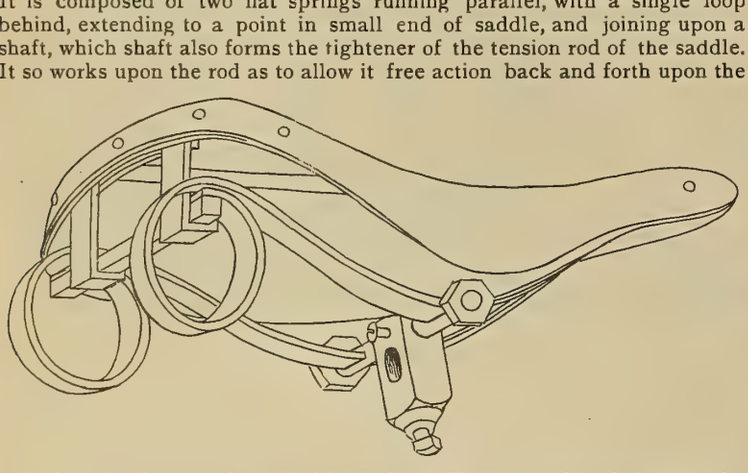
BENDING PRESS FOR BICYCLE WORK.

We present herewith an illustration of a press made by the E. W. Bliss Co., of Brooklyn, N. Y., for the Pope Mfg. Co. This machine is specially adapted for bending handle-bars and tubing for bicycle work, and for that purpose it is provided with an adjustable table, so as to make up for the great difference in the thickness of the various dies used for that class of work. In addition to the screw adjustment of the table, a very fine eccentric adjustment in the pitman is used for special work, which permits the adjustment of the dies to a nicety after the table has been fastened to the frame. The press is made with any stroke up to eight inches. The heavy back gearing gives a very slow and powerful motion, adapting the press to broaching, redrawing, and many forming operations requiring a long and slow motion of the slide. The principal dimensions of the press are as follows: Opening in bed, largest diameter, 5 inches; adjustment of table, 10 inches; greatest distance from bed to slide when up and at highest adjustment, 15½ inches; distance back from center of slide, 7 inches; weight, not geared, 7,200 pounds; weight, geared, 8,200 pounds; weight with special cut gearing, 75 to 100 pounds, and with friction clutch on back shaft (as built for broaching forgings and castings), 9,500 pounds; floor space over all, 48x54 inches; height to center of shaft, 80 inches.



SOMETHING BRAND NEW.

David E. Burns, a Grand Rapids attorney, has invented and applied for a patent upon a new automatic reciprocating spring seat for bicycles. It is composed of two flat springs running parallel, with a single loop behind, extending to a point in small end of saddle, and joining upon a shaft, which shaft also forms the tightener of the tension rod of the saddle. It so works upon the rod as to allow it free action back and forth upon the



rod, also allowing a reciprocal side motion. The two springs forking at the front of saddle, and joining upon either side of the rear hanger, complete the reciprocal automatic motion. It is fastened upon the seat-post by a clamp, which allows it to be given any pitch the rider desires. Its weight is one pound and twelve ounces. The seat is being manufactured in Grand Rapids in limited quantities by the Peninsular Machine Co. It is a great favorite with lady riders in that city because there is nothing at the point of saddle to catch their garments. It is recommended by the leading physicians of Grand Rapids.

A Change of Name.

EDITOR THE BEARINGS: For some time past we have been using the name "Sunbeam" on a portion of our bicycles. We find that another firm in the west used this name, without our knowledge, previous to the time we adopted it, and to avoid any misunderstanding in the conflicting of names we have decided to drop this name, and adopt the name "Calumet" in its place. All bicycles that we have marketed as "Sunbeams" heretofore will hereafter be known as "Calumets."

Yours truly, JULIUS ANDRAE & SONS CO.

The Fowler Cycle Co. has issued "A Partial Reply to Many Inquiries," in which is told the features of the '96 Fowler.

BUSSE'S NEW BALL BEARINGS.

William J. Busse, 84 Market Street, Chicago, has invented and secured American patents for a new form of ball bearing, the object of which is to overcome the friction that is developed to a certain extent in all bearings. In the ordinary ball bearing having a simple circle of steel balls, each ball touches those next to it on either side, and when the wheel is rotated the balls move in opposite directions at the point of contact with one another, and by rubbing against each other cause a great deal of friction. An easy way to realize this is to imagine the front and rear wheels of a bicycle in motion being in contact. The rear part of the front wheel is, of course, ascending, while the front part of the rear wheel is descending.

Busse eliminated these points of contact where the friction is developed by separating the large balls a distance of an eighth of an inch from each other, and superimposing

Two Sets of Smaller Balls,

one on either side of the circle of large ones, in such position that the rotation of the large balls is communicated to them and they revolve in an opposite direction, just as would be the case if we were to place a rotating spool between the two bicycle wheels imagined above, thereby separating them a little and preventing the development of friction by the contact of surfaces moving in opposite directions.

These small balls are placed in such position and are of such size that they bear against the top and two sides of a square journal and hold the large balls in the center so that the entire weight or crushing force is received and sustained perpendicularly by the large balls, thereby preventing all shearing force which in other bearings wears the balls. The action of the balls upon one another is such that each is set to gyrating, and whatever friction is developed is distributed over the whole surface instead of in definite lines, and the wearing is evenly distributed.

Forty-eight Balls are Used

in the construction of each hub, and although this increases the weight of a bicycle by seven ounces for the two hubs, practical tests have shown that with weights ranging from 50 to 500 pounds resting on a machine, 60 per cent less force is required to start the one fitted with the new bearings than one with the ordinary style. The inventor has a practical way of testing the anti-friction qualities of his new bearings. He suspends a wheel fitted with his hub so that the tire revolves against a buffer wheel with a force of any required number of pounds; then the bicycle wheel is driven at a tremendous speed for a definite length of time, when the apparatus is quickly stopped and the degree of heat developed in the hub is ascertained. This is followed out with other bearings and the results compared. The inventor states that whereas his bearing

Becomes only Perceptibly Warm,

others get so hot as to flake off the nickel-plating, and expand so with the heat as to creak and bind badly. W. J. Busse has studied mechanics for twenty-four years, and has taken out seventy-seven patents. He has devised a vehicle hub for the use of his new bearings, which is unique in that if by any accident the bearings get out of order, the simple unscrewing of a nut and removal of a washer will bring into play an ordinary bearing without balls. He has also invented a new rubber tire for vehicles, which he says will surprise the trade. His ball-bearing invention will be taken up and put on the market by one of the big Chicago cycle sundries concerns, which will also take out foreign patents on it.

A BICYCLE SUNDRY MAN.

R. J. Noderer is a member of the firm of the Noderer Mfg. Co., of of Cleveland, Ohio. He is also the company's representative on the road and has charge of the sales. Mr. Noderer has covered a great deal of territory for his company and is well known in all parts of the country. The Noderer company handles the following sundries: Cleveland bicycle stands, Easy Glide chain lubricant, Race toe-clip, axle lantern bracket, Elastic tire cement, Eclipse tire repair outfit, Diamond cycle oil, Diamond lantern oil, Luster Shine metal polish, and Lightning rubber cement.



R. J. NODERER.

The Noderer company has placed on the market a line of 20 and 24 inch juvenile wheels, full ball bearing and of a fine finish, weighing from 20½ to 22½ pounds. The wheels have been christened the Ohio.

Porter & Gilmour Incorporated.

Porter & Gilmour, of New York, who are well known to the trade as enterprising jobbers and retailers, and who build a very fine wheel of the highest grade in the Sagamore, have just incorporated in order to be able to develop their manufacturing interests to the best advantage. They have been very successful with their wheel, and the new company expects to be able to turn out a sufficient number to meet the rapidly growing demand.

Lionel Johnson has gone with the Gladiator Cycle Works. He will be their city salesman and have charge of their exhibit at the Chicago show.

Bellis CYCLES

NOTE: The cut published in our ad. last week was not an illustration of our wheel, but was placed there in mistake by printer.

Bellis CYCLES

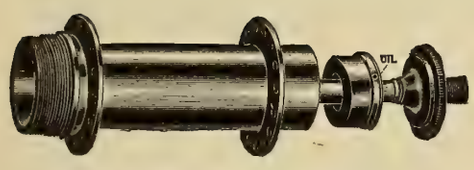
HIGH GRADE ONLY



HIGH GRADE ONLY

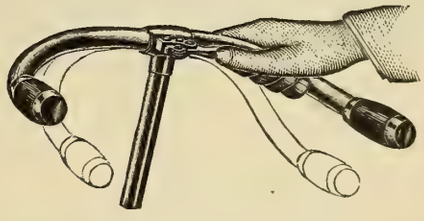
1896 MODEL C.

LIST, $100. **WEIGHT, 22 POUNDS.**



Barrel Pattern—showing our new oiling device in the Ball Cup.

We will occupy Space No. 69 at Chicago Cycle Show.



OUR NEW BAR.
Adjust your bar without dismounting.

WE WANT AGENTS IN ILLINOIS, KENTUCKY, TENNESSEE, NEBRASKA, KANSAS, AND MINNESOTA TO WRITE FOR PRICES.

• •

CATALOGUE NOW READY.

BELLIS CYCLE Co

INDIANAPOLIS, IND.

MENTION THE BEARINGS.

M. & W. SPECIAL CAR OFF.

"Capt." R. C. Lennie, chief mogul of the special car which Morgan & Wright are sending through the country to boom "good tires," rejoices in hair of an auburn hue. From this fact it may be inferred that he, on a few rare occasions, loses his equanimity. One of those occasions occurred shortly before the beautiful car was to start last Saturday afternoon from the Michigan Central depot. The car, adorned as to the inside with smilax and chrysanthemums—not to mention sundry boxes of good cigars and a single tire—and as to the outside with banners mentioning the Morgan & Wright quick-repair tires, lay in the yards with the rest of the cars that made up the train on which it was to be whirled to Detroit.

Lennie had engaged a photographer to take a picture of the car and the artist of the camera was on hand. There was considerable delay in clearing the space between the camera and the car of the crowd on hand to see the expedition off. Finally the spectators were gotten out of the way, and then there came more delay in getting the handsome band of twelve "missionaries" lined up alongside the car. All was ready for the photographer to press the button, or whatever he does press, when the cook who accompanies the party, a colored gentleman of about 287 pounds avoirdupois, clambered down the car steps and wanted to know if he wasn't going to get into the picture. Of course he was. Then it was discovered that one of the missionaries had lost his chrysanthemum buttonhole adornment, and that meant more delay. Then the brakeman and conductor had to get into the picture and there was still more delay.

At last all was ready. The photographer had said, "Now, look pleasant,



gentlemen," and all the travelers had on their Sunday smiles, when some one began to laugh.

It wasn't Lennie.

Oh, no! he didn't laugh.

But some one laughed, and then every one laughed but Lennie.

It was all because the car was slowly sailing away for the depot, where the train was being carried by a switch engine.

It did not matter that Lennie got the car pulled out the depot again and finally got the picture. Lennie's equanimity was upset, and up to the time the car pulled out the depot for good he had not recovered it, although he tried to cover his feelings by distributing excellent cigars and huge chrysanthemums to the gentlemen visitors, and roses to the ladies.

What would have been missed if that picture had not been taken can be seen by a glance at the cut on this page.

ST. LOUIS CYCLE SHOW.

St. Louis, Mo., Nov. 13.—The annual meeting of the St. Louis Cycle Board of Trade was held last night for the purpose of electing officers for the ensuing year and discussing the proposed local cycle show to be held here on February 20, 21, and 22. The result of the balloting was that A. F. Shapleigh, Jr., was elected president; R. L. Hill, first vice-president; W. P. Laing, second vice-president; John McCargo, secretary; A. L. Jordan, treasurer, and O. G. Bantley, E. A. Smith, A. H. Woods, and H. A. Canfield directors. The committee which had been appointed to confer with the Associated Cycling Clubs in regard to the cycle show reported that that organization were willing to take the management of the show and to give preference to the members of the Cycle Board of Trade in the allotment of spaces, but that they would not listen to

A Proposition to Divide the Profits.

resulting from the show with the Board of Trade. The refusal to divide the profits was not agreeable to some of the members and a motion was put and carried, by a bare majority, that another committee be appointed to wait on the Associated Cycling Clubs at their next meeting and inform them that if they would hold the cycle show in the Grand Music Hall of the Exposition Building that the Cycle Board of Trade would guarantee, approximately, two-thirds of the expense of the show, provided the Associated Cycling Clubs would give them 50 per cent of the net profits; otherwise the Board of Trade would take charge of and manage a cycle show of its own.

This latter proposition was submitted to the Associated Cycling Clubs at their meeting on last Thursday evening and while

The Sentiment in that Body

had changed on the division-of-profits question, in view of the support guaranteed them, they considered the proportion asked for too great and refused to consider it and so the outlook now is that the Cycle Board of Trade will manage the show, and that means that no local firm not a member of the Board of Trade will be allowed to exhibit.

THE ECLIPSE ELECTRIC LAMP.

A new electric lamp was described in a recent issue of The Bearings, but at the request of the projectors the names of the makers and of the people who will handle it were not given, as the parties having it in hand had not fully completed their organization. But finally matters were so arranged that the manufacture of the lamp will be taken to Buffalo, where the Eclipse Electric Lamp Co., capitalized at $100,000, has been formed, with the following officers: President, T. F. Crean, formerly with Page, Dennis & Co., New York; secretary-treasurer, William H. Crosby, manager of the Spaulding Machine Screw Co.; and for manager of sales, H. H. Fulton, president of the Eclipse Bicycle Co.

The lamp has been perfected, and the first ones will be ready for market in January. The lamp for bicycles will weigh, when ready for use, about twenty ounces, and will burn six or eight hours with one charge of the "electric sand." The light requires neither oil, nor wick, and it is impossible to put it out under the roughest kind of riding. The fact is, the more it is shaken up, the better it burns. The list price has been placed at only $5. Machinery and the necessary appliances are now being made for the manufacture of 1,500 lamps a day. The lamp is broadly patented in the United States, and in Canada, England, and other foreign countries.

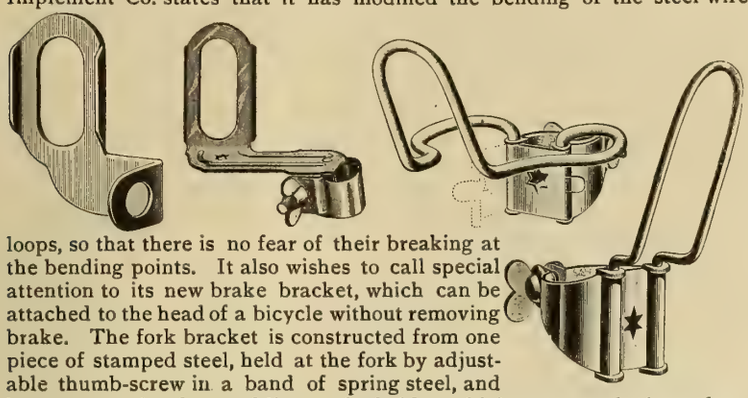
The lamps will be made in the company's factory in Buffalo, but all applications for agencies in western territory should be addressed to the company at Elmira, N. Y., while those desiring agencies in New England and New York should address the company at New York City.

WANTED, AN ALL-AROUND DESK MAN.

Getting the right man is not so much a matter of salary as finding the man. The right man may be glad to get $75 a month; on the other hand it may cost $125 to get him; depends upon his ability, experience, and his own opinion of values, as applied to himself. The writer, employed by a strong firm, desires an assistant capable of high-grade desk work; one of long experience in cycling. Write full particulars, and preferably send photo, to be examined and returned. Address Desk, this office.

IMPROVED STAR LANTERN BRACKETS.

Herewith we give illustrations and descriptions of the 1896 Star lantern brackets, which were in large demand last season. The Bridgeport Gun Implement Co. states that it has modified the bending of the steel wire



loops, so that there is no fear of their breaking at the bending points. It also wishes to call special attention to its new brake bracket, which can be attached to the head of a bicycle without removing brake. The fork bracket is constructed from one piece of stamped steel, held at the fork by adjustable thumb-screw in a band of spring steel, and has a new style of curved lips on the holder, which prevents the lamp from being jolted off or out of position. They are made for either right or left side of fork.

There are a great many styles of axle brackets on the market, and the Bridgeport Gun Implement Co. claims to have introduced the first axle bracket that will hold a lamp securely. This company must also claim credit for introducing the first lantern bracket to be lined with chamois, thus preventing the marring of the frame of a bicycle. Manufacturers and dealers can secure prices by addressing the Bridgeport Gun Implement Co., 313 and 315 Broadway, New York.

The Tourist.

The Tourist Cycle Co., of Syracuse, N. Y., has elected the following board of officers: H. E. Maslin, president; J. R. Tinkham, vice-president; E. F. Walton, secretary; Harry N. White, treasurer. The Tourist company intends to build between 5,000 and 10,000 wheels for the 1896 market, and will give employment to a very large number of men. The 1896 Tourist, which will list at $75, will be fully the equal both in appearance and construction of many wheels listed at a much higher rate. Its distinctive color will be transparent blue, and it will be one of the neatest and tastiest looking bicycles upon the market. The Tourist will be fully up to date in every respect.

THE GENDRON COMPANY CHANGES ITS NAME.

Twenty-four years ago, when this now large concern was founded, it was the first to make a wrought-iron wheel and incorporated under the name Gendron Iron Wheel Co. In their early history they made large quantities of cultivator, hay-rake, and plow wheels. Gradually drifting into smaller wheels, they began the manufacture of children's vehicles. They were the first to make children's carriages with wire wheels and the first to make an iron velocipede and an iron wagon. They made juvenile bicycles in the



days of the old ordinary. In 1889 they built a large addition to their plant and began the manufacture of safety bicycles. The work in which their men's and ladies' wheels is done is as separate from the juvenile work as if it were done in separate factories. In the last few years their bicycle business has grown to be two-thirds of their entire output, which has long since passed the million mark annually. The directors have, therefore, decided to change their corporate name that it may be more in keeping with the character of their product and from now on they will be known as the Gendron Wheel Co.

William Cranch McIntire, of Washington, a well-known patent attorney, has a very ingenious rubber cover to protect the leather saddles of bicycles against rain and sleet while the rider is dismounted. Each cover weighs less than one ounce, and will fit saddles of any size or shape. It can be folded and carried in the vest pocket without the slightest inconvenience.

THE TRIBUNE

A Gentleman's Wheel.

DISTRIBUTING AGENTS:

Baker & Hamilton, San Francisco, Cal., Agents for California, Oregon, Washington, Idaho, Nevada, Arizona, Mexico, Central America, Hawaiian Islands, Australia, and New Zealand.

Deere, Wells & Co., Council Bluffs, Iowa, Agents for Western Iowa, Nebraska, and Wyoming.

George Hilsendegen, Detroit, Mich., Agent for Michigan and Northern Indiana.

Harbison & Gathright, Louisville, Ky, Agents for Kentucky, Alabama, Tennessee, Mississippi, Arkansas, Louisiana, Texas, Oklahoma, and Indian Territory.

William H. Cole & Sons, Baltimore, Md., Agents for Maryland, North and South Carolina, Georgia, Florida, Virginia, and West Virginia.

Charles H. Childs & Co., Utica, N. Y., Agents for New York State, Northern New Jersey, and New England, excepting Massachusetts.

Jno. Deere Plow Co., Kansas City, Mo., Agents for Kansas, Colorado, and New Mexico.

Deere & Webber Co., Minneapolis, Minn., Agents for Minnesota, North and South Dakota.

E. C. Meacham Arms Co., St. Louis, Mo., Agents for Missouri and Southern Illinois.

H. T. Conde Implement Co., Indianapolis, Ind., Agents for Central and Southern Indiana.

George W. Johnson's Sons, Wheeling, W. Va., Agents for Northwestern West Virginia.

Pittsburg Cycle Co., Pittsburg, Pa., Agents for Southwestern Pennsylvania.

The Howe Scale Co., Philadelphia, Pa., Agents for Eastern Pennsylvania, Delaware, and Southern New Jersey.

A. H. Pomeroy, Hartford, Conn., Agent for Massachusetts.

Koster & Co., Erie, Pa., Agents for Northwestern Pennsylvania.

A. Tredway & Sons Hardware Co., Dubuque, Ia., Agents for Central and Eastern Iowa.

Browning Bros., Ogden, Utah, Agents for Utah.

THE BLACK MFG. CO. - ERIE, PA.

TRADE NOTES.

The Harwood Hardware Co., of Bloomington, Ill., has been incorporated and will carry a complete line of bicycles and sundries.

Lund and Van Herik, Morgan & Wright's crack tandem team, rode a Dayton tandem when they broke the ten-mile record recently.

George T. Robie and M. C. Watson, of the Excelsior Supply Co., are in the east. At the last reports they had sold more than their share of wheels.

Charles J. Godfrey, 11 Warren Street, New York, has taken the general agency for Iver Johnson and Fitchburg cycles for New York, New Jersey, and Pennsylvania.

The Andrae tandem has both chains on one side, while the makers claim that the diamond frame has one tube less than any other double steering machine.

Charles A. Underwood, of Boston, has just built a safety with a 30-inch frame. The wheel weighs 24¾ pounds and was built for E. Anderson, who stands six feet five inches in his stocking feet and weighs 210 pounds.

The J. S. Medary Saddlery Co., of La Crosse, Wis., will handle the National, Monarch, Cleveland, and a line of cheaper wheels. W. B. Medary will manage the bicycle department.

The Thorsen & Cassady Co., of Chicago, has laid in a full line of holiday goods of every description, and is now able to supply bicycles, athletic goods, guns, and sporting goods to Santa Claus in unlimited quantities.

In the advertisement of the Bellis Cycle Co. last week a wrong cut was used. The mistake has been rectified this week and the readers of THE BEARINGS will now have an opportunity to study the graceful lines of the Bellis.

There are grave charges made that L. H. George "faked" that 100-mile unpaced road record. This record was made by that wonderful little rider, Alex. McDonell, on a Viking, and it must needs be a world beater who takes it away from him.

The Boston Woven Hose & Rubber Co. has just opened a branch at 63 Reade Street, New York, where a full stock of Vim and Neverslip tires and cement, plugs, tire tape, pumps, etc., may be found. H. F. Hering is manager of the branch.

The recent record performances at Louisville have brought added fame to two good wheels. C. W. Miller, on a Fowler, broke the five-mile world's record, doing 10:07⅗. S. C. Cox, on a Crescent Scorcher, lowered the two-mile world's record to 3:48⅕.

A. A. Hansen and Mohn Nelson, mounted on a Syracuse tandem, recently lowered the 100-mile tandem road record to 5:07:00. Charles Palm followed the tandem and did 5:19:00, which is Minnesota state record for singles. Palm also rode a Syracuse.

The Shirk Mfg. Co. has just received an initial order from Demmler Bros., of Pittsburg, who are the largest refrigerator dealers in Pennsylvania, for 200 Shirks. They will have Pittsburg and vicinity and will send out traveling men with samples of the wheel.

The Hall-Shone Co., of Rochester, N. Y., reports an unprecedented demand for its patented Shone automatic bicycle mud-guards, also its Gem rubber mud-guards and other accessories for '96. Robert Frank Haig is this company's only western representative.

W. R. Evans has secured the state of California north of the thirty-fifth parallel, and some of the western cities of Nevada, for the Fenton. He has placed a large order, and will keep at San Francisco a stock that will insure prompt service and speedy delivery.

The Ariston Mfg. Co., of Westboro, Mass., having just moved into its new and handsome factory, is again in shape to battle for business. The new models will be ready in about ten days. There will be four single wheels and a tandem. The list on the singles is $100.

Fred W. Bailey, one of the most prominent wheelmen of Indianapolis, and late manager of the Grand Hotel of that city, has gone to Denver to take charge of the St. James, which will be thoroughly overhauled and renovated. He will cater to the wants of bicycle travelers.

The South Bend Paper Co., of South Bend, Ind., is putting in operation at Big Island, Va., a large paper and pulp mill. It is fitting up a machine shop in which to do its own repairing and has ordered from the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, the necessary tools.

Sylvester Doubet, late of Rouse, Hazard & Co., has purchased a large interest in the F. F. Ide Mfg. Co., of Peoria, Ill., and will devote his time and attention to this company. An addition is now being erected to the plant and the Ide company is now in a most flourishing condition.

Notwithstanding the peck of trouble the unspeakable Turk is having with the European powers, he can't get along without Monarch bicycles. A shipment of twelve went forward to Constantinople last week, ten to the land of the Russian bear, fifteen to the home of the melancholy Dane, eight to Finland, and nine to Belgium.

Through an oversight in the composing room the advertisement of the F. F. Ide Mfg. Co. last week read: "Our models will be ready about December 1, 1896." Of course every one understood the error, but THE BEARINGS wishes to acknowledge the mistake, so that its readers will not think that the Ide company was to blame.

The Stearns won one-half of all the prizes the first day of the San Jose meet in the national circuit. Downing first and Benson third in the third-mile open, Class A; Downing scratch and Freeman twenty-five yards, first and third in the mile handicap, and Kiser first and Campbell third in the two-thirds-mile handicap, Class B, all rode Stearns wheels.

In order to turn out all the saddles that have been contracted for, the Brown Saddle Co., of Denver, has increased its capital stock. The Leonard-Scheck Saddlery Co. has become one of the heaviest stockholders, purchasing a large share of the additional stock. The company will put in more machinery and will turn out 50,000 saddles next year.

The Puritan will be designed in two models, ladies' and gentlemen's, and will be listed at $100, weight 18 to 22 pounds. O. J. Faxon & Co. will also manufacture another model known as the Hector, in two models, also strictly high-grade, listing at $75, weight 21 to 23 pounds. In addition to the above, they will make two styles of tandems, diamond and combination, weight 33 to 38 pounds.

Leeland, Faulkner & Norton, of Detroit, are building several motocycles of the gasoline kind to the specifications of parties who hope to put them in competition in the *Times-Herald's* Thanksgiving Day contest. The trials are being held at all hours of the night so that the good people of the staid old town are of the mind that there is something uncanny and awful about the horseless carriage.

Territory has been assigned the traveling men of the Julius Andrae & Sons Co. as follows: J. C. Schmidtbauer, the east; H. J. Warner, the far west; C. F. Riehl, Ohio and Pennsylvania; Everett Beckwith, Illinois and Michigan; S. H. Rowland, Iowa; James Kelly, Iowa and part of Michigan; A. B. Anderson, Wisconsin. The company's catalogue will be ready about December 1, and will be a distinct work of art.

The large bicycle store, with stock and fixtures, formerly owned by A. W. Gump & Co., has been purchased by Wm. F. Haas & Co., Dayton, Ohio. They will continue to make Crescents and Ramblers their leaders, and will carry on business at the old stand. Wm. F. Haas has had charge of A. W. Gump & Co.'s repair shop for the past five years, and L. W. Winters, who will manage the store, has been the bookkeeper for the past two years.

Sharpless & Watts, 1,522 Chestnut Street, Philadelphia, have just closed with the Spaulding Machine Screw Co., of Buffalo, to represent that concern in Pennsylvania, New Jersey, and Delaware. Sharpless & Watts will carry a full stock of the frame fittings, cups, cones, pedals, chains, wood rims, and wood mud and chain guards made by the Spaulding company. The Philadelphia house will also represent some of the leading makers of tires, saddles, chains, handles, etc.

Helical Premiers, vintage of 1896, will be shown at Stand 290, Chicago show, and Stand 58, New York show. The line embraces a 20-pound roadster, 18½-pound special, 21-pound ladies', and a tandem. The company's famous helical tubing will be used throughout with the very latest improvements embodied in the new wheels. The original tubing used in the United States government tests will also be shown. President L. H. Johnson and Superintendent of Agencies George Bowman will be in charge.

The Singer Co. is one of the few English concerns selling wheels in this country. It did a splendid business the past season, and Col. W. L. Ross, the manager, says that he will do a large business in '96. Colonel Ross informed a BEARINGS' representative that he had been obliged to cable to England for more machines, having sold the last wheel off the floor. Singer & Co. will exhibit in Spaces 203-204 at the New York show, and will then show the '96 models. Colonel Ross says that the new features will surprise the trade.

In placing its western and southeastern business in the hands of the Wheeler & Wilson Mfg. Co., the Liberty Cycle Co. is enabled to select from an agency list of over 2,500 names the cream, thus assuring the Liberty one of the broadest representations of any wheel on the market. With the present efficient corps of agents which the Liberty Cycle Co. has, together with the new agents that will come through this arrangement, there will hardly be a city, village, or hamlet in America without a responsible Liberty agent.

Charles G. Kilpatrick, the one-legged trick rider, and his wife will hereafter ride Iver Johnson cycles, "the old established wheel with a new name." Kilpatrick has always ridden wheels manufactured by Iver Johnson's Arms & Cycle Works, and refuses to ride any other make. He, it will be remembered, is the man who achieved fame by riding down the Capitol steps at Washington. One of his greatest feats is to ride down a flight of steps 110 feet long, an undertaking which shows the nerve of the man and the strength of his wheel. His wife is also a first-class trick rider and the two will give exhibitions in all parts of the country next year.

Hulbert Bros. & Co. report that the Majestic for 1896 is coming along in good shape; they say that they realized in the early part of this year that it would be necessary that they manufacture the wheel at their firearms factory in Norwich, where they have worked high-grade metals into firearms for the last thirty years. The newest automatic machinery is used in every department, and, by the way, the machinery alone of this factory, if

in a straight line, would reach a mile and a half. The production of this plant is nominally 250,000 firearms per annum, and 10,000 bicycles. The capacity of the factory is 500,000 firearms per annum, and 30,000 bicycles.

The eastern branch of the Monarch Cycle Mfg. Co. has completed its removal from 97 Chambers Street to its new salesrooms and offices at 83 Reade Street, New York City. The new premises will be among the finest, if not the finest, occupied by any of the bicycle trade in New York City. The first floor is being fitted up as salesroom and office in quartered oak with very handsome ceiling and wall decorations. Mr. Robbins, the vice-president of the Monarch company, has charge of the New York headquarters, and has surrounded himself with men very well known to the trade, the latest addition being G. Minturn Worden, who will travel to the largest cities in the territory controlled by the New York house, and which consists of the states of Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania east of the Alleghanys, New Jersey, Delaware, Maryland, Virginia, and West Virginia.

GREAT REDUCTION IN TIME TO CALIFORNIA.

Once more the Northwestern Line has reduced the time of its transcontinental trains, and the journey from Chicago to California via this popular route is now made in the marvelously short time of three days. Palace drawing-room sleeping cars leave Chicago daily, and run through to San Francisco and Los Angeles without change, and all meals en route are served in dining cars. Daily tourist sleeping car service is also maintained by this line between Chicago and San Francisco and Los Angeles, completely equipped berths in upholstered tourist sleepers being furnished at a cost of only $6 each from Chicago to the Pacific coast. Through trains leave Chicago for California at 6:00 p. m. and 10:45 p. m. daily, after arrival of trains of connecting lines from the east and south. For detailed information concerning rates, routes, etc., apply to ticket agents of connecting lines, or address W. B. Kniskern, G. P. & T. A., Chicago. 5

SITUATION WANTED.

With a good Iowa house by a man thoroughly familiar with the bicycle business in all its branches. Will start in any department where a chance will be given to prove his ability. Address R, care "The Bearings."

SITUATION WANTED.

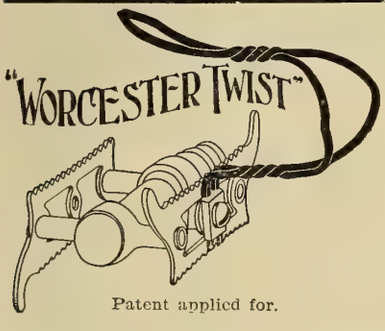
By a man of six years' experience in the bicycle business. Can take charge of factory or will do office or road work. Address A X, care "The Bearings."

CYCLE CHAINS OF THE HIGHEST GRADE



Manufacturers & Merchants Warehouse Co., Chicago, U. S. Sales Agents.

J. & H DUCKWORTH, Springfield, Mass.
Mention The Bearings



Patent applied for.

Toe-Clip

IS THE

Best in the Market

PRICE:

25 Cents Per Pair.

LIBERAL DISCOUNT TO THE TRADE.

THE WORCESTER SUPPLY CO.,

Sole Manufacturers,

WORCESTER, MASS.

Mention The Bearings.

THE ICE BICYCLE

is a perfect success when your wheel is fitted with our

GROOVED STEEL ICE TIRES,

weight, 4 pounds per pair, and price $5.00. Send the exact measured diameter of wheel at full inflation, also width of tire. They run on the ground or ice.

Geo. W. Wolfe holds the Chicago-New York record. He says: "Chicago, Feb. 2, 1895. I tried your ice tires, or 'skates,' yesterday. I was delightfully pleased with them. You surely have a good thing. I do not know what would be more delightful than a party of wheelmen on your 'skates.'"

Send for circulars to

THE ERNEST BRUNER MFG. CO., Mitchell, S. D.

Mention The Bearings

Company M, 1st Regiment, Illinois National Guard,

The best drilled militia company in the U. S. A.,

is using our *Kola* compound in tablet form on their famous trip to Atlanta and through the south, they being called upon to perform special drills at every city they stop at, in addition to their other duties.

TRADE **Kolako** MARK

Sustains and helps them endure the fatigue and exhaustion of their tedious journey. Sample box, with directions for its use, postpaid, 50 cents.

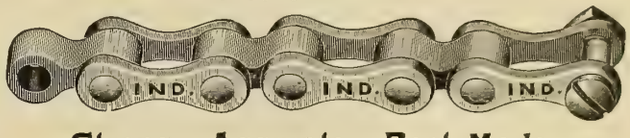
Forbes & Co., Ltd., 1318 Monadnock Bldg., Chicago.

London. New York. Philadelphia.

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CYCLE CHAINS

Highest Grade.



Strong. Accurate. Best Made.

INDIANA CHAIN CO.,

30-32-34 W. South St., Indianapolis, Ind.

M. M. W. Co. 10 W. WATER ST. CHICAGO

GENERAL WESTERN AGENTS.

Mention The Bearings

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.

87-91 PLYMOUTH PLACE, CHICAGO.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEWING GUM

CHEW WHITE'S YUCATAN GUM.

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

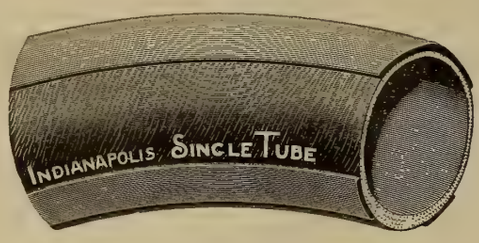
HAND MADE HIGHEST GRADE

INDIANAPOLIS TIRES ARE DURABLE. OUR VALVES DO NOT LEAK.

HAND MADE HIGHEST GRADE

TRY OURS. WE LEAD AND WILL SET A HOT PACE

HUNDREDS OF RIDERS REALIZE ALL THIS.



Tires that give satisfaction. Why? Because they are honestly made. We have the facilities and experience, and are using every effort to produce the best tire on the American market, single tube, double tube, or clincher. Our motto: "Not how cheap, but how good."

INDIANAPOLIS RUBBER CO., Indianapolis, Ind.

HAND MADE HIGHEST GRADE

PUNCTURES CAN BE REPAIRED. NO OTHER FAST TIRES HAVE WORN WELL.

HAND MADE HIGHEST GRADE

MENTION THE BEARINGS

"There's a Richmond in the field."

Thousands of wheels will be sold in '96.
Among those thousands none will meet with
greater popularity than the

Richmond

Scientific. Strong.
Stylish. Superior.....

Richmond Bicycle Co., = = Richmond, Ind.

Mention The Bearings

THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 18

CHICAGO, NOVEMBER 28, 1895.

HOW ZIM WAS BEATEN.

He Beats Parsons in one Race, but the Australian Outsprints Him in the Five-Mile Event.

WELLINGTON, NEW ZEALAND, Oct. 31.—Since my last letter Zimmy has come, seen, and conquered—and, alas, he has also *been conquered.* Who was his vanquisher? A modest young man by the name of Parsons, who, let me assure you, does not belong to the tribe of black-clothed gentlemen, and who is confident he can beat the Yankee speed-king when in his best form, for, let me add, although there was great rejoicing at Zimmerman's defeat, it was generally admitted that he had not then struck form. But of his defeat more anon.

Zimmerman arrived by rail at Adelaide on October 15, and at once went into training on the Adelaide Oval. During the voyage out he lost nine pounds in weight, and he suffered considerably from sea-sickness. In contrast to this state of things, he says he usually gains seven pounds on the trip from America to England. His appearance on the Oval for the first time was the signal for

A Lusty Cheer from Several Hundred Australian Throats,

and throughout his training he is closely watched by the public, who pick out and discuss the different points in his riding. The most noticed difference in his style of riding is that he sits more over the pedals, and that his handles are both narrower and lower.

A writer in an Australian paper, describing Zim, says: "Zimmerman is a delicate, effeminate-looking young fellow, and is the last person one would take for a cyclist. He is tall and thin as a match, and, like Parkes (Sir Henry Parkes is a prominent figure in Australian politics, and wears his hair cut long), and Mark Twain, sadly needs a hair-cut. In his ordinary clothes Zimmy might easily be mistaken for an attenuated Robert Spalding visiting the kawlines in search of health." As a matter of fact, some people here think that

Zim is Consumptive

and say he was quietly ordered to Australia for his health. The champion was greatly amused when he heard of this, and said: "I am out here for my health, yes. I am also studying the health of the Nimrod Cycle Co., in which I am interested."

The dates arranged for Zimmerman's appearances so far were: Adelaide, October 26; Brisbane, November 9 and 11; Sydney, November 16 and 23. After which he visits Melbourne, New Zealand and Western Australia.

It was at the South Australian Cycling Association's Carnival at Adelaide on October 26 where Zimmerman suffered his defeat. The meeting was arranged specially for the purpose of

Introducing the Flyer to the Public.

He was entered for four events, but he only competed in two. The first race was a half-mile scratch, which he won comfortably by a couple of wheels, Parsons being second, and Courtney third. The time for the race was 1:06⅕. It was in the five-mile scratch race where Zimmerman met defeat. There were six starters. Parsons led to the entrance to the straight, where Zimmerman rushed to the front, and all appeared to be over, bar shouting. But it was not to be. Parsons' final rush was more irresistible than "Zim's." Amid the greatest excitement, Parsons came with a magnificent spurt, and won by four yards. The other starters were nowhere, the pace being very warm throughout. Time, 12:20. The excitement among the crowd was intense, and they rushed the ground and

Carried Parsons off in Triumph.

Parsons afterward won the mile handicap. Zimmerman was scratched for this event and for the two-mile race, as he was suffering from the intense heat.

On being interviewed after the race, Zimmerman said he had been suffering severely for two days before the race, and was very weak. But for his desire not to disappoint the public, he would not have taken any part in the carnival. He considered Parsons a splendid rider, and though he did not wish to detract from Parsons' victory, he was confident that when he got into proper form he would be able to turn the tables. This will probably be at the big carnival in Sydney on November 16 and 23. Zim has given out that he will positively not compete in handicap races.

Parsons, who was also interviewed, admitted that Zimmerman was not at his best, but felt confident that he could beat the Yankee even when well. As the result of

His Victory Over Zimmerman,

Parsons was presented with a check for $250 by a prominent citizen of Adelaide, another one for $125 from the Austral Wheel Agency, and numerous smaller sums from other admirers.

J. W. Parsons is a splendidly built young fellow twenty years of age, and first took to racing three years ago. At the last Austral meeting he put up a world's grass record for ten miles, and within the past few weeks has been riding in rare form, beating the other Australian cracks with the greatest of ease.

Notwithstanding Zimmerman's declaration that he will not start in any handicap events, he has been entered for the two-mile Sydney Wheel race, which will be run at the League of New South Wales Wheelmen's Carnival on November 16 and 23. The first prize for this race is $500, and

Zimmerman Has Been Placed Fifty Yards Behind Scratch.

Parsons and J. Megson are on the scratch mark. The latter rider is the one, Australians were looking to as being the man most likely to make the pace warm for Zim. It is also announced that the only other race in which Zimmerman will start at this meeting will be the race for the half-mile championship of Australia.

Zimmerman, although entered for the Austral wheel race, which will be run at the Melbourne Bicycle Club's Austral race meeting in Melbourne on November 30 and December 7, declares that he will not compete in this event, and that he never authorized any one to enter him. The first prize for this event is just double that for the Sydney wheel race, being $1,000. But I think when the time comes, it will be found that he is a competitor.

WILLIAM CASTLE.

THE BIG MILITARY RELAY.

WASHINGTON, D. C., Nov. 23.—By far the most absorbing topic among the local wheelmen is the proposed relay race between this city and New York, to be run December 1. The race is to be run entirely by the Cycle Corps of the National Guards, and is designed to show the utility of the bicycle for carrying messages in time of war. The race will be the largest of its kind ever attempted by any similar organization, although of course it will not be anything like the big New York-Denver relay of last year during the L. A. W. meet.

The total distance by road from here to New York is 249½ miles, and the maximum time in which it is expected to be covered is twenty-three hours. The ride has been divided into ten relays, and two men will ride together, so that in case an accident should happen to one, the

Message Will Not be Delayed.

In addition to these riders, local men along the route will pace them through their districts. The assignment of the men to their relays called nearly every man in the company into service, for there are but about thirty men in the organization.

The roads over which the message will be carried have been examined and they have been found in satisfactory condition. The worst stretch is from Havre de Grace to Wilmington, where the road is sandy and was at one time considered unfit for bicycle travel. The importance of having a clear night for the trip can not be overestimated, and for this reason the night of December 1 was selected because a full moon is scheduled by the calendar as due for that night.

The start will be made in the morning at the armory, so that the greater part of the ride will have to be made at night.

Dave Shafer, in charge of F. B. Rigby and W. W. Hamilton, is in Denver. Here they will stay till Hamilton has had another try at the unpaced mile record, recently tied by Sanger. After this the party, which will include the famous Denver quad team, will go to the Pacific coast in search of records.

WISCONSIN DIVISION AFFAIRS.

Brown's and Rotier's Victory an Easy One—Several Towns Fighting for the State Meet.

MILWAUKEE, WIS., Nov. 24.—The annual election of the Wisconsin Division is still the topic in cycling circles, and there is considerable satisfaction in Milwaukee over the victory of Brown and Rotier. Doctor McArthur received little support outside of La Crosse, but outside of that city Brown and Rotier ran well. Milwaukee was nearly solid for both. A meeting of the new officials of the League will be held soon and plans for the coming year will be decided upon. The annual meeting of the division will be held next month. The most important matter to come up will be the place for the holding of the annual state meet in '96. There is no lack of applications. Among the cities to apply will be Milwaukee, Appleton, Neenah, Kenosha, and La Crosse. Milwaukee hopes to have an ideal place for the meet at Milwaukee Park, for it is about settled that the north fence at the park is to be moved back to North Avenue and



N. A. BROWN.

A Third-mile Bicycle Track put in.

This will surely be done if Milwaukee secures the state meet. La Crosse will be Milwaukee's strongest competitor, as the northern and western sections of the state will favor La Crosse.

A new L. A. W. club, over 100 members strong, has been formed at Appleton and every wire is being pulled for the meet by the wheelmen of that city. Kenosha now has ex-Chairman Raymond of the L. A. W. Racing Board, and this is its principal claim for recognition. If the meet is given to Kenosha, Mr. Raymond will of course have entire charge of it, and this fact will certainly insure a nicely conducted meet.

Neenah has been an applicant for several years, and there seems to be little doubt among the wheelmen of this city that Neenah's persistency will some day be rewarded. Next to the selection of a place for the state meet, the most important matter to come up will be the election of delegates to the annual meeting of the National L. A. W.

Reached the 1,000 Mark.

The Wisconsin Division has reached that point in its existence when its membership numbers over 1,000, and when it ranks eighth in size among the fifty-two divisions in this country. The new board of officers will therefore take charge of an organization which ranks as one of the most important in America. The membership of the Wisconsin Division reached the 1,000 mark about two weeks ago. Secretary Rotier stated that the division was now entitled to another member on the board of officers, because of the fact of it having reached the 1,000 mark in its membership. When the new board meets next month and organizes these will be the members so far elected: W. A. Brown, chief consul, Marinette; Ben P. Park, vice-consul, Madison; M. C. Rotier, secretary-treasurer, Milwaukee; S. J. Ryan, Appleton; George Meade, Sheboygan, and N. E. Lindquist, Marinette, state representative. The member on the board to be chosen because of the membership of the division having passed the 1,000 mark will be appointed by Chief Consul Brown at the meeting next month.

Working on the A. C. C. Constitution.

The committee which has in charge the making of a constitution and by-laws for the newly organized Associated Cycle Clubs will meet in a few days to make its report. The date for the meeting has not yet been decided upon. The committee consists of W. A. Krasselt, R. Wittig, Alexander Bunke, F. W. Huennenekens and F. W. Morawitz.

A road map of the principal roads in the state has just been completed and will be put on the press in a short time and be ready for the wheelmen long before the riding season opens in the spring. This will make it easier work for the wheelmen who are fond of touring in the state.

SIMPSON CRAWFISHES.

LONDON, Nov. 16.—The Simpson lever chain matches seem to have fizzled off. At the last meeting between Simpson and Gamage, the former declared that although in his challenge he spoke of six *races*, he meant *time trials*, and he could not therefore agree to the men racing in match style. This bolt from the blue was a surprise to Mr. Gamage, who resolutely declined to accept Mr. Simpson's proposal, pointing out that if time trials only were intended there was no need for any wager over the matter. Gamage therefore withdrew from the matter. There is no news obtainable respecting the fate of "Choppy" Warburton's challenge on behalf of Michael. The Catford Club is out with its

Three-Class Scheme,

which J. Blair will propose at the next council meeting of the Union at Hull, December 21. Class A, it is proposed, shall consist of amateurs, unconnected with the trade; Class B will contain those who are in the trade but have never raced for cash or against a professional; Class C will embrace professionals who, under the scheme, will be elected members of the Union, instead of being licensed, as at present. In classes A and B a certificate of membership, for which the present fee of 60 cents will be charged, will be substituted for the obnoxious license now in force.

There are Rumors Current,

with what foundation it is difficult at present to ascertain, that the Amateur Athletic Association is "wobbling" on the amateur question and will not fight the N. C. U. should the latter body allow the intermingling of amateurs and professionals in races. Unfortunately Mr. Low has failed to secure permission to bring up his proposal again at the next council meeting, so that, according to the rules, six months must elapse before it can be again discussed.

George Hunt and Jaap Eden have decided to enter the professional ranks next year, and have fixed up with tire firms prior to going to Paris. The former, it is said, now boasts of having made $5,000 this year while an amateur.

The International Ladies' Races

will commence Monday next at the Royal Aquarium. They will occupy a fortnight and be divided into two sections of six days each, while each day's racing will consist of four sections of three hours each. A boarded track of ten laps to the mile has been laid, well banked at the corners. Mrs. Grace, Miss White, some lesser-known English women, and a string of French riders, including the famous Lisette (French lady champion), are among the entries.

The Dunlop tire firm, disgusted with the terms of exhibition at the National Show, have abandoned their intention of showing there, and taken large space at the Stanley Show, which opens next Friday.

The action between the Clincher tire firm and the Gormully & Jeffery concern is still proceeding. The ground of action against G. & J. is similar to that in the action against Macintosh & Co. some time ago.

C. W. HARTUNG.

WAS PACKED FOR SCHWALBACH.

BROOKLYN, Nov. 23.—During the annual meeting of the Good Roads Association, something happened that has caused considerable comment. It was the defeat of Michael Furst for the first vice-presidency, and the election of Alex Schwalbach. While there were those who saw in this a revival of the bitter Potter-Luscomb factional fight, the facts do not bear out the assertion, and simply show that the meeting had been packed by adherents of Mr. Schwalbach. When A. H. Angell was re-elected president of the association, it naturally followed that Mr Furst, who has made a most satisfactory officer, would be similarly honored. It was at this point that the surprise came. Some one jumped up and placed Mr. Schwalbach in nomination. Then Isaac B. Potter saw what was in the air, but placed Mr. Furst before the meeting for re-election. When it came to a vote the figures were: Schwalback, twenty-two; Furst, fifteen. Of course everything was then plain, and to a man up a tree it looked as though a preconcerted programme had been carried out. It was no revival of the old feud and just demonstrated that Mr. Schwalbach wanted the office, and had succeeded in getting it.

The other officers are: Second vice-president, George Stebbins; secretary, S. P. Meacham; treasurer, Henry G. Strugnell. The executive committee will consist of thirty members. The treasurer's report showed that $242.22 is the amount of money now on hand. During the next session of the legislature a bill will be introduced providing for an appropriation to build a return cycle path fron Coney's strand down at the sea.

FAMOUS TRIO PERMANENTLY SUSPENDED.

PHILADELPHIA, PA., Nov. 26.—Chairman Gideon's bulletin will contain a very interesting item this week, according to the prophets. It is said upon good authority that the famous case of Cabanne, Titus, and Murphy has been decided at last. The punishment for their breach of League rules is very severe, the three men being permanently suspended from the track This will rob the path of three of the best men of the year. Cabanne had announced his retirement, but Titus and Murphy were good for several more years had it not been for the Racing Board's decision.

Kohl's Record Accepted.

The following road records have been allowed by the Century Road Club of America:

R. P. Searle, Chicago-New York, 5 days 22 hours 15 minutes, September 8-14. Course record.

C. T. Earl, ten miles 26:00⅕, September 21. New York record.

H. Kohl, Elgin-Aurora century course record, 5:57:30, September 27.

F. W. Knowland, ten miles 25:40, October 7. New York record.

H. C. Wood, ten miles 26:34, October 17. Missouri record.

E. Kostomlatsky, five miles 11:50; ten miles 25:25, October 27. Iowa records.

W. A. Borton, twenty miles 53:30, October 27. Iowa record.

Tom Eck May go with G. & J.

The story comes from Louisville to the effect that the Gormully & Jeffery Mfg. Co. has applied to Tom Eck to handle its racing team for the season of '96. A call on O. G. Formhals at the Chicago factory failed to confirm the rumor, but it is possible that the deal has been effected at New York through A. L. Atkins and Mr. Gormully.

BREAKS A COAST RECORD.

George Hamlin Rides Five Miles in 11:11 2-5 in a Road Race With L. S. Leavitt—Other Good News from Golden Gate.

SAN FRANCISCO, CAL., Nov. 18.—Never before in the memory of the oldest wheelmen has such weather prevailed in this part of the state, at this season of the year, as we have enjoyed for the past two weeks. So far this season (supposed to be the rainy season) there has hardly been a day that one could not ride a wheel in comfort.

Yesterday morning Golden Gate Park was crowded with cyclists, who turned out by thousands to enjoy the fresh air. From early morning until late in the afternoon the renting agencies did a land-office business, and so did the resorts at the beach and near the park, which were crowded all day, especially Paul Boynton's "chutes," which have just been completed and which inveigles more dimes from the pockets of wheelmen than any similar catch-penny affair that has afflicted this city for a long time, and the wheelmen delight in it too. The boats were crowded all day, and it is safe to say that wheelmen and bloomer girls contributed as many dimes as other people. "Chooting the chutes is great," and is a diversion that meets with the approval of the wheelmen.

Road Racing Continues.

The roads are in excellent condition and it seems that road races will never end this year. Yesterday there were three races on the Fruitvale-Haywards course, and one record was broken, it being the coast record for five miles, which was ridden by George Hamlin, of the San Francisco Road Club, in the fast time of 11:11⅗, lowering the former coast record of 11:35 held by Hurley, of Alameda.

The occasion was the run-off of a tie race between George Hamlin and L. S. Leavitt, of the San Franciscos. The two men were paced by tandems, and the road was in excellent condition. After going two miles Leavitt gave up, but Hamlin kept on, paced by Panario and Egan, of the Imperial Club, on a Syracuse racing tandem. They were later relieved by Sorenson and Spieker, who took Hamlin over the tape in the time mentioned. If the time given in the last bulletin of the road records committee is correct, Hamlin

Lowered the Old Record

by 6⅘ seconds. He has always been a strong rider, but his most ardent admirers never credited him with such power as he showed yesterday.

The most important event of the day was the ten-mile race under the auspices of the California Cycling Club, of this city. The race was a well-contested one between the long-handicap men. The men on the small marks seemed to be frozen under in the handicapping. P. G. Alexander won the time prize from scratch in the fast time of 26:44. He was practically unpaced, and his performance is considered a very good one. There were twenty starters, and seventeen of them finished. H. B. Williams, 3:30, won the race in 28:03.

Will Build a Track.

It now looks very much as if this city would soon have a track. If everything goes well with the Pacific Coast Bicycle Track Association, a recently organized company, a track second to none in the country will be constructed somewhere in this immediate vicinity. The company also proposes to build a monster clubhouse, and will ask the clubs of the city to make it a joint clubhouse. Whether their plans will succeed remains to be seen, but from conversations heard around the clubhouses, one would be led to believe that a clubhouse in common would not be a success. One or two clubs may be induced to live under the same roof, but it is certain that the larger local clubs could not be induced to occupy other than their own private houses. A track would be a paying investment, and so it may be that the company will drop the clubhouse scheme and devote its entire attention to the building of a track.

Another Big Scheme

for the advancement of the cycling interests has taken life in the incorporation of the Pacific Coast Bicycle Show Association, organized for the purpose of conducting an annual bicycle show in this city, similar to the Chicago and New York affairs. All the local dealers are taking an interest in the scheme, and it is very probable that all the exhibits will be brought out here from the Chicago and New York shows, after they have been shown at Denver. It is proposed to hold the show in the Mechanics' Pavilion, and it may be that an indoor racing tournament will be given in the same place at the same time, one ticket admitting the holder to both. It has been the intention of D. R. McNeill and others to hold an indoor tournament sometime during the winter, and so the consolidation of the two may be accomplished.

On a Hot Trail.

Robert M. Welch, of the Racing Board, is again on the trail of the Class A men in this part of the state, and as the trail seems to be a little warmer than before, it is very likely that Mr. Welch will have the satisfaction of transferring several of the cracks to the Class B ranks. Downing, McFarland, Wing, Freeman, Benson, Byrne, and several others are to be investigated as soon as Mr. Welch returns from southern California. The first four named have gone to southern California to follow the circuit, in spite of the warning sent them by Mr. Welch. Chairman Gideon has asked Welch to

Rewrite the Racing Rules

for next season, and to be present at the meeting of the national board of officers' meeting next February. This is quite a compliment to Mr. Welch and shows how his efforts are appreciated.

E. D. Blakeslee, of the Chicago Cycling Club, arrived from New York last night, having accomplished the journey on an 18-pound Ariel, fitted with Morgan & Wright tires, in the remarkably quick time of 47 days 19 hours, beating Martin Duxbury's time by almost a day. He has used but one set of tires since leaving Chicago, and they are in excellent condition, having been punctured only twice.



FOUNTAIN FERRY DESERTED.

LOUISVILLE, KY., Nov. 24.—Fountain Ferry track is deserted again and has taken on the winter appearance which it will wear for the next four months. All that remains to be done is to take in all the chairs and benches and close up the dressing rooms to keep out the tramps. Last Wednesday night a merry crowd left via the Pennsylvania road for Chicago, under the leadership of William Herrick, Morgan & Wright's chief hustler. The party consisted of William Herrick, Edward McNeal, T. W. Eck, Otto Ziegler, Jr., C. R. Coulter, F. F. Foster, E. H. Tellam, William De Cardy, F. T. Lyman, William Bainbridge, H. Van Herik, J. B. Lund, J. B. Bowler, C. W. Miller, Fred Rau, H. Vogt, Joseph G. Skelton, and J. J. Bezenek. When they left here it was understood that Ziegler was going to his home at San Jose, Cal., and that he would be accompanied by Lund, Van Herik, Vogt, Weage, and Bezenek, who are to

Ride a Jupiter Quintuplet

that has been built for them during the past thirty days. They were also to take the Jupiter quad that was used here, and will have it manned by some of the riders from San Jose or the surrounding country. The intention is to get all of the shorter-distance records during the winter and then return here next April to prepare themselves for the circuit.

Before the boys left for home they did not forget to leave a remembrance with the sick boy. His room is filled with flowers left by them, and they add considerably to the cheerfulness of the room. It seems that Gardiner's illness was not caused, as asserted last week, by the Hallowe'en frolicking and the pitcher of cold water with which he was said to have been deluged, but by the

Lack of Proper Treatment

in cooling down after finishing his record-breaking ride on the 4th inst. He was visited at the infirmary today. He is doing well, but is still a very sick man. His father delighted him by walking in this morning. Mr. Gardiner expects to stay here several days, and has great hopes of being able to take Arthur home with him Wednesday night, to give him the benefit of home treatment and to have him home for Thanksgiving.

B. W. Twyman, a member of the Morgan & Wright team, did not leave with the team, and thereason only cropped out yesterday. On the 11th inst he and Miss Lucy W. Hazard, of this city, went over to Jeffersonville and were married, but said nothing of the event until yesterday, when they surprised their many local friends. They had been engaged for some time.

Tom Eck's Plans.

Tom Eck went to Chicago to try to induce one of the largest manufacturers, who has not put out a racing team this year, to take an interest in his southern tour. After finishing that up, he goes to Syracuse to make his arrangements for the European trip of next spring. The team has gone to Nashville, and after the close of the tournament there will go to El Paso for the balance of the winter.

Manager Troy slipped out of the city very quietly last week and went south on a hunt for warmer weather, and returned as quietly as he left. He made arrangements to take his team to Birmingham, where they will stay until driven out by the weather, as they were here.

From letters received by some of the racing men who were with the party it is learned that the California circuit is

Not a Brilliant Success,

the attendance being very small and the promoters kicking because the promises that every one of the prominent circuit chasers would be in attendance were not kept when the circuit was organized.

They claim that in all of the correspondence it was promised that every one of the crack men would be present, but when the time for their appearance comes only Bald, Murphy, Cooper, and Kiser appear. Terrill and Wells are not counted, as they are natives. This state of affairs is likely to make a change in the circuit which it is proposed to start from California to work its way east in the spring.

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GEO. K. BARRETT, EDITOR.

SPALDING DOES NOT DENY IT.

When the attention of A. G. Spalding was called to the article in last week's BEARINGS in regard to his determination to secure the control of racing in America, he said that he had neither affirmed nor denied the report when it was published in THE BEARINGS last March and that he would do the same at the present time. The inference is plain. If the statements that we have made were not true, then there would be no reason why Mr. Spalding should not deny them. But they are true, and the facts are so well known that it would be folly to attempt to deny them, and Mr. Spalding, always a shrewd business man, had the good sense not to attempt a denial. I. B. Potter does deny that he is implicated in the scheme, and, in view of his reputation, his statement must be accepted. Nevertheless it would be interesting for Mr. Potter to tell the cycling world what is to become of cycle racing if the League gives it up. The Amateur Athletic Union, which is the only athletic organization that could be considered, is not equipped to handle cycle racing. Cycle racing is, today, more important than all the games over which the A. A. U. exercises control. Rowing, football, and tennis have their own governing bodies. It is only in the departments of sport that are too feeble to have organizations of their own that the A. A. U. governs. For these reasons, if for no others, that body is not the one to take hold of cycle racing. There are, however, other reasons which THE BEARINGS will give if occasion requires.

If the A. A. U. does not take up cycling, who, then is to take it up, if Mr, Potter's pet scheme of having the League of American Wheelmen abandon it, is carried? It is plain that Mr. Potter is playing into the hands of Spalding, wittingly or unwittingly. Be that as it may, the members and delegates to the national assembly of the League are forewarned and if they allow the control of racing to be gobbled up by those who have their own pecuniary interests at heart, rather than the good of the sport they will have themselves, and themselves alone, to blame. Forewarned is forearmed.

BOARD OF TRADE AND RACING.

The racing committee of the Board of Trade is going into the subject of racing with a vengeance. The committee, which is composed of George Pope, C. W. Dickerson, E. C. Stearns, and H. E. Raymond, has sent out a circular letter to the members of the board in which it asks a number of questions. The duties of the committee, as stated in the circular letter, are "to confer with the League of American Wheelmen officials, and outline jointly a system of government for the conduct of cycle racing for 1896."

We have not the slightest doubt that the Board of Trade committee will be able to formulate a "system" for the government of cycle racing that will be highly acceptable to itself, and will also be able to get the co-operation of League officials in indorsing it, for League officials are, as a rule, as plastic clay in the hands of the sculptor when they are taken hold of by experienced and shrewd business men. The "system" will doubtless be presented to the National Assembly with the best of indorsements, and will appear to be on the eve of adoption when some curious cuss will get up and ask what the manufacturers have to do with establishing a "system" for the League to adopt, anyway. Then there will be talk of trade influence, and the delegates, who have no more regard for big manufacturers than they have for frame filers, will, out of very perverseness, if from no other motive, vote down the "system." Up to the present time the League has been able to handle cycle racing without assistance from the makers, and we are plain to say that we do not clearly see why they should not be able to continue the administration without gratuitous outside help.

The answers to questions that the Board of Trade racing committee ask may be of interest to the members of the committee as individual manufacturers in showing the drift of feeling among those who are supporters or possible supporters of racing teams, but how those answers can affect the formulation of new racing rules it is not plain to see. We have a well founded idea that the delegates to the National Assembly will resent any dictation on the part of the Board of Trade and will make rules to suit their own sweet wills.

The questions submitted to the members of the board are as follows:

First. Is the employment of Class B racing teams to follow the national circuit in 1896 desirable?

Second. If you deem that it is, will you be one of the firms to employ such team?

Third. If you feel that this character of advertising is no longer necessary will you agree, if at least a majority of the firms that have employed teams during the season of 1895 agree likewise, to discontinue employment of Class B men to follow the national circuit next year?

Fourth. Do you favor the abolition of Class B and the establishment of a professional class?

Fifth. If a professional class be established, will you engage a professional team to follow a circuit next season?

Sixth. If, as outlined in question No. 3, you deem the advertising undesirable, either Class B or professional, will you agree, under same conditions, not to employ a team, either as Class B or professional, to follow the national circuit?

It will be hard for the board to compel any of its members to either support or refuse to support racing teams, Class B or professional. Such firms as desire to have the benefits of the advertising resulting from a team will have it, Board of Trade or no Board of Trade.

We should be pleased to hear from others than Board of Trade manufacturers in regard to the questions propounded by its racing committee.

THE NECESSITY FOR GEAR CASES.

There is one feature in which American bicycles are far, far behind the times, and that is in their lack of gear cases. For a long time English makers have catered to the demand for this very necessary adjunct to road wheels. There is no part of a wheel that bears a greater or more important part of the work of propulsion than the chain gearing, and yet it is the only bearing part of the bicycle that is not carefully guarded not only from dirt and mud, but even from dust. The rider who gets sand or mud into the bearings of his wheel feels that the maker who put such a wheel on the market was guilty of fraud in getting innocent buyers to take up with such poor construction. What would be thought of a wheel whose bearings were open to view? And is there any reason why the chain should not be as well protected as the bearings?

The rider who has been caught out in a rain and has felt his chain gradually tighten as it became covered with mud and water until it was almost impossible to drive the machine, and finally had the chain snap under the ordeal, can appreciate the value of a gear case that would allow the chain to run as smoothly in wet and muddy weather as when there was the best of going. The adoption of gear cases would result in the use of bicycles in weather in which it is now regarded as madness to venture.

It is the intention of THE BEARINGS to keep this subject before the trade and before the riding public in such a way as will compel manufacturers, in time, to fit gear cases when desired. We have done this in other cases and we can and will do it in this case.



We rise for information. Why this bewildering variety in the names of cycles. Not content with cycle, bicycle, "bike," wheel, machine, mount, and a host of other generic terms, we are inflicted with a peculiar variation in the nomenclature of multicycles. A two-seated machine is a tandem—but why any more a tandem than any other multicycle whose seats are ranged one behind the other, we are unable to say—while three and four seated machines are called triplets and quadruplets. As if this were not bad enough, a learned contemporary comes forward and calls a six-seated machine a septet. We have heard a musical composition arranged for seven people called a septet, but why the term should be applied to a bicycle carrying six people we are at a loss to know. Will our contemporary please inform us.

The following from *Cycling Life* is reprinted without comment. The italics are ours:

It is one of the objects of this paper to save American manufacturers a deal of tedious and oftentimes unprofitable attention to the theoretic observations of bicycle engineers all over the world, and yet allow no new and applicable thought to escape; and we mean to accomplish this by giving perfectly serious consideration to everything that appears within the civilized world of a theoretical nature bearing on the manifold problems of bicycle construction, *then laboriously eliminate the chaff of showy learning as well as of unproportioned reasoning*, and finally present to our readers the redistilled product as it commends itself to a common-sense view which knows the limitations of theory as well as those of practice.

The English produced a "quintet" about a fortnight ago, and on its trial trip it proved unsuccessful, according to one of the London cycling papers, the front fork suddenly collapsing. In the words of the editor, "by strengthening and altering several parts, however, the maker hopes to make the latest addition to multicycles a complete success." We would modestly suggest that if the English want to produce multicycles that will survive their maiden trip, they would do well to study the lines of the American "quints" and "sextets," and copy them as closely as they can.

The latest puncture-preventing device is the invention of an Englishman. He suspends a powerful magnet close in the ground in front of his machine so that it will attract to itself all tacks, pins, nails, and pieces of sharp iron and steel lying in the track of the tires. How efficient this magnet is in picking up broken glass, bits of brass, copper, crockery, etc. the enthusiastic English cycling papers fail to state.

Resilient and resilience are terms that are much used by cyclists and frequently misused. Rubber is resilient and so is steel. A tire made of steel springs might be more resilient than one made of rubber and at the same time not be fit to ride. Elasticity and resilience are not synonymous terms. Resilience is not the only requisite for a good tire.

The gullibility with which the foreigners swallowed that grand canard about the San Franciscan "nonoplet" is truly amusing, but it distinctly shows their belief that the Americans can accomplish anything they set out to do, no matter how startling it may be.

It is said that little Michael rides a machine having 26-inch wheels and geared to 96.

The best cause we have yet seen assigned for the "bicycle face," is "that the idea of his spinning wheel quite naturally makes a rider knit his brows, and thus gives rise to the yarn."



CAUSED BY A PAIR OF BLOOMERS.

Just because a pair of bloomers were worn by a rather pretty but not very robust young woman in a Nassau Street restaurant a riot nearly took place, and in the end the disciple of dress reform returned to swishing skirts. Nassau Street is quite narrow, and it didn't take many people to block up the thoroughfare. Every one down town appeared to want to get a look at the bloomer waitress, and the police finally took a hand in the game. Ultimately the proprietor of the place was escorted to the stationhouse, charged with maintaining a nuisance, and he then decided to abandon the bloomer idea until the populace had become more accustomed to the sight of women in pants. On the sign which he placed in his window was the following: "The reform or bicycle dress will no longer be worn by the waitresses of this restaurant. We take this course out of deference to our customers, who have been annoyed by the crowds of ignorant idiots who have gathered in front of the windows and stared until their curiosity was satisfied."

A JOLLY GOOD TIME.

That's what the Circuit Chasers are Having out in California—Go Surf Bathing in Late November.

LOS ANGELES, CAL., Nov. 23.—The national cycle racing teams are now in the "Land of Magic," and never was a party of racing men better cared for or given a more royal time. It is a good time all the time, and never a moment to oneself from early in the morning to late at night. In the east the presence of the great racing men of the country has come to be an every-day occurrence, or rather an occurrence so often enjoyed in a season that the members of the meet-promoting clubs seldom give themselves over to the entertainment of the visitors. In California there is not only the cycling enthusiasm but there is the pride of their country to stir the wheelmen to their very depths, and this combination is hard to beat.

A Round of Sightseeing.

From the time the racing men started west from Denver there has been one constant round of sightseeing and pleasure, and the trainers and managers say that it is just as well that the entire national circuit is not run in a country so full of enthusiasm as in California.

The papers are daily filled with stories and anecdotes of the men; some of the entertainment committeemen are always at the hotel ready and more than willing to escort parties to all the points of interest. There are points of interest everywhere in this country, and jolly parties have been given to them all.

Last Sunday a nice trip by tally-hos had been arranged to Pasadena, the "garden spot of the world," and to the ranch of Lucky Baldwin, who owns some of the greatest wineries in the country; but this had to be given up for a trip to Santa Monica, a summer resort located very near the city, under the guidance of Captain Steer, the assistant general passenger agent of the Southern Pacific Railroad.

Inspect the Santa Monica Track.

This great railroad has become interested in cycling and has constructed one of the finest tracks in the world at Santa Monica. The object of the trip was of course the inspection of this track, now just completed. About fifty of the local members of the clubs took the trip, and the entire party made a jolly carload for seventeen miles, that being the distance to Santa Monica.

Once there, a half hour was spent very enjoyably out on the great piers in the Pacific. At 11 o'clock the entire party took a dip in the surf—a dip in the briny in the month of November, and in the latter part of the month at that. The day was a grand one, bright and sunny, as apparently are all the days in this country, and bathing was like unto a dip in the Atlantic at Asbury Park in the month of July. The men disported themselves on the beach as only a crowd of a half hundred wheelmen can. A natatorium is run in connection with the beach attractions, and here Young, Temple, and others practiced high diving, and the entire party made the welkin ring with their joyful shouts. After the bath fifty men were seated at the large hotel table, a la banquet, to enjoy a good dinner.



E. C. BALD'S LATEST PICTURE.

The Santa Monica track was admired by all, and was pronounced by everybody in the party to be the best and most attractively laid out in the country. It is located less than 100 yards from the large grounds of the hotel, and the approach to the entrance is a mass of flowers. The railroad trains start from the entrance gate to the track, and it is but an hour's run to Los Angeles. Directly back of the hotel is the ocean, with mountains all around the outer side of one of the best harbors in the country, and with views that are grand. Great pelicans and sea gulls disport themselves in the water of the harbor, and the men never tired of watching the great high dive of the pelicans for fish and the sly thefts of the fish from the bill of the pelican before that bird could throw his prey into the air and catch it in

Proper Style for Swallowing.

In this way a pelican must feed an entire flock of sea gulls to a standstill before he is allowed to eat anything himself, for the gulls are too lazy to do their own fishing. Great ships of the Pacific rested quietly in the harbor, and men could be seen swimming from these to the shore. Less than 100 yards down the beach from the hotel were the bathing houses, and around these hundreds of people could be seen bathing or reclining on the sand in the warm sunshine. Along the front from the hotel extends the high bluff which overlooks the ocean, and along the under side of which the railway trains run. Altogether the scene is a most enchanting one.

The Southern Pacific has spared no expense to make this bicycle track a model for speed and beauty. Around the track everything is of the good solid sort that speaks of the liberal use of money. The grand stands are built as though

Constructed to Stand Forever,

and a more solid and substantial row of bleachers was never constructed. The dressing rooms under the stands have all the appurtenances that could be desired. These are large, roomy, and as neat as a whistle, and each is supplied with large lockers, with large shower baths, and with substantial tables for rubbing.

The track is a third mile, wider than Louisville or Waltham, and is built of macadam. The straights are longer than those of Louisville for the reason that the turns are different in shape, the bankings being slightly higher. "Dad" Gleezen, Young and Windle, and others of the party who gave the track a thorough inspection, said that it was one of the best in the country as regarded lines, and the racing men who tried the surface said that it was fast. Two green, untrained local men went a third on a tandem in :37, and this is considered by all as good evidence of the speed of the track.

As to weather in Santa Monica, there are fifteen days of rain during the winter, and the nature of this track will allow of its being ridden on after and during a hard rain if necessary. The air is very warm all winter, at from 60 to 70 degrees, and the winds do not blow at all until April, when they are hardest between 10 in the morning and 2 in the afternoon. It is certainly the ideal spot in which to winter a team or for record breaking, and there is some scheming going on now that may mean work of that character on the track before very long. Rigby, of the Crimson Rim team is expected within a few days, and Wells, Terrill, McCrea, and other local men of the country give it out that they will probably stay in Santa Monica for the winter.

The Stearns team will winter there, Kiser, Randall, Campbell, and Schefski, Murphy and Young, and Cooper and Temple will be there until the opening of the cycle shows in the east, after which they will return in February for the early spring training which all will do in this country preparatory to the opening of the racing circuit of another season here. One of the morning papers of this city gives it as a certainty that Ziegler, Coulter, and others now at Louisville will be here within a short time, and there are rumors that the professional Humber team will be here with the quint for the winter and for records also.

Aroused to Enthusiasm.

Although the wheelmen of southern California are aroused to the very highest pitch of enthusiasm and news is going to be plentiful in this part of the country for the winter.

Sunday next the entire party of Pilgrims, which now numbers thirty, will be taken over to Pasadena and to Baldwin's ranch in tally-hos.

Pasadena has a fine third-mile track built on the lines of the El Paso track, which is just completed and on which a great race meet will be held in connection with the "Battle of Roses," January 1. Pasadena is said to be the garden spot of the country, and visitors are always anxious to go there first.

Wednesday evening last the Citrus Wheelmen gave a smoker in honor of the visitors, and such a smoker would do any club in the city of Chicago proud. The Elks' Assembly hall was filled to the utmost, nearly 400 wheelmen being in attendance. The East Side Cycling Club, eighty strong, attended. Each man of the party was

Arrayed in a Linen Duster

of the vintage of 1812, and each was provided with a huge crape necktie of a bright crimson hue. Each carried a club of huge dimensions, the base of some of the great reeds of the country and weighing in reality but a few ounces, These canes pleased the fancy of the Pilgrims, and the club has kindly sent a man to the country some miles away to get a number for the crowd. This kindness, and others of a similar nature, is right in line with the general treatment of the visitors, who, it being all so strange, go around as in a haze, and are led by the nose to all the points of interest.

But do not infer that no work on the track is being done, for the men realize that the end of the season is near and that they must keep the positions they have gained in the percentage thermometer. Murphy has one point the best of Cooper, and he wants to make it more. Cooper is working hard and is riding well, and Murphy does not fall far short in work or speed. Both men have sprinted quarters on the low-banked quarter-mile track in the neighborhood of :27, and Bald is riding like the wind. Kiser had a fall





Harry Clark's Unpaced World's Records.

Harry Clark, of Denver, has been doing some great riding this season. World's records have been gathered by him with an ease and a frequency that must astonish the old timers. He is certainly a wonder. Last Wednesday, at Denver, he did a half, unpaced, in the remarkable time of **:59** flat. His performances the next day on the same track were even more creditable—three miles in **7:15**, four miles in **9:47**, five miles in **12:12**—unpaced, standing start. World's records in Class A.

He Rides Palmer Tires

and a Fowler wheel.

A number of racing men have made some very creditable performances on tires other than Palmers. It is possible, even probable, that they would have ridden faster if they had used our tires. The peculiar, yet scientific construction of a Palmer tire causes it to respond to the rider's exertions quicker than any other make. It's the Palmer fabric that does the work.

We are compiling some vital statistics about race winnings during 1895. We think we have a few pointers that the public will be interested in. No special effort has been made by us to get records, we being content to take our chances in the good old sweet way. We are quite well satisfied with the result. The great majority of riders know that Palmer tires are fast. The number of prizes won shows that. It is easy to lead on Palmers.

Weight for weight, a Palmer will prove as lasting as any other tire. We receive each week a great many letters attesting the durability of the Palmer tire. We quote from two:

G. A. Maxwell, writing from Winfield, Kan., November 18, says:

"I have been constantly using a pair of your lightest track tires on the road and have ridden 1,150 miles on them over the common country roads in Kansas, Oklahoma, and Texas in the past five weeks. They have given perfect satisfaction and worn longer than any other tire of same weight I have yet used."

John A. Helfert, 62 Eagle Street, Utica, N. Y., says:

"I have had a pair of Palmer tires on my wheel now for two years. I have ridden about 2,500 miles, including road races and centuries. They have been winners of five and ten mile road races. Last winter I rode through snow, mud, and slush, and today they still hold as good as ever. I have not received a single puncture nor any trouble whatever during my rides. I weigh about 170 pounds and ride a 25-pound Globe."

THE PALMER PNEUMATIC TIRE CO.

133-139 South Clinton Street,

CHICAGO.



For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.



and he is stiff and sore for these races. Wells, Terrill, McCrea, and Ulbricht, the latter of Chicago fame, are all riding surprisingly well.

Just a word regarding one of the greatest cycling organizations in the country; that is, the Citrus Wheelmen, a club but two months old but already in the control of things bicycular in this part part of the country. When the Los Angeles Wheelmen were disrupted by internal troubles, the business men of the city met and formed the Citrus Wheelmen, with the office of Doctor Manning as a meeting place. Doctor Manning is a man whose age no one knows, but he has a son who is old enough to go on the stage, in the neighborhood of twenty-one. The Doctor is one of the

Jolliest Men Ever Met,

has a large and lucrative practice in and around the city. is known and respected by all in the country, yet is one of the youngest of all the men on the runs of the clubs and in all the entertainments. He has devoted himself assiduously to the care of the visitors. He holds no office in the club, but is himself a corps of officers. The president of the club is J. A. Kelly, a jolly whole-souled man and manager ot the entertainment end of the business. Ford Smith, the secretary, is official handicapper of the district and representative of the Racing Board under Mr. Welch, and for Southern California. He is a leader in cycling matters hereabouts. Will Knippenberg, "Crimson Rim Knip," as he is called, is Smith's right-hand man, and has come into prominence in cycling in three years with Smith. He was the

Promoter of the Present Circuit.

"Knip" is the chairman of the entertainment committee for all of the meets in Southern California on the national circuit. A. E. McStay, who is connected with the Victor branch in this city, is financial secretary, and every member of the club is general hustler and a good fellow in all ways. Four members of the club have laid themselves liable for several thousands of dollars to make this meet "a go," and to secure for Southern California the presence of the cracks, and their work on the track has done wonders for what was considered a back number. This track is under lease for only eight months, yet these men placed hundreds of dollars to make it as near right as possible, and although it is not what it should be, the men will never be heard to kick.

Next week the party goes to Santa Ana for Wednesday and Thursday, and the following week to Riverside and Pomona, at which latter point the national circuit ends in all probability, unless Santa Monica comes in for the sixth, which is probable.

How the Men Stand.

This has been a disastrous week for Bald. He has suffered his second fall of the season, and in the second lap of the post race he lost his saddle. This post race is a curiosity of the west and is called a mile race, although in reality it is four quarter-mile races in one with the same field of starters and without cessation. One prize only is provided for each race. For this table, both percentages and prize-winning points, the men who passed the tape at the finish of the lap have been credited with starting in each quarter-mile race. Thus Bald, who stopped at the close of the second lap, made two starts and so forth, and Murphy, the winner, started four times, for he rode four races, and his winnings in points were twelve. In the first race he beat five men; in the second, five; in the third, three, and in the fourth, two. Second and third men in each race have been credited with two and one points, respectively.

Murphy Fared Well,

winning no less than seven regular prizes and being presented with one special prize for his exhibition mile. He won $475 in prizes.

Falls laid most of the men on the shelf, Cooper and Kiser receiving theirs early in the game. Cooper's fall in the half-mile race of the first day, and his defeat by four men, brings him a notch lower and below the 700. Murphy fell and was beaten, but his total of wins over others has given him an advance of eight points and he is that much nearer Cabanne, whom he is striving to bring down a peg. Cooper has started in 78 races, Murphy in 81, and both have defeated 390 men, Cooper having been beaten by ten more than Murphy. Bald has beaten 485 men and been beaten by 57. Wells is climbing out of the bulb, and another week of good work will land him high and dry. In points Murphy is nearing Cooper, having added nineteen to his string this week. Wells advances five.

Individual Records.

NAME.	POINTS.	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE
Bald	188	$6,915	Sims	27	$750
Cooper	141	4,108	MacDonald	25	707
Murphy	125	3,893	McLeod	23	487
Cabanne	84	3,255	B. B. Bird	19	895
Titus	55	2,246	Rigby	19	686
Kiser	50	1,655	E. C. Johnson	19	475
Bliss	48	1,451	Scott	18	504
Gardiner	47	1,764	Kennedy	16	325
L. C. Johnson	46	1,640	Helfert	15	488
Jenny	45	1,688	De Cardy	15	415
Maddox	40	1,295	Terrill	15	490
Ziegler	35	1,170	M. Wells	13	260
Brown	33	1.010	Allen	12	405
Coulter	30	860	L. A. Callahan	11	425
C. S. Wells	29	890	Butler	11	300

Percentage Table.

Bald	.894	Titus	.672	Kiser	.550
Cabanne	.747	Gardiner	.662	Maddox	.557
Murphy	.712	Rigby	.614	Bliss	.545
Cooper	.698	Ziegler	.592	Callahan	.529

THE LOS ANGELES MEET.

LOS ANGELES, CAL., Nov. 21.—The cracks of the racing path were met with a royal greeting when they made their first appearance in the southern part of California. About 2,000 or 3,000 people were in attendance at the races, the number seeming smaller because the grand stands surround the track on all sides. The races lacked spirit after a fall, which marred an otherwise pretty race, the mile invitation race. The fall had been expected by the men, as they were not used to riding on quarter-mile tracks, but it was caused principally by the anxiety on the part of the promoters, the Citrus Wheelmen, to have fast riding in the races.

A tandem was put in to set the pace, and the end men, in order to hold the pace, were forced to "crack the whip," as they used to do when children, the tandem swinging close to the turns and the men being carried wide at the end.

It was Kiser Who Slipped,

he being in the center, and carrying the others with him as he fell. This took all of the good men out of the lap race that followed, so that only one of the stars made his appearance.

The Class A races were interesting and close. A number of men were present from 'Frisco, members of the Bay City Wheelmen, who brought fine silk sweaters and full racing suits of light blue silk of the finest quality to Cooper and his trainer, Temple, and to Murphy and Young, all of whom are members of the club. They wore the suits in the contests.

The mile open was an example of the foolish things that are done nowadays when fast time and not a race is wanted. Six men qualified for the final in three pretty and fast heats, and a tandem was put in to pace the final.

The Pace was Hot

and Bald beat Murphy to the position, Murphy following Bald, Kiser, Cooper, Randall, and Wells in order. On the second lap, as the men rounded the first turn, the tandem swung wide, and Kiser, in playing whip in third position, was brought to the ground by a slip. Cooper says that it seemed five minutes that he debated with himself as to how he was going around, but he did not go, sailing over all in a bunch and being knocked senseless. Wells also fell on the track, and Randall went over the edge. There were several broken wheels, and not a few bad scratches. Kiser was riding with his knees all bandaged from falls in practice, and the latter fall but served to open up the old sores. At the finish Murphy drew by Bald and around the turn was fighting for home, when Bald went by him and won by a length in 2:04, the time being competition record for a quarter-mile track.

Freeman Wins Post Race.

Murphy, Bald, Cooper, Randall, and Kiser could not come out for the two-mile lap race, which was run in heats, mile heats and points scoring in the laps. Ulbricht was a competitor. Freeman proved the best man in the Class A mile post race, which was run in a manner peculiar to this country, the men being placed by laps, with prizes for each lap and for the finish, and all prizes of about the same value. Freeman won three laps, and McFarland won the final lap. Daley took third position.

The feature of the day to many was the quarter-mile race between the five-year-old son of "Crimson Rim" Knippenberg and the five-year-old son of F. Ed Spooner. At the start Spooner took the lead, but on the back-stretch Knippenberg passed and led around the turn. Down the home-stretch Knippenberg was leading by ten yards, when he fell, and Spooner passed around safely and won in 1:23⅕. Knippenberg mounted and finished pluckily.

The Summaries.

One-mile novice.—W. P. Bennett, first; Arthur Arvizu, second; A. T, Bell, third. Time, 2:32½.

One-mile invitation, Class B.—Three heats and final:

First heat.—Bald, first; Murphy, second; Ulbricht, third. Time, 2:18⅘.

Second heat.—Kiser, first; Cooper, second; Burke, third. Time, 2:29⅕.

Third heat.—Randall, first; Wells, second; McCrea, third. Time, 2:34⅕.

Final heat.—Bald, first; Murphy, second. Time, 2:04. Wells mounted after a fall and ran in third place.

One-mile post, Class A; quarter-mile heats, three in number, and final:

First heat.—Taylor, first; Freeman, second. Time, :35⅕.

Second heat.—Downing, first; Hewitt, second. Time, :36⅖.

Third heat.—McFarland, first; DeLay, second. Time, :35⅖.

Final heat.—Freeman, first; McFarland, second; DeLay, third. Time, 2:23⅖.

Two-mile lap, Class B, final heat.—Ulbricht, 17 points, first; Hatton, 13 points, second; McCrea, 8 points, third. Time, 4:56.

SECOND DAY'S RACES.

LOS ANGELES, CAL., Nov. 22.—A heavy wind blew all afternoon today during the races. About 2,500 spectators were in attendance. Cooper and Kiser would not ride on account of their falls of yesterday. Randall, of Rochester, won the half-mile open event, eclipsing both Bald and Murphy. On the last curve Bald cut inside the pole and fell. Terrill went down also and took Murphy with him, but Randall had such a lead that he would have won the race even if these men had not fallen. The best ride that Murphy has made this year was his work in the one-mile post race, in which he won every lap from the field. A trial heat between Murphy, Wells, and Ulbricht, was won by the latter.

Summaries.

Half-mile open, Class B.—Randall, first; McCrea second; Ulbricht third. Time, 1:12.

One-mile record race, Class A, contestants riding alone unpaced.—Yeoman won, in 2:17⅗; McFarland, second, 2:18⅕; Downing, third, 2:18⅘.

Two-mile lap, Class A.—McFarland, first, 12 points; Freeman and Downing tied for second place, with 10 points. Time, 4:57.

One-mile post, Class B.—Murphy won all posts. Time, 2:17.

ADVERTISEMENT.

AWARD OF THE PIANO PRIZE.

Cal Paxson, of Buffalo, the World's Champion for a Twenty-Five-Mile Road Race.—The Parkside Wheeling Club Secures the Trophy.

The world's record for a twenty-five-mile road race was completely smashed as a result of the contest for the $925 Mason & Hamlin piano offered by the Pope Manufacturing Company, Cal Paxson, of Buffalo, winning the trophy for the Parkside Wheeling Club, of that city, in the remarkable time of 1:02:20, on a straightaway course, unpaced and handicapped.

When, during the early part of the year, the announcement was made that the Pope Manufacturing Company had decided to offer a Mason & Hamlin upright grand piano, valued at $925, to the bicycle club of the United States whose member, mounted on a Columbia wheel with Hartford Single-Tube Tires, should between May 1 and October 1, make the best time for the distance in a twenty-five-mile road race, clubs all over the country began at once to make eager preparations to secure the coveted prize.

The rules under which the races were run were those established by the Century Road Club governing such contests. Interest was furthered to a much greater extent by the fact that the winner would be a club and not an individual. It is certainly a matter of pride with the members of any organization to feel that they are in posession of luxurious quarters and furnishings, and each individual member usually works hard to accomplish an object that will add to the welfare of his organization. A handsome piano is always a welcome gift, but to a bicycle club, where the social element enters so largely into the club life, it comes with singular appropriateness.

After many contests in all parts of the United States, the Century Road Club awarded to Calvin T. Paxson the world's record for the twenty-five-mile road race, he, on September 30, having made the time of 1:02:20, over the Buffalo-Corfu course, and the piano has accordingly been officially awarded to the Parkside Wheeling Club, of Buffalo, which he represented, a young organization which is rapidly making a national reputation.

Every lover of a piano will be able to appreciate this noble gift. The instrument in question is a model of its kind. The keyboard is seven and one-third octaves, and there are three unisons. In construction it has the overstrung scale, an extra heavy full iron frame, with what is known as the Mason & Hamlin improved mode of stringing and tuning, based upon the screw stringer system, which the *Scientific American* and other authorities have declared to be the greatest improvement in piano construction in fifty years. By virtue of the screw stringer, these pianos do not require one-quarter as much tuning as those of other designs. In addition, there is an improved repeating action, and the third or mute pedal. The case is of artistic design, in mahogany, with handsome carved panels, with this firm's patented music desk. The instrument is on exhibition at the Pope Manufacturing Company's branch house at Buffalo.

The interest in the twenty-five-mile road race was intensified by the happy selection of the prize offered, which by its very nature gave an added stimulus to the competition. A bicycle club, or, in fact, a club of any kind, having permanent quarters, that does not include among its furnishings a musical instrument of some sort, is considered poor indeed. Even a piano of inferior grade will pass muster if nothing better can be obtained. The enthusiasm aroused throughout the country therefore by the Pope Manufacturing Company's offer of a magnificent Mason & Hamlin piano is little to be wondered at, and the successful club has just cause to feel proud of its new acquisition.

A COLUMBIA RECORD.

This is an age of record making. It was only necessary to offer a prize worth striving for, and away went the world's record for a twenty-five-mile road race, not only once but several times, ending in the remarkable performance of Cal Paxson at Buffalo in 1:02:20, representing a decided reduction in time since the contest began. One of the most important points developed by this contest is that the record for road work has been brought down almost to the level of track performances. Paxson was mounted on a Columbia, fitted with Hartford Single-Tube Tires.

THE BICYCLE AS AN AID TO SCIENCE AND ART.

"There are several branches of science as well as art from which many have been practically excluded," says the *Scientific American*, "simply because of the lack of suitable means of gaining access to subjects for consideration. Take, for example, the subject of microscopy. The student of the smaller things of nature who is restricted to his own locality soon exhausts the immediate field of investigation, unless it is unusually rich in objects; but when the whole country for miles around is presented to him whenever he enjoys a little spin on the wheel, interest in the bicycle and the microscope are jointly augmented. The discovery of new pools, each teeming with a different world of microscopic life; plants which are new to the investigator, a greater variety of insect life, these all add value to the wheel in the estimation of the microscopist, and whenever he goes out he is pretty sure to carry along his specimen-gathering paraphernalia, so that on his return he will not only have had the benefit of the outing, but will also have secured the means of passing many profitable hours indoors. What has been said in regard to the microscopist applies with equal force to the geologist, mineralogist, botanist, or any other student of nature, although it must be admitted the mineralogist will be likely to feel that he must be limited as regards the size of specimens."

The $925 Mason & Hamlin Piano

offered by us in the Spring to the club whose member, mounted on a Columbia Bicycle equipped with Hartford Single-Tube Tires, should between May 1 and October 1 make the best time in a 25-mile road race, has been won for the Parkside Wheeling Club of Buffalo, N. Y., by Mr. Cal Paxson, who on September 30, at Buffalo, over the Corfu course, secured the

World's 25-Mile Road Record

1:02:20

under the terms of our offer. The Century Road Club has just awarded the record to Mr. Paxson and the piano to his club. We shall have the piano shipped to the Parkside Club at once, and beg to congratulate its members and Mr. Paxson on his success. The many clubs who competed for this prize have reason to be proud of the men who rode for them, for the 25-mile road record was broken several times in the struggle for the piano.

WON ON A
COLUMBIA
WITH
HARTFORD TIRES

Pope Mfg. Co.
Hartford, Conn.

Five-mile handicap, Class B.—Hatton, 275 yards, first; Schmidt, 325 yards, second; Slater, 325 yards, third. Time, 12:30.

THIRD DAY'S RACES.

LOS ANGELES, CAL., Nov. 23.—The attendance on the third and last day of the Los Angeles meet was light, owing to the report which gained credence that the stars would not ride, because of the many falls they had had. All but one of the eastern men had fallen on the track the first or second day, and the report was true inasmuch as neither Bald, Cooper, nor Kiser stated in any of the races the third day.

To all appearances Murphy had everything his own way, but in the quarter-mile event big Charley Wells made one of those famous sprints and at the turn had the race run, Murphy being behind Randall, who had followed Wells while the latter paced the first part of the race. Murphy says that he was waiting for Randall to make the jump that never came.

All the competitors in the unpaced contest were western men. The race was won by Ulbricht, formerly of Chicago, in 2:18. Six men started in the mile winners' race, Murphy and Randall representing the east and four men in the west. There were no pacemakers, and Murphy and Randall were forced to stay in front until referee Smith ordered some of the others out, when Ulbricht reluctantly took the lead. Murphy came out of the hole he had been forced into behind Ulbricht and by the side of Randall, and made a strong run away from the field on the backstretch. Wells came up and in a game fight took second place, running away from the others, Ulbricht being third. The time was slow, but the race was more interesting than if the men had been asked to risk their lives and limbs back of a tandem.

McFarland, of the northern delegation, "the Zimmerman of California," called so owing to his resemblance in form and riding to the "Skeeter," won the mile Class A winner's race. One man who was warned to cease looking around in his races, looked back in the handicap and caused a fall. He came out worst of the lot, with a broken shoulder blade, for his disobedience. The crowd appreciated the justice of the injury and expressed no pity. Murphy was paced a mile in 2:01⅗, going the half in :56⅘, both quarter-mile-track records.

Summaries.

Quarter-mile, Class B.—Wells, first; Murphy, second; Ulbricht, third. Time, :34⅗.

One-mile winners,' Class B.—Murphy, first; Wells, second; Ulbricht, third. Time, 2:28⅗.

One-mile, unpaced.—Ulbricht, first; Hatton, second; McCrea, third. Time, 2:18.

One-mile winners,' Class A, paced.—McFarland, first; Freeman, second; Yeoman, third. Time, 2:10⅘.

Five-mile handicap, Class A.—Cromwell 250 yards, first; Yeoman, 225 yards, second; Vaughn, 125 yards, third. Time, 12:32½. Whitman, scratch man. Time, 12:49.

Murphy, paced mile.—Half in :56⅘; mile in 2:01⅗; quarter-mile track records.

NO MORE SUNDAY ROAD RACING.

At the meeting of the Associated Cycling Clubs of Chicago last Monday night, the question of the association taking hold of and coutrolling all road racing in Chicago, was again taken up. After lengthy discussion it was finally decided, almost unanimously, to do so. It was brought out in the course of the discussion that the park commissioners of the various sections of the city had practically agreed that if the association would take the matter in hand and limit the number of races that it would be allowed almost anything that the association asked for.

After this point was settled, the question as to whether Sunday road racing would be permitted was discussed. Mr. Whittaker, representing the Post Office Cycling Club, fought long and earnestly against the Association's taking any action that would prevent his club or any other from indulging in Sunday racing. He said that the postal service required the time of its employes every day in the week and from 9 to 12 o'clock Sundays, and claimed that Sunday mornings were the only times at which his club could hold its races and that if Sunday racing was prohibited his club would be debarred from all racing. In spite of his arguments and pleadings the association decided by a vote of eighteen to eight not to allow any of its clubs to hold Sunday races.

President Davidson of the Illinois Cycling Club gave the pleasing assurance, received from the west park commissioners, that the half mile cement track to be built in Garfield Park would be completed before the opening of the cycling season of 1896.



Result of New Jersey's Election.

Out of 2,385 members, only 726 took the trouble to vote in the annual election of the New Jersey Division. There was no opposition ticket, and Mr. Gentle is his own successor. The full list of those who will serve the division is as follows:

Chief Consul, Robert Gentle, Elizabeth; vice-consul, Frank Kireker, Paterson; secretary-treasurer, J. C. Tattersall, Elizabeth; representatives, J. Barber, Englewood; E. H. Smith, Jersey City; L G. Salmon, Hackettstown; J. G. Lee, Trenton; C. E. Teel, Plainfield; Dr. A. J. Wright, Montclair; W. S. Righter, Newark; P. B. Lovell, Moorestown; D. N. Iredell New Brunswick; Dr. N. Jackson, Salem; W. I. Brown, Madison.

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"Getting too thin? That's a very simple matter. You must buy a Majestic bicycle fitted with a Mesinger saddle."

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JOHNSON ON THE ICE.

Tom Eck Tells of Johnny's Performances on Skates—How America Wrested the Records from Norway and Sweden.

The cycling season of 1895 is about at an end, and wheelmen are now turning their attention to other outdoor sports for exercise and recreation. Next to cycling, skating has the greatest hold on the athletic youth of this country, and it is but natural that they should take up skates after putting away their wheels for the winter. It is a noticeable fact that nearly all of the fast racing men are record-breaking skaters. Johnson is without doubt the fastest skater in the world. Time and again has he demonstrated his superiority. Harley Davidson, the Canadian crack, is also one of the speedy ones on ice. B. B. Bird, of St. Paul, has performed well, while H. P. Mosher, of Storm King, N. Y., is a fast man on wheels and skates. W. C. Sanger can also do a very creditable mile. In the old country nearly every champion cyclist is a champion skater. Tom Eck, who handles Johnson on the track and ice, has the following interesting story to tell concerning skaters and skating records.

Tom Eck on Skating.

As a national sport (and in fact international) skating is making a strong headway. Norway and Sweden were formerly the homes of the speed skater and up to a few years ago these countries were far in advance of others. But America, as in all branches of sport, soon developed a flyer to carry the honors, and sent Joe Donoghue, of Newburg, N. Y., abroad. He came back with flying colors, having defeated the champions of England, Holland, Norway, Sweden, and Germany. But Donoghue put a few American ideas into the foreigners' heads and the next year they came forward with a rush and soon broke the records made by Donoghue and were once more in the lead with a mile in 2:58⅗, made by A. Paushin at Amsterdam, Holland, January 9, 1880. He is the first man credited with a mile inside of three minutes. Two months later T. Baltsheffsky skated a mile in Finland in 2:59. J. F. Donoghue was the first American to skate a mile under three minutes, doing 2:59½ at Minneapolis, December 20, 1889. The track, however, was not properly surveyed. The year 1890 brought out T. Thomas, who, at Stockholm, Sweden, March 2, skated a mile in 2:55⅗. In 1892 E. Halverson skated a mile in 2:47⅗ at Hamar, Norway. This record stood until 1893. Joe Donoghue skated a full mile in this country that year in 2:57.

Skating Taken up in America.

From this time on Americans began to take considerable interest in the sport and a medal was offered by the St. Paul Bicycle Club for the fastest mile in 1893. I began to take an interest in the sport and put John S. Johnson, O. Rudd, and Nelson into training. The record in the Twin Cities at this time was about 3:28. In a short space of time I had three boys who could do miles inside the three-minute mark and concluded to send Johnson for Halverson's record. Johnny was paced by his skating mates and succeeded in putting the world's record down to 2:45⅗ on January 1, 1893. Johnson also lowered several other short-distance world's records. Nelson skated a mile in 2:54 and Rudd a mile in 2:55. The same year I took Johnson and Rudd to Red Bank, N. J., where they competed in the national championships, winning the one, five, and ten-mile events.

In 1894 I had another string of flyers. Johnson won all the Canadian championships with the exception of the five miles, in which he fell within fifteen yards of the finish when he had the race won. Harley Davidson cut the Canadian record to 2:58 and tied Johnson's two-mile record of 6:06. Rudd lowered the 600-yard record to :55⅕ and Nelson won the five-mile Minnesota state championship and lowered the five-mile record to 14:59. Hulse, who was a new man with a mile record of 4:16 at the beginning of the winter, went home with a record of 3:00⅗ and some short-distance records, the team having proved to be the fastest in America, if not in the world. It wound up the season with all world's records from 100 yards to ten miles as follows:

The Records.

100 yards, private trial, standing	:08⅗	Johnson
100 yards, private trial, standing	:09⅘	Hulse
100 yards, private trial, standing	:10	Davidson
100 yards, private trial, standing	:10	Nelson
100 yards, private trial, standing	:10⅕	Rudd
100 yards, standing start record	:09⅗	Johnson
120 yards, standing start record	:11⅗	Johnson
200 yards, standing start record	:17⅗	Johnson
440 yards, standing start record	:36	Hulse
440 yards, flying start record	:31¼	Johnson
600 yards, standing start record	:55½	Rudd
½ mile, standing start record	1:16⅘	Johnson
1 mile, standing start record	2:45⅗	Johnson
2 miles, standing start record	5:54	Johnson
3 miles, standing start record	9:02	Johnson
4 miles, standing start record	12:00½	Nelson
5 miles, standing start record	14:59	Nelson
10 miles, standing start record	31:11⅕	Johnson
1 mile, Canadian	2:58	Davidson
2 miles, Canadian	6:06	Davidson

The Season of 1895.

This year opened with a series of races between Johnson, champion of America, and Peter Oustlund, champion of Europe, the distances being 1 mile 1,500 meters (119½ yards less than a mile) and 10,000 meters (about 6¼ miles). Johnson won the first race and lowered the record to 2:45 flat, cutting off three-fifths of a second of his world's record made with pacemakers. I then took my string east to the national and Canadian championships. Although Johnson started in these he did not win any of them, but let his team mates carry them off, as he paid all of his attention to Joe Donoghue, beating the latter out in the quarter mile, the mile and five miles. Davidson won the quarter and the mile and Rudd the five and ten mile championships. The team then went to Red Bank and had a try for records.

At Montreal in the Canadian championships Davidson won the 220 yards and half-mile championships. Nelson got the three-mile championship, lowering the world's record to 8:48⅘. Johnson won the one miles, cutting down his own world's record to 2:42⅗. He also got the five miles in 15:11, Canadian record. On the team's return to Minneapolis Johnson met Oustlund in the second race and was beaten by inches, having delayed his sprint too long. In the final race Oustlund failed to show up and Johnson skated over the course alone, claiming the race by forfeit. There is no doubt that with a good day and good ice that Johnson can skate a quarter mile as fast as his standing quarter-mile bicycle record of :28.

Can Skate Under Three Minutes.

The following American skaters have beaten three minutes at public and private trials when more than one timer was present.

John S. Johnson, trial, Minneapolis	2:37
John S. Johnson, competition, Montreal	2:42⅖
John Nelson, Montreal	2:42⅘
Oluff Rudd, Minneapolis	2:43⅕
Peter Oustlund, Minneapolis	2:47
Harley Davidson, Montreal	2:48⅗
Howard Mosher, Montreal	2:49
B. B. Bird, Minneapolis	2:49⅗
Al Schieber, Minneapolis	2:50
Ed Panell, Minneapolis	2:52
Maul Anderson, Minneapolis	2:52⅖
Frank McDaniels, Minneapolis	2:52⅗
Hans Strand, Minneapolis	2:53
Alfred Johnson, Minneapolis	2:56
Joseph Donoghue, Orange Lake	2:57

GOSSIP FROM GOTHAM.

NEW YORK, Nov. 25.—Chief Consul Isaac B. Potter expressed great surprise when shown the story in last week's BEARINGS in which was contained the rumor that prominent officials of the L. A. W. were engaged in a scheme to hand racing over to the control of an organization having A. G. Spalding at its head. Mr. Potter was emphatic in denying that he was in any way connected with such a scheme, and said that it was the first he had ever heard of it.

"I have not seen or had communication with Mr. Spalding for many weeks," said Mr. Potter, "nor have I conferred with any one representing or claiming to represent him. I don't know what he thinks about such a plan, nor what any other member of the Board of Trade thinks. The last time I saw Mr. Spalding was in June at his Seabright, N. J., summer home, and Mr. Gideon was also present. We had a talk about the co-operating of the board with the L. A. W. in maintaining a strict discipline over the two classes under League rules.

"I don't care what body controls bicycle racing, but I do not know whether the A. A. U. in its present condition is equal to the task. That racing as now conducted is a detriment to the L. A. W. is my firm conviction, and that is why I advocate giving up its management."

Another Handicapper for New Jersey.

Unless present indications are decidedly misleading there will be a new handicapper in New Jersey within a few weeks. On account of his residence in Wilmington, Del., S. Wallis Merrihew has not been very convenient for New Jersey clubs, and during the past season there has been a deal of kicking. Not that Mr. Merrihew is unfitted for the position, but simply because he has been practically inaccessible, and this fact has caused much inconvenience. Chief Consul Gentle could not do otherwise than recommend the appointment of some one else, and so John C. Wetmore of Elizabeth has been put forward for the place. Of course, everyone knows "Jonah," for he is one of the pioneers of cycling, and his fitness cannot be questioned. He understands the racing game very thoroughly, and in all respects should prove a satisfactory selection. It is understood that Mr. Merrihew did not intend to seek reappointment, as he has planned to go into the manufacturing business quite extensively next year.

Sterling Elliotts's Proposed Amendment.

The fellow from Massachusetts who just now seems to have the pull in the L. A. W. presidential handicap has been in Gotham for several days past, and in consequence has been subjected to a little interviewing. In a conversation the other day with THE BEARINGS' man, Mr. Elliott said that at the national assembly meeting he intended introducing an amendment which would strip the chief executive of the League of the $1,000 salary that now rewards his efforts.

"I think that the office should be honorary," remarked Mr. Elliott, "and there should be no salary.

"The L. A. W. has been drifting for two years, and needs serious attention. Of course, we must except New York State, and as chief consul of Massachusetts, I must complain that Chief Consul Potter has been too energetic by far. Nevertheless, I don't agree with him on the racing question. The L. A. W. should continue to control it, but I would advocate the erasing of the word amateur from the rules. It is now a farce of the most absurd kind. Professionalism can be kept honest, and will have to prevail sooner or later."

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Josiah Wheatacre's Conversion



Of all things created by God or man farmer Josiah Wheatacre most "despised" bicyclists and bicycles. Why he was so prejudiced he could but lamely explain. But prejudice does not need any *raison d'etre.* If it did, was it not enough that a grand team of horses, such as he bred, which would have sold for $600 ten years ago, was now difficult to sell for $200? And everybody said that bicycles were one of the main causes of the decline in the horse market. Was it not enough that bicyclists were urging a grand conspiracy to tax farmers for what they called goods roads, meaning "fancy citified streets all over the country, for the use of city bicycle straddlers and fast-horse dudes, and to compel farmers to pay their road taxes in cash?"

The legislature had passed an act permitting the people of any county to adopt a county highway system, by which the entire county would become a single-road district, and all the property of the whole county be taxed equally to pay for the construction of better country roads, such tax to be paid in cash. When an attempt was made to have his county adopt this system, Josiah Wheatacre opposed it actively. He addressed meetings of farmers, arguing zealously against the proposed new system.

It being shown that as the new system would tax the whole county for better country roads, the city and villages would pay over 70 per cent of such tax and the farmers only 30 per cent, because over seven-tenths of the taxable valuation was contained in city and village property, and only three-tenths in farm property, Josiah replied with obstinate heat:

"It is mostly the bicycle straddlers and fast-horse and fine-carriage city dudes who want citified streets run out into the country, and they ought to pay for it. The roads we have are good enough for plain farmers. Anyhow they are as good as we farmers choose to make; we don't have a county board set over us to say what sort of roads we must have, whether we want them or not. It's a cunning scheme to tax farmers for the benefit of city people, and to take away from the farmers their control over country roads. They say that our road taxes will be less, because the city and villages will pay seven-tenths of the cost; but I say our taxes will be greater, because they will spend ten times more on roads. Why, it is proposed to spend $1,000,000 in this county in the next few years, to tax the county to death for this new fad! And they propose to force us farmers to reach down into our pockets and shell out for road taxes the little hard-earned cash we are able to get hold of, instead of working out our road taxes, as we now do, at such convenient season of the year as we choose to agree on, when we and our teams haven't much of anything else to do. Besides, a county board will only improve such few main roads leading to the city and villages as the town people ask for. Farmers who live on cross roads, or on any roads except the favored few, will pay more, and pay it out of our hard-earned cash savings, and maybe get no better roads for it in all our lifetime.

"It's a scheme of those dude bicycle straddlers, who are a nuisance and an abomination to sensible people. They ought to be prohibited by law from using the roads outside of cities and villages. We farmers have no use for itinerant team-scarers." And so he would go on, with bitter vehemence and some crude eloquence.

The adoption of the new system was defeated, largely through Josiah Wheatacre's influence. The public-spirited voters of the city and villages voted in favor of it by a large majority, although it would tax the city and villages heavily to pay for country roads wholly outside of city and village limits. But the farmers voted heavily against it, although it would provide them with good roads, for which the city and villages would pay seven-tenths of the cost.

Josiah Wheatacre made himself so popular as the voice of bucolic prejudice that the crossroads farmers of his township proposed to nominate him for supervisor, an office for which he ardently longed. That office was the usual stepping-stone to the legislature, the legislature to congress, congress to everything. Josiah's ambitious vanity soared like an escaped balloon.

If Josiah Wheatacre thought wheelmen abominable, he thought wheelwomen—who were beginning to be numerous—abominably abominable. And when bloomers appeared, he regarded them with disgusted horror as the uttermost degradation of abomination.

"If my boy Abe, or my girl Myra, should take to bicycle straddling I'd disinherit them," he frequently proclaimed. "But they won't; they've got common sense. If Myra should ever be caught wearing those indecent bloomer togs, I would turn her out of the house. No danger; she won't; she's inherited common decency, if I am her father."

Abe, however, being a genuine boy, secretly longed to possess a bicycle, and had surreptitiously learned to ride during his occasional visits to city friends. Myra also envied her city friends who were cyclists, and wished that her father was not so set in his 'way-back notions. The shining bicycles of her young lady friends, and their elegant and costly wheeling costumes, their innocent delight in rapid and graceful motion, and their emancipation from ancient conventional restraints, which the great world of the best women were rapidly outgrowing, all seemed to her "too lovely for anything."

Mrs. Wheatacre, with the intuition of a mother and a woman, and even with some matronly longings of her own for a larger and freer life than the incessant industry and narrowness of that of a farmer's wife, sided with her children, though she was conjugally accustomed to accept her husband's opinions.

"Now, Josiah," she remonstrated, "what's the use in talking so violent like? You know you wouldn't do no such thing as disinherit Abe if he should do like other young men, which I can't see any harm in, if they can afford it. I suppose it's an enjoyable sport, if it does cost money, which baseball does too, or any other sport. As for turning Myra out of doors, supposin' she should take to the fashion like other girls, some of which goes in the very best society, so long as she doesn't do any real wrong—which I can't see it is, though maybe it doesn't look just right to us old-fashioned folks—you know you couldn't. If you should turn Myra out just because she might get a natural desire for a little more liberty than we had when we were young, and such as most everybody has nowadays, you'd have to turn *me* out too, which I reckon you won't, if I know you as well as I think I do. So what's the use of talking that sort of stuff? You won't catch any more votes by swelling about the way you propose to tramp down your own family." To which Josiah could only answer with a discouraged "Humph!" knowing by experience that a candidate and stump speaker is not without honor save in his own household, and that, truly, there was no use in "talking violent like" to his other half, however he might talk to crossroads voters. A man's wife knows him as he is; the world only knows him as he seems, which is "another story."

One afternoon, returning home with his buggy, Josiah overtook a young woman riding a bicycle and attired in bloomers. She was slowly picking her way along the crossroad leading past his farm. The Wheatacre house was distant two miles from one of the few graveled toll roads running to the city. These toll roads were unscientifically constructed, ditched in parts, but mostly depending upon natural drainage, and surfaced with unscreened gravel of all sizes dumped upon the roadbed and loosely spread. Nevertheless they were the best roads in the county, being fairly hard and smooth except when very wet, when vehicle wheels cut them into ruts and ridges; or when very dry, when their surfaces disintegrated into inch-deep dust and loose gravel. But they were better than the ungraveled country roads, which were passably fair highways only during a few months each year, but which, when wet, were quagmires of mud in their clay stretches, and when dry were in their sand stretches such deep loose sand as exhausts the life of a team.

Josiah was surprised at seeing a wheelwoman upon his crossroad. He knew every family living along that road and could not think of any likely to have such a visitor. Such a woman being his special abomination and it being probable she had no friends to be offended in that neighborhood he ungallantly touched up his horse and forced her off the road into the ditch where his buggy wheels sprinkled her costume—which was disgusting to him—with dust as he whirled by. Yet an unprejudiced judge would have pronounced her a pretty girl, attired in an unusual but natty and becoming garb.

Still chuckling over what he considered his good joke in crowding one of those outlandish bloomer wheelwomen off the road, Josiah drove into his dooryard and called to his wife:

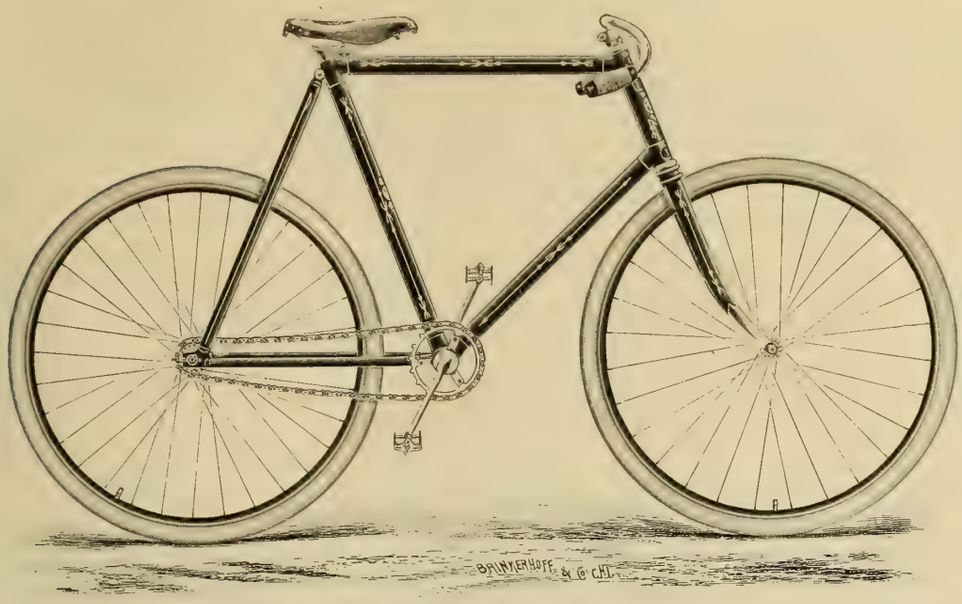
"Hi, Helen! come out here and see this thing go by."

Mrs. Wheatacre, seeing "this thing" through the window, came out to look at it better. To Josiah's consternation "this thing" turned through the open gate into his yard. Mrs. Wheatacre gave a cry of delight, ran forward, and began eagerly hugging and kissing "this thing."

Josiah's jaw dropped; he stared open-mouthed; then he started his horse up to sneak off to the barn but was stopped by his wife's imperative call:

"Josiah! Here! Why, it's my niece, you know, Gracie Oatfield! She's come to visit us and Myra. Dear, dear, what a tall girl you have grown to be" (holding her niece off at arm's length to look at her). "Josiah!"

Josiah approached in a reluctant manner, remembering with dismay



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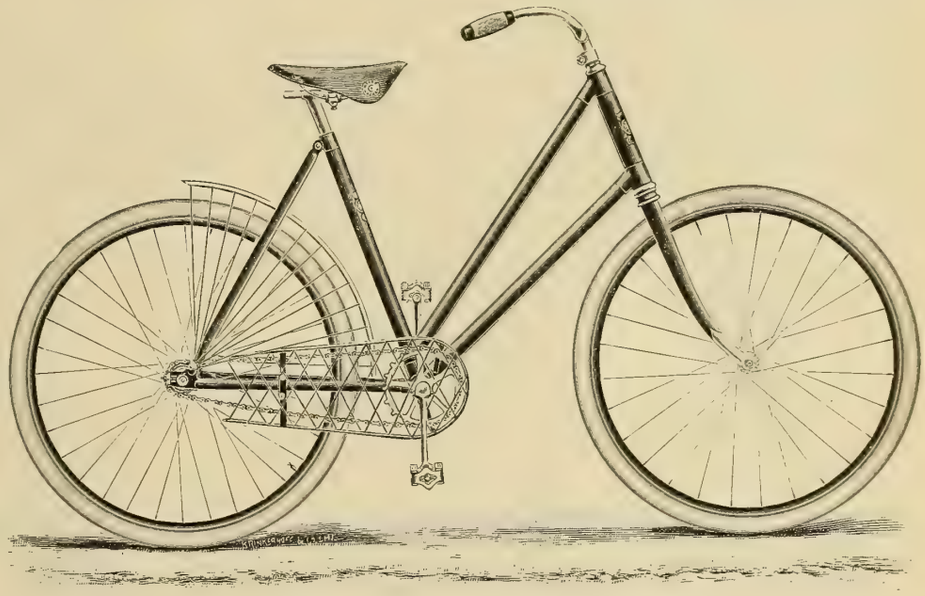
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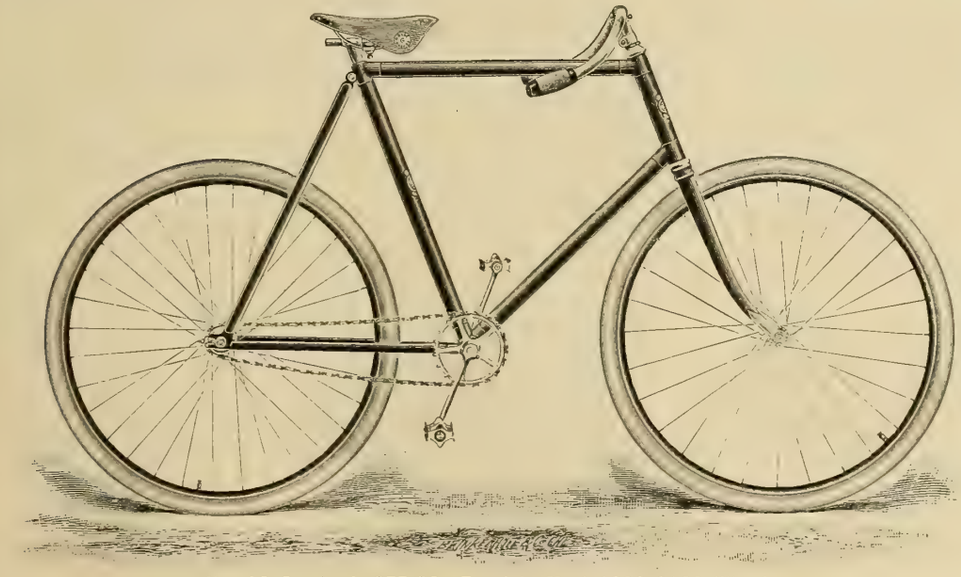
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how he had nearly run over the girl. He was sure she knew he did it purposely. She kissed him cordially, but he was guiltily conscious that her big blue eyes were looking right through him.

"You've come for a real long visit, I hope," he said briskly, trying to cover the awkwardness of the situation under a flattering show of affection. "Now you've come sixty miles to visit us we shan't let you go right away. Left your baggage in the city, eh?"

"No; the baggage master, when I mentioned your name, called a farmer who is one of your neighbors, Mr. Hodges, who offered to bring out my trunk and myself in his wagon. He'll be along in an hour or so with the trunk. Being in a hurry, I went into a dressing-room at the depot and put on my cycling suit, and, of course, ran right away from Mr. Hodges' team over the graveled road. Where's Myra, Aunt?"

"Gone out calling on one of the neighbors a mile and a half off, with Abe. Josiah, you'd better drive over after them, seeing the horse and buggy are all ready, else they may stay to tea and later. Myra'll be just delighted. Don't tell her, Josiah; let's give her a pleasant surprise."

Grace Oatfield's visit was a continual surprise to Josiah. He had supposed that wheelwomen were idle, frivolous, notoriety hunters, but his wife's niece was industrious, skilled in all household arts, and was an educated and accomplished young lady. She made his evenings at home delightful with her singing and playing—"better than a concert," he said. She taught Mrs. Wheatacre and Myra various things in delicious cookery, besides showing them the best style and taste in dress, manners, and conversation. She helped Abe in his mathematics and other difficult studies, and exercised over his manners and appearance an admirable refining influence. She was charmingly modest. She made herself wonderfully popular all over the neighborhood.

But she was spiritedly independent. Josiah soon found that his prejudices could not influence her judgment. She rode her bicycle all over the neighborhood, and several times to the city and back, dressed in her cycling suit. And the community was not shocked or scandalized; on the contrary, nearly everybody admired her. Plainly she regarded Josiah's prejudiced opinions as the unimportant idiosyncracies of a person not up with the social tolerances of the age. She was a keen and intelligent advocate of the good roads movement, too, and worsted her uncle in argument with many facts and statistics from the experience of many countries, and especially of her own county, where her father was president of a good-roads farmers' club, of which her betrothed lover was secretary. As her father, mother, and two brother were all cyclists, and together with herself constituted a farmer's family, who judged these things from the farmers' standpoint, Josiah couldn't use his favorite sneers against city dudes.

What rankled most in Josiah's mind was that his wife and Myra and Abe all sided with Grace's ways and opinions. Indeed, before he knew it, Myra had learned to ride the bicycle. One day he caught her exercising on the road in front of the farm, attired in a stylish and becoming wheeling costume (with skirts instead of bloomers, in deference to his prejudices), loaned her from Grace's trunk. His loud, indignant rebukes brought her mother out to the rescue.

"To think that *my* daughter should be seen straddling a bicycle, when she knows my opinions and the way I stand committed before the public!" he hotly scolded.

"*Our* daughter, Josiah—*ours*—not *your* daughter alone," broke in Mrs. Wheatacre. "I told her she might, and I'm her mother."

Josiah stood astonished. Here was open and defiant rebellion in the very citadel of his authority.

"Most everybody rides nowadays," continued his wife, more mildly, after pausing an instant to let her first shot tell. "It's the fashion. Of course, seeing you don't approve, Myra will be careful not to be seen cycling in public in this neighborhood. But it's going to be the fashion here, too, in a year or two. Four or five neighbors' girls are planning now to take lessons, and all the girls envy Myra's chance. But what I wish you to think of is this: Myra ought to know how, when she visits in the city, or goes into society away from home; especially when she goes home with Gracie month after next to be one of Gracie's bridemaids, she'll need to appear and act like the other young ladies of good society there, where they all cycle. It's good exercise, the best and most healthful, and the most innocent ever invented for women. Girls can't flirt, or chatter, or be familiar with anybody while cycling—the wheel requires all their attention; and you can't look at Myra riding, dressed as she is now, and deny that she looks pretty and graceful and modest. Ride past the house again, Myra. Now, Josiah, if you don't own that she looks just charming, if she is only our daughter, you don't deserve to be her father."

Josiah looked, and his parental pride could not resist admitting his daughter's beauty and grace. Besides, he knew he could not combat his wife's volubility. Bound to be beaten if he tried it again, he Dunravened off to the barn without leaving any good excuse for quitting.

While at work with a pitchfork in the stable loft a few minutes, Josiah's feet slipped, and he fell to the floor below, one of his legs being impaled below the knee upon one of the fork tines. The shock nearly stunned him. He lay helpless for a few moments, catching his breath; then he pulled out the fork tine, using considerable force, and hobbled to the house, blood spurting from the wound in jets, as if propelled by a force-pump. He sank into a chair, loudly calling his wife. She came, saw his condition, cried out, and fluttered over him anxiously, asking:

"Oh, Josiah! what shall I do?"

Faint from shock, pain, and loss of blood, Josiah bade her first get the big shears and cut off his clothing from knee to ankle. She attempted this, but bungled and delayed through agitation, until Josiah swooned and slipped down full length upon the floor. His wife screamed and fled to her now usual resort when in difficulty—she called Grace.

Grace came, looked, shuddered, and turned pale; then she braced up with strong resolution, snatched the shears, and rapidly cut away the soaked clothing; felt about the wound, disregarding the blood which spurted over her untrembling hands, grasped the limb firmly, and buried her two thumbs in the flesh with all her force over the pierced artery. The jet instantly diminished to a slow ooze. Seeing that her aunt was too anxious to be capable of prompt and clear-headed action, she bade her run out and blow the horn to call Abe from the field, first sending in Myra, who at once responded.

"Now, Myra," she ordered, "be cool and quick; your father's ife may depend upon it. Get a long towel and cut it lengthwise into three strips; that's right. Now tie one strip tight close behind my two thumbs—not there, closer to my thumb. Tie a square knot—that's not the way to tie a square knot; cross the two top ends the opposite way from the lower—that's right; draw it hard. Now roll one strip into a close, hard ball; right; tuck the ball under the bandage close to my thumbs—closer. Get the short stove poker, put it under the bandage on this side; now twist it; harder; one more turn; tie it fast with the other strip. See, when I take off one of my thumbs the blood has almost stopped flowing. But I must not take away both thumbs; the wound in the artery must be held down smoothly."

When Abe arrived she carefully changed his stronger grasp for hers, telling him why and how, also saying that he must not relax the pressure. perhaps for several hours, until a surgeon could be brought from the city, Then, while cleansing her hands, she rapidly but clearly instructed the others what to do while she should be gone; ran to her room, put on her bloomers in an incredibly short time, got her bicycle, and went flying off at racing speed for the city, ten miles away.

In two hours she returned with a surgeon, he also riding a bicycle.

After waiting upon the surgeon with an intelligence which anticipated most of his orders, until, exhausted by her twenty-mile race and subsequent exertions, and by the desperate strain with which she had so heroically conquered her girlish horror and timidity, she lay down for a long rest, leaving the others to wait upon the patient.

Before departing, the doctor told Josiah, who lay weak and pale, that he owed his life to Grace's prompt courage and knowledge. "Where did she learn so much about surgery?"

"She is engaged to marry a young doctor in Blank County," replied Josiah, grinning. "I suppose they do their courting by talking medicine and surgery."

The surgeon laughed. Then he said earnestly:

"Her lover is a lucky fellow. Such a wife will be worth her weight in gold. It's well, too, that she is a bicycle rider and a swift one, or she might not have found me at home. I was just going out, and she might have lost an hour getting a doctor. And if I were not a cyclist I should have been half an hour later in getting here, as I would have been delayed by harnessing my horse."

Josiah had never been sick and learned the patient submission of illness. To be confined to the house with a wound which soon ceased to be painful, was intolerably tedious. He had always been an energetic master of his broad acres, so he lay and fretted, though he still planned and gave orders. But Abe was a capable boy, and the farm did not suffer.

One day Grace returned from a visit to the city on her wheel. She had learned that wheat had suddenly jumped up 5 cents a bushel in price, and had instantly raced home to tell her uncle, adding that Chicago dispatches stated that the rise would probably last for only a short time. Josiah nearly squirmed off his couch at this news. He had Abe called, and ordered him to hitch up the two farm wagons immediately and begin hauling wheat to the city.

"Pile on big loads," he said, "and hurry the teams. We've got 600 bushels in the granary, and it will take a week to haul if you make two trips a day, which you must."

"But, father, two trips a day is forty miles' travel, besides the loading and unloading and the chores. It will be hard on the teams and me, but I'll do it if it can be done."

"That's right my boy. Almost anything can be done."

The first two loads were soon started, that being all that could be done that day. Abe returned late in the evening. He announced that the city buyers would not contract to pay the raised price; they would pay only the market prices each day for so much as was delivered.

That night it rained violently. At daybreak it was evident that a long storm had set in. Abe, with his loads well covered, was off early. But it was too late in the afternoon when he returned to make another trip. He reported the clay roads deep with mud, and the gravel toll road much cut up. The roads were alive with farmers hauling to market, and their narrow-tired wheels spoiled the roads. He said his teams could not haul thirty bushels to the load, and that on the clay strip of the crossroad he had to stop and double up, and the wheels went down to the hubs. One trip a day was all he could do. Josiah groaned.

"It's bad enough to take the toll road and pay toll, which I never do when I can help it. It's an outrageous tax. But to only be able to make one trip a day is awful!"

The weather continued rainy. On the fourth day the price dropped 1 cent, and kept dropping each day until, in a week, it was down to the old

MONEY EASILY MADE

BY SELLING

THE GORDON BICYCLE

SEE THE OTHERS AND THEN LOOK
AT OURS---THAT WILL SETTLE IT---
YOU WILL HAVE NOTHING BUT THE

GORDON.

IT HAS MANY NEW FEATURES AND

Is the Finest and Most Up-to-date Bicycle on the Market.

WE ARE PREPARED
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RELIABLE AGENTS
. . .ONLY . . .

Gordon M. Richardson,

MANUFACTURER OF
THE GORDON BICYCLE.

127-129 W. WASHINGTON STREET,
CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



C. R. COULTER.

Three world's records at Louisville; 14 firsts, 10 seconds, 9 thirds, and 1 fourth—C. R. Coulter and his M. & W.-shod Falcon have done that well according to data in hand. Perhaps they have done even better. Coulter started awheel from Toledo in 1894 to see the western country. En route he raced a bit. At Denver he stopped—he was too good a racer to continue west. This season he has followed the path in a very wide field, covering more than 34 meets between Massachusetts and the Pacific. He is one of the big-hearted fellows in the racing fraternity. His three-quarters, flying start, paced, in 1:18⅕ (world's record), at Louisville, November 4, indicates his great speed.

A rose's fragrance—the sweet melody of a daintily fingered piano—the sight of delicate festoons of smilax and the usual interior luxuries of a private railway car—by such seductive means it is hoped to diminish the "trade" flavor of the expedition which began at Chicago, November 18; which ends at the same place the day before Christmas, and the purpose of which is to exploit the Morgan & Wright quick-repair tire in about fifty cities. The 6000-mile route includes Boston, Washington, Louisville, Kansas City, Minneapolis, and Milwaukee, and intervening cities. Pleased to have you visit the car when it reaches your city. Watch for ads in daily papers. Meantime, don't let the anticipated fragrance, melody, pretty sight, or e'en the prospective good cigar make you forget the striking feature of the quick-repair tire.

Its stem is red.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

24 MORE WORLD'S RECORDS.

6 MORE CANADIAN RECORDS.

2 MORE MARITIME RECORDS.

WORLD'S RECORDS.

One-third mile, standing start, unpaced	:43
By S. C. Cox, on a Crescent. with Morgan & Wright tires, at Louisville, Ky., November 2.	
Three miles, unpaced, flying start, professional	7:11
Four miles, unpaced, flying start, professional	9:36⅘
Six miles, unpaced, flying start, professional	14:25
Seven miles, unpaced, flying start, professional	16:50
Eight miles, unpaced, flying start, professional	19:15⅖
Nine miles, unpaced, flying start, professional	21:42⅗
Ten miles, unpaced, flying start, professional	24:10
Eleven miles, unpaced, flying start, professional	26:38
Twelve miles, unpaced, flying start, professional	29:08⅖
Thirteen miles, unpaced, flying start, professional	31:38
Fourteen miles, unpaced, flying start, professional	34:07
Fifteen miles, unpaced, flying start, professional	36:36⅕
Sixteen miles, unpaced, flying start, professional	39:07
Seventeen miles, unpaced, flying start, professional	41:38
Eighteen miles, unpaced, flying start, professional	44:11
Nineteen miles, unpaced, flying start, professional	46:44⅗
Twenty miles, unpaced, flying start, professional	49:20
Twenty-one miles, unpaced, flying start, professional	51:35⅘
Twenty-two miles, unpaced, flying start, professional	54:31⅖
Twenty-three miles, unpaced, flying start, professional	57:10⅗
Twenty-four miles, unpaced, flying start, professional	59:54
Twenty-five miles, unpaced, flying start, professional	1:02:37⅖
One hour, unpaced, flying start, professional	24 miles 65 yards
By A. F. Senn, on a Remington, with Morgan & Wright tires, at Louisville, Ky., November 18.	

CANADIAN RECORDS.

Quarter-mile, paced, standing start, B	:35
Quarter-mile, unpaced, standing start, B	:35⅖
Half-mile, paced, standing start, B	1:07⅕
Half-mile, unpaced, standing start, B	1:07⅕
One mile, paced, standing start, B	2:13⅖
One mile, unpaced, standing start, B	2:29⅖
By Harley Davidson, on a Brantford, with M. & W. tires, at Toronto, November 16.	

MARITIME RECORDS.

Quarter-mile, unpaced, flying start	:28
Half-mile, unpaced, flying start	:58½
By J. S. Bailey, on a Brantford, with M. & W. tires, at Yarmouth, Nova Scotia, November 21.	

NEW YORK-SAN FRANCISCO RECORD.

Merten Duxbury's record beaten 23 hours by B. D. Blakeslee in 47 days 19 hours.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

figure. It took Abe ten days to move the 600 bushels. On the last day Grace received a letter from her father. After reading it she laughed, then looked grave, and said:

"Here, Uncle, is something for you. Father had 600 bushels of wheat, same as you. He has to haul twelve miles to market—two miles farther than you—but we have a hard macadam road. Father was the first of the farmers in our township to start the good-roads movement for making it. Now, I'll read what he says:

" 'The bad weather has proved once more the great value of our new stone roads and broad-tired wagons. Tell your uncle that we have to use broad tires in this county under penalty of a fine on narrow tires. I hauled sixty bushels to the load (3,600 pounds) and ran two teams, each two trips a day. On the first day, before the rain, I hauled seventy-five bushels (4,500 pounds) to the load. Got my wheat all marketed in two days and a half, before the price dropped. No tolls to pay, either, our good roads being free.

" 'Last week I was offered $50 per acre for my west eighty, which your uncle will remember, but I refused it. Two years ago, before we made our good roads, I would have been glad to sell it for $25 per acre. I suppose your uncle still holds his land at about $25, not having good roads, which are what have about doubled the values of all the farms in our county adjoining the roads.' "

"What? Fifty dollars an acre for his west lot! Why, it isn't near as good land as mine, and he's two miles farther from market! Hand me the letter; let me read it myself."

Grace laughed and obeyed. While Josiah was reading she was ciphering on Abe's slate. When her uncle let the letter drop with a groan, she said:

"Now, uncle, here's some arithmetic for you. How much a day were your teams worth each, with Abe's work, nearly tiring themselves to death?"

"Don't know; call it $2 a day for each team. Why?"

"This. At $4 per day for the two teams and Abe, it cost you $40 to market 600 bushels of wheat, hauling only ten miles. It cost father only $10, hauling twelve miles; $30 less than you. Father got the 5 cents higher price for all his wheat, which is $30 on 600 bushels. You only got about $24 of that $30. In all he made $36 more than you did on that one job. Besides, your farm work all had to stop ten days—his only two and a half days. This because he has good roads, you poor roads. And so it goes almost the whole year. It seems to me, as father says, that you pay a great deal bigger tax out of pocket for poor roads than he does for good roads."

"Don't, Gracie; don't! It makes me sick to think of it."

But he did think of it, long and often. He dreamed of it nights, and saw good solid stone roads and $50 an acre in his dreams. When he was able to go about again he was a changed man. At the township caucus, when his nomination for supervisor was proposed, Josiah made a frank speech, saying:

"If I am nominated because my neighbors kindly think me capable of doing the most for the interests of our township and willing to do it, I shall gratefully accept. But if it is supposed that I will be an enemy of the good-roads movement, that is a mistake. I have changed my opinions, and shall, whenever the good-roads question comes up again, be an active worker for better roads for farmers."

He humorously related his experience and the reasons which had converted him. Other farmers had changed their opinions too, and he converted more. So, when the vote was taken, Josiah was nominated. And at the November election he was elected by a goodly majority.

Grace's father and Dr. James Graham, her betrothed lover, came to take her home, and helped make the happiest Thanksgiving ever celebrated in the old farmhouse—a happy Thanksgiviug for the good already enjoyed and a far happier for the joyous promise of better to come. And when they left, Myra went with Grace to be bridesmaid, riding her own bicycle as far as the city, where they took the train, attired in the prettiest new bicycle costume ever worn, up to that date, by any young lady of that county.

BANKER STARTS FOR HOME.

PARIS, Nov. 15.—The attendance at last Sunday's meeting at the winter track was unusually large, thanks to the clerk of the weather, although the programme was not a very interesting one. In fact, only one number attracted any real interest, and even in this case the conclusion was a foregone one, the Farman brothers beating the Underborg team in the tandem match easily. In the second heat the Farmans covered the last lap in the admirable time of :20⅘ (333 meters 33 centimeters.)

The meeting opened with a monster handicap in which no less than 111 riders took part. Siolliac, Soibud, Bouhours, Smits, Dary, Bosc, Verheyen, Durand, Boulay, and Govin won their respective heats. In the final a fine struggle was witnessed between Verheyen and Boulay, which resulted in a victory for the latter by a few inches; Smits was third.

The amateurs' race which followed was won by Ohresser, Renault taking second honors.

The first heat of the Farman-Underborg match then took place; the German team took the lead at the start until the bell lap, when the Farmans sprinted and passed the judge's box a good length ahead.

A 2,000-meter scratch race, run in heats, came next. Bouhours, Piette, Jacquelin, Muringer, Fournier, and Dumond were successful in their series.

The final proved very interesting owing to the pace being set by a triplet,

An Innovation in France.

Lots were drawn for places, Fournier getting the pole, with Muringer, Jacquelin, and Bouhours on his right and Piette and Dumond behind. Jacquelin was the first to catch the triplet, which led off at a klinking pace. When the pacemakers withdrew at the last lap Muringer was in front, but Jacquelin and Fournier passed him in the straight, the former winning as he pleased. Fournier was disqualified for fouling Piette on the last bend, which gave Muringer second place and Piette third.

The second heat of the tandem match was then run off. The pace was so slow that the public hooted. Matters remained unaltered until the second half of the race was reached, when the Underborg brothers jumped and sprinted the last three laps. As in the first heat the Farmans took the lead a little before bell-ring, and, although gamely challenged by the German brothers, they won easily, covering the last lap in the marvelous time of :20⅘, which is world's record for one-third kilometer.

George A. Banker leaves Paris tonight for Southampton where he will embark on board the "St. Paul" en route for New York. The American flyer is leaving Paris sooner than he had expected, having promised to attend a banquet which his Pittsburg friends are getting up in his honor on Thanksgiving Day. Banker told THE BEARINGS' correspondent a record of his performances during the year. The work is very interesting, but much too long to be reproduced in full. The following is a resumé: Banker took part in eighty-three races, out of which he won sixty-one. He was sixteen times second, three times third, and three times unplaced. He covered in these eighty-three races 189.366 kilometers.

Banker's racing season started on April 28 and finished on November 3. He has ridden in Paris, Bordeaux, Vienna (Austria), Dijon, Antwerp, and Cologne.

Banker's Wins.

The principal events won by him are the following: The Austrian Derby, the Grand Prix de Vienne, his match against Protin, the Grand Prix de Auvers, the world's mile championship Grand Prix de l'Union, Grand Prix de Roubaix, and finally the victory he obtained last Sunday over Jacquelin, his conqueror in the Grand Prix de Madagascar. Banker has beaten Rollin, Denesle, Huet, Gougoltz, Delelienne, Muringer, Antony, Bourrillon, Morin, Leneuf, Hautvast, and Borrisowsky, Jacquelin, Piette, Lumsden, Hermet, Farman, Baras, Barden, Dumond, Opel, Herty, Lehr, Verheyen, Mercier, Loste, Fischer, and Protin. He has been beaten by Houben, Jacquelin, Morin, Bourrillon, the Loste brothers, Vasseur, Rollin, and in handicaps by Gougoltz and Mercier.

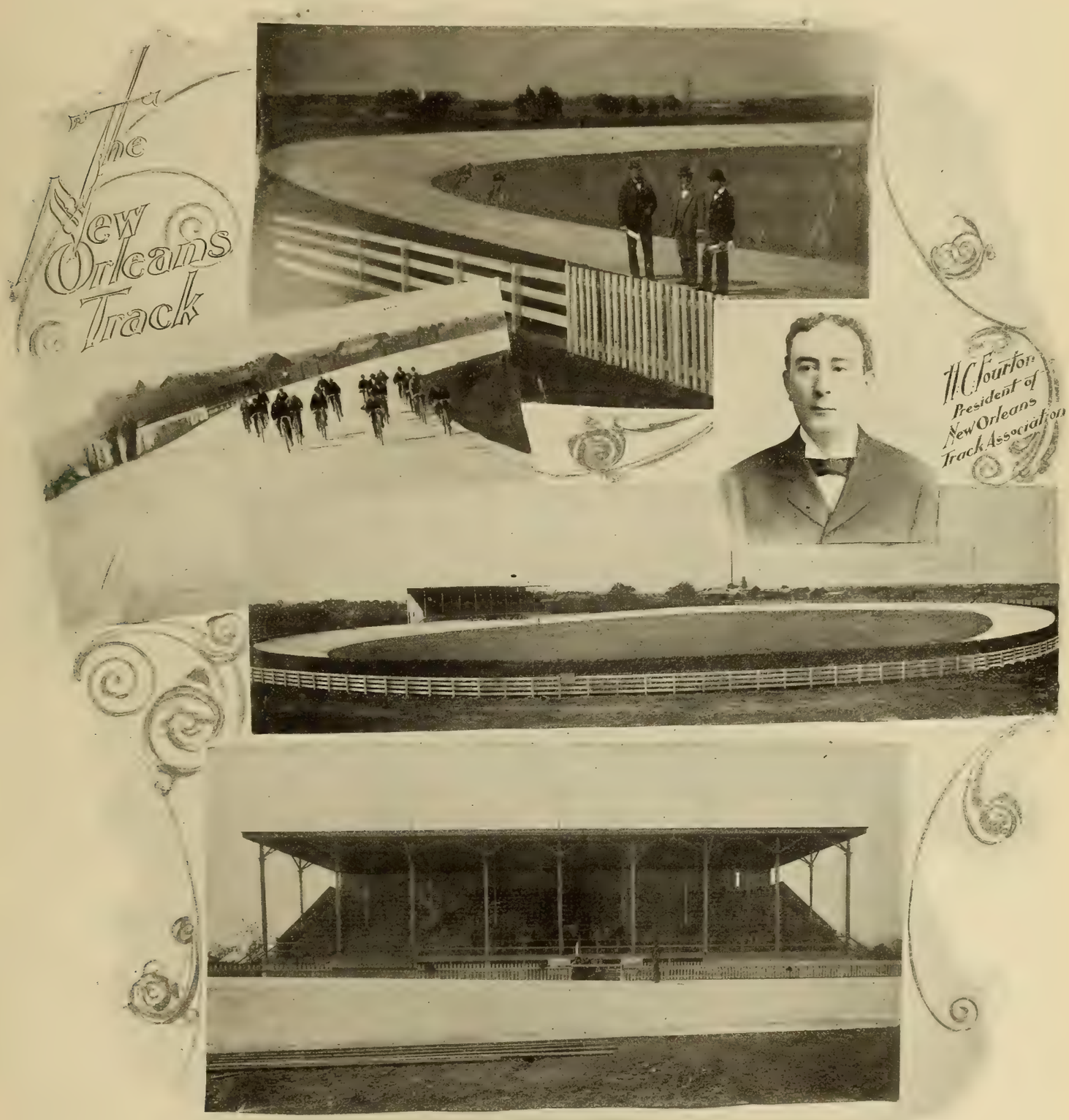
J. D. Lumsden is anxious to ride against Michael, he has issued a challenge to the "Little Wonder," distance from one to fifty miles. The same challenge will also hold good for Linton, Bouhours, or Fischer. Lartigue had a bad fall while training at the Winter track yesterday and sustained several bruisings and cuts.



QUAKER POLITICAL SITUATION.

PHILADELPHIA, PA., Nov. 24.—The political situation of the League of American Wheelmen is becoming unusually interesting to members in this part of the state, and from now until the National Assembly new and interesting developments may be watched for. Pennsylvania will not boost a candidate for the presidency, but will leave that for others to do. Of the prominent men mentioned are A. C. Willison, the present incumbent; Sheridan, Potter, and Sterling Elliott, and, when it comes to voting, the views of many wheelmen leads THE BEARINGS' representative to believe Pennsylvania will favor Willison. The latter has filled the office in a thoroughly satisfactory manner and stands some show of election. Sterling Elliott's name in connection with the office does not meet with favor, and it is very likely that his support from Pennsylvania will be very poor.

Chairman Gideon, of the Racing Board, issued his regular weekly bulletin on Friday, but, contrary to expectations, no decision in the Cabanne-Titus-Murphy case was announced, much to the disappointment of wheelmen throughout the country. What is the matter with the Racing Board? Is the evidence against the men insufficient to convict them? As week after week goes by and the case remains undecided, the suspicion grows stronger that Mr. Gideon dare not render a decision and is waiting for the interest to subside in the matter. If this be true the cycling public is being trifled with. Enough time has already been wasted to settle a dozen such cases, and if the present incumbents of the Racing Board don't want to invite the disfavor of wheelmen they had better get a move on them. Not only has the general public been kept in a state of expectancy, but the three accused men have been kept in a state of worriment for months, and although competing in races can not claim their prizes until some decision is reached. To all fair-minded persons this treatment is unfair, and Mr. Gideon and his subordinates should come to some conclusion at once.



THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

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The Fowler Cycle Mfg. Co.

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142-148 W. Washington St., Chicago.

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THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.

ILLUSTRATOR, CHARLES A. COX.

OUR THANKSGIVING.

Never before in the entire scope of our recollection do we remember of any Thanksgiving Day in the past on which occasion we were so thoroughly happy and thankful for everything in general as is the case this year.

We recall one anniversary, years ago, when we were caught in a snow slide away out in the Sierras, and after the "change of base" had occurred, we were distinctly thankful that we had been allowed to regain our feet again, and light out for a miner's cabin some distance to the north, which had been overlooked in the "land slip."

At the time we were robed in bicycle racing attire, minus the tights, but we were glad that we were even that lucky.

We ate our Thanksgiving dinner that night with a pair of No. 12 boots on our feet, and two dirty gray blankets wrapped about us, but we were thankful that the blankets were not linen dusters, with the thermometer as it was, at 40 degrees below zero.

We can remember other Thanksgivings, varied in experience and spent in different parts of the globe, but never before has our heart been so replete with song and gladness as now.

Our output for '96 is almost all contracted for and we are from thirty to ninety days farther ahead in our work on next year's wheels than any of our competitors.

We are shipping '96 stock to Fowler agents every day and each mail brings voluntary praises for the clean, bright, and high-grade make up of our '96 model.

When the Fowler Cycle Mfg. Co. partakes of its Thanksgiving spread this year it will earnestly offer up the "Thanks" it feels within.

THE FOWLER'S STRONG POINTS.

Those who have not as yet examined one of the '96 Fowlers will please note upon their first opportunity the following few feature points:

The reinforced front forks, with the nickeled reinforcement on the outside.

Examine the 5⅛-inch tread, which experienced riders claim is exactly right in width.

Get acquainted with the adjustable handlebar, which can not be gotten out of order, and is at the same time simplicity itself.

Note the close attention paid to the construction of details in the Fowler. The superfine bearings adjustments, the high-grade pedals high-priced saddles—little things which so many manufacturers try to economize in; we'll have none of this style of economy.

Cultivate a knowledge of that "Fowler finish." Take time and pay more than a casual glance at this. We never claimed that we made the "best" bicycle on earth—of course we aim to, and our success leads us to feel satisfied with our attainment, but every Tom, Dick, and other fellow claims superiority for his make of wheel, and no one believes such claims, anyway.

IT IS NOT

I O U

BUT

U O YOURSELF

The attempt to gain control of THE FOWLER in your city.
Don't let your hustling old-time rival beat you out and then laugh at you.
We want an agent in every city in the United States. Write us. Address

FOWLER CYCLE MFG. CO.
142-148 W. WASHINGTON ST.
CHICAGO, ILL.

While we are satisfied to let YOU decide on the general merits of the Fowler, we want you to examine that superb finish.

We claim *that* to be the *best*, ABSOLUTELY THE BEST AND HIGHEST FINISH that was ever placed on a bicycle.

Its luster and hardness defy being marred. In short the Fowler is all of what we claim for it—"the most highly finished bicycle in the world."

The *American Wheelman* struck the nail fairly on the head in its last week's Chicago letter, which states therein that the Fowler Co. "as is a well-known fact, is for going in by itself."

Never were truer words penned than those—we *do* go in for ourselves—*by* ourselves, and if we don't get what we go after, *then we go again.*

We ask no odds of any one, and stand or fall strictly on our merits.

Fowler World's Records.

Harry C. Clark, of Denver, Lands Them—His Mount a Fowler '96 Roadster.

As the Fowler makers have never aspired to very much in the speeding line, the marvelous times made recently by Fowler riders in the west and south, is all the more wonderful.

At this writing *the Fowler bicycle holds more world's records than any other wheel ridden in this country*, and that too with no attempts on our part at securing fast men to prove our wheel's speed.

Harry C. Clark is a Class A man of Denver, Colo., a Fowler rider whom we have never seen, but who quite properly chose the Fowler as the bicycle most likely to land him at the top of the heap.

Since November 5, 1895, he has lowered, and now holds, ten world's records, unpaced, admitted generally as being the greatest and fairest test of the wheel ridden.

Clark's Ten World's Records, Made this Month.

Half mile,	A	world's record,	fl. st.,	unpaced.	:59
One mile,	A	"	"	"	2:05⅛
Two mile,	A & B	"	"	"	4:30⅘
Three mile,	A & B	"	"	"	7:18⅛
Four mile,	A & B	"	"	"	9:56⅛
Five mile,	A & B	"	"	"	12:34⅜
Two mile,	A & B	"	standing	"	4 46⅛
Three mile,	A & B	"	"	"	7:15
Four mile,	A & B	"	"	"	9:47
Five mile,	A & B	"	"	"	12:12

Clark is a racing wonder. He is only nineteen years old, and rode his first race on the Denver track last season. He did not appear in competition this year until nearly the close of the season, on account of an injury to his knee. His first appearance was at the national meet, where he won every race in which he entered, and rode an unpaced mile on exhibition in 2:05⅛, the world's record for his class.

WATCH THEM COME.

One year ago we opened a bicycle salesroom at 123 Dearborn Street, Chicago.

With typical "Fowler push" behind it, it could do nothing other than grow, and grow it did, until November 1, this year, we removed our South Side branch-store from 123 to 112-114 Dearborn Street, where the space is more than twice as great as at the former place, and where, with true progressive ideas, a veritable sales palace has been fitted out for the public.

Several other bicycle makers of Chicago, seeing the good work which we had done for that neighborhood in the cycle line, have recently decided that they too would see what success awaits their attempts at imitating us, with a result that there threatens by Christmas time to be another "Cycle Row" started in Chicago, such as existed years ago on Wabash Avenue.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

FIRE DESTROYS TWO FACTORIES.

Plants of the Continental Cycle Co. and Geo. E. Lloyd & Co. Burned—Other Chicago News.

In a little over two hours on Thursday afternoon, the 21st, the new Continental Cycle Co.'s factory and the establishment of Geo. E. Lloyd & Co. were wiped out. The fire will foot a loss of close to three-quarters of a million, and caught several large firms, all located in the Warren Springer Excelsior buildings, at the corner of Jackson and Canal streets, Chicago. The cause of the fire is laid to an explosion of dust in the heating room of the feather factory of Charles Emerich & Co., who occupied the first four floors of the building. The flames spread with great rapidity, but a fire wall between the building on the corner of Jackson and the two facing on Canal gave promise that the fire would be confined to the part of the block where the flames were first seen. Lloyd & Co. occupied three floors of the corner building and the Continental Cycle Co. had the sixth floor in the same building. F. J. Fanning, of Lloyd & Co., was seen, and stated that their loss was between $50,000 and $60,000, with an insurance of $40,000, and that the company would immediately refit a factory and occupy it inside of ten days. Their heaviest loss is on machinery for the manufacture of electrotypes and stereotyping machinery, the loss in the bicycle department being under $10,000. They will be located temporarily at 203 S. Canal Street.

The Continental Company's Loss.

The Continental Cycle Co. did not even save its sample wheel, which had just been rushed through the works as an advance model of the line for '96. L. C. Jaquish, of the company, was seen at his home and stated that the loss to the concern would be between $7,000 and $8,000, with an insurance of $5,000. The loss was considerably less than it might have been had the company not been disappointed in receiving machinery and stock, which they had been clamoring for for the past thirty days. There was only one automatic screw machine set, all the others being en route. It is the opinion of Mr. Jaquish that the Jackson Street building could easily have been saved had the fire department attacked the fire from the start with any show of vigor or judgment. Between the building that the two bicycle concerns occupied and the balance of the Springer block there stood a fire wall with iron doors that were all closed before the fire had gained a headway. The employes and members of the Continental company left the building on account of the smoke, and took with them only

A Set of Drawings of the '96 Wheel,

thinking that they would soon be able to return to work, and this opinion was sustained when Mr. Jaquish looked over the situation from Jackson Street in the rear of the building. Later on the fire from the adjoining building burned up through the roof and upper windows and curled over onto the roof of their place, burning its way down to the basement in less than an hour.

The pride of Mr. Jaquish was the tool room, which was probably the best arranged for space of any in the country. In a space twenty feet square there were set a universal tool grinder, a Cincinnati milling machine, a drill press, a thirteen-inch quick-return shaper, a fourteen-inch and a sixteen-inch swing lathe, a sensitive drill, a hack saw, wet grinder, and a bench for four vises with a shelf on the shop side for passing out tools. The force ordinarily employed in the tool room was six men and still there was "room to burn."

The company will have a new plant in a few days, the location being a matter for decision within a day or two, and as it has duplicate machinery ordered and on the way it can promise with certainty that Rialtos will be turned out before Christmas.

THE NEW COLUMBIA LINE.

At the Wabash Avenue store of the Pope Mfg. Co. several '96 Columbias have been received. A close examination of Model 40 revealed but a few changes from this year's wheel, and these are in minor details. There is a slight dressing down of the forging forming the handle-bar binding lug, and the exterior lines of the head bearing cups are less given to curves than in former years. The tubing throughout is the same size and gauge; the barrel hubs will be continued, and the features of the cranks, shaft, and hanger are the same as used this year, with the exception of the cups, which are made a trifle heavier and decreased in diameter so that the noise that came from this part of the machine will be entirely eliminated. Model 40 will be furnished in the same weights as this year, and in four heights of frame, 20, 23, 25, 26½ inches. Model 41 is a ladies' wheel, and will come in two heights, 19 and 22. Model 42 is a ladies' diamond frame with 26-inch wheels and 21-inch frame. Model 43, a tandem, will be put out in two styles, a double diamond and a combination. There is a change in both of these tandems in addition to the details mentioned above, the frame being lengthened about three inches, so that the rear rider will get the benefit of the added room. Model 44 will be continued, and in addition the company will build a full track racer weighing 17 pounds. The Hartford line is not yet in, but several changes are promised.

A North-side Branch.

There has been floating around a rumor to the effect that the Pope company intended in the near future to invade the North Side, and a call on Manager Jackson proved that the rumor was something more substantial than trade gossip. About February 1 there will be opened a place much on the lines of the Metropolitan Bicycle Co., of New York City. A new building is being erected for the company in the rear of 638-640-642-644 N. Clark Street. The old building now standing will be entirely remodeled, and a storeroom fitted up in the front, trimmed in quartered oak, with an entrance to the new building in the rear, which is to be 100x100 feet, two stories high, brick and steel construction, with a clear floor space on the second floor for a riding academy. Elaborate parlors, toilet rooms, and baths will be furnished for ladies, and smoking and lounging rooms for men. Shower baths will be put in, and on the first floor will be a well equipped repair shop, renting department, provision for storage of wheels, individual lockers, and all that goes to make up a high-class resort. The date of opening has not yet been fixed.

SPALDING'S PRODUCT FOR NEXT YEAR.

A sample of the standard road wheel of the Spalding line for '96 is on show at A. G. Spalding & Bros', Chicago. There will be several additions to the line for the coming year—a double diamond tandem and probably a combination. The general specifications will cover all models, with modifications that are necessary according to the use to which the wheel will be put. The road wheel shown has 1⅛ tubing in the main frame, tapered to 1 inch at the connections. The rear stays are bent around the point of the fork end as in this year's line, but the tapering idea is carried out as in the front frame, the tubing being ¾ inch, tapered to ⅝ at the seat-post and crank-hanger. The taper increases the amount of stock near the connections, strengthening the tubing, consequently there is not the usual brazed reinforcements at these points.

The Same Crank Retainer will be Used,

but it will be sweated onto the shaft on the chain side; on the opposite side the shaft is cut on a double bevel and the retainer is set up with the crank, which had a square-cut face, much the same as the ordinary cotter pin sets into a crank of the usual type. The sprocket will be bored out with round holes, a change from this year's sprockets, which were made with five arms. A feature which will be appreciated by the repair man and the rider who has cause to take out the steering post, is the fitting of ball retainers in the bearing cups in the head.

All wheels will be fitted with screw chain adjustments instead of the eccentric which came on the light roadsters and racing wheels of this year. The straight tangent spoke will be used in the rear wheel, but

A New Hub is Used

with but one flange, the lugs being longer and deep enough for two spokes, so that each lug will have a spoke pulling in opposite directions; all of the lugs are on the inside of the hub flanges. The front hub will be increased in size, but barrel hubs will not be used. The new fork-crown is tubular, and the reinforcing thimbles on either side are nickeled. A name-plate, something like that used this year, is on the new wheel; it will carry out Spalding s well-known trade-mark, and shows the black enamel of the head through two cut-outs on either side of the name "Spalding." The chain is polished center with blued side links. M. & W. and Palmer tires will be regularly fitted, or any other make to order.

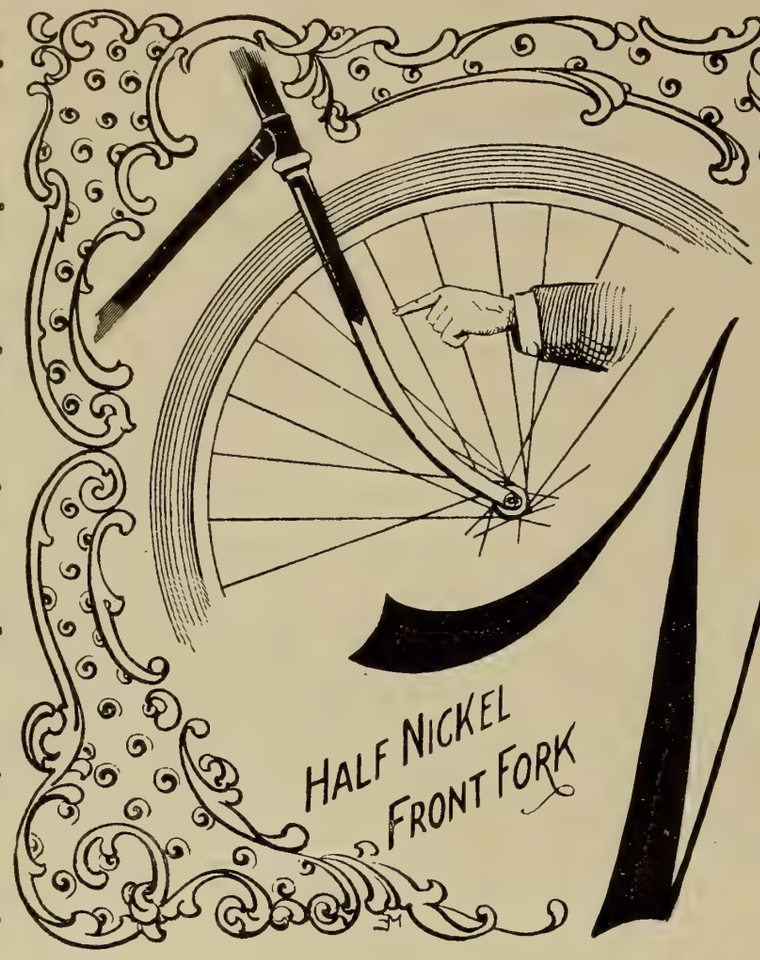
CHANGES IN THE MONARCH LINE.

There will be new features in the Monarch line for next year which will be welcomed by the army of Monarch riders. Some of the features will be peculiar to it, and others will be common with most of the wheels of '96. There will be an increase in the size of tubing as well as changes in details. The main frame will be of 22 gauge, 1⅛ inch tubing with 1¼ inch tube in the head; reinforcements will be used all over. The rear stays will both be ¾ inch with a 6-inch reinforcement at the bottom bracket; barrel hubs with spoke flanges and oil retainers are to be fitted. The oil retainers are made to fit over the ends of the hubs, which are machined to the depth of the thickness of the retainers, so that the finish is flush and the joint tight. As the retainer is tapped for the axle with an opening only large enough for the spindle to clear, the device will provide a reservoir and will also act as a dustproof cap.

The Chain Adjustment

is effected by setting up a hexagonal headed screw, with set nut, that bears on the forward side of the axle, in line with the rear fork and slot. At this point is a novel arrangement of washer and nut for binding the bearings cones; it provides for a perfect alignment of the fork end forging, and divides the load so that each side of the slotted end bears half of the strain that comes at this point. On each side of the axle slot, on the outside face of the fork end, is cut a V-shaped track running the length of the forging, and a washer is machined with two ridges extending across its face so shaped that they fit into the tracks; the binding nut when set up tight against this washer holds both sides of the fork end in a positive line, one

Waverley Bicycles.



Waver

TWENTY
TRIPS TO EUROPE
FOR WAVERLEY AGENTS
IN 1896.

Our agents are not compelled to handle the
Most of them do it of their own accord beca
We are not afraid to have the Waverley co
comparisons, for we are then satisfied a

DEALERS---You will make a serious mistake i

INDIANA BICYCLE COMPANY

Waverley Bicycles.



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CAN HOLD THEIR OWN

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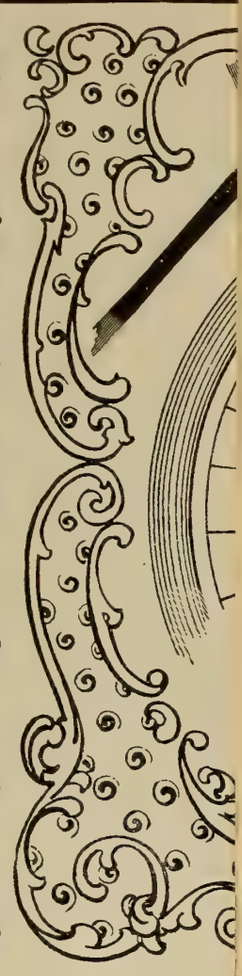
select your '96 leader before consulting us.

TWO TOURS
AROUND THE WORLD
FOR WAVERLEY AGENTS
IN 1896.

= = = INDIANAPOLIS, IND.



Waverley
BICYCLES.



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Waverley
BICYCLES.

THE BEARINGS Cycling Authority Akron

Waverley Bicycles.



Waverley Bicycles.

Can Hold Their Own

TWENTY TRIPS TO EUROPE FOR WAVERLEY AGENTS IN 1896.

Our agents are not compelled to handle the Waverley exclusively. Most of them do it of their own accord because they have found it to their interest to do so. We are not afraid to have the Waverley compared with other wheels. In fact we solicit comparisons, for we are then satisfied as to the result.

DEALERS---You will make a serious mistake if you select your '96 leader before consulting us.

TWO TOURS AROUND THE WORLD FOR WAVERLEY AGENTS IN 1896.

INDIANA BICYCLE COMPANY, = = = INDIANAPOLIS, IND.

Waverley Bicycles.

Waverley Bicycles.

with the other, and also places the weight where it should be, instead of on one side only, as is usual in most wheels. On the chain side the axle is faced with two flat cuts of the exact width of the fork end, which has a narrower slot than on the opposite side; the bearings are perfectly adjusted from the one side.

The Crank Axle will be Forged in One Piece

with a boss to which will be fastened, with six countersunk rivets, a three-arm spider. The arms of the spider are quite long, and at their extremities are seated in circular lugs on the inside edge of the sprocket. The shape of these seats is such that the strain is distributed over a larger surface than in the ordinary square end arm that is used with detachable sprockets of this type. The cranks will be fastened with cotter pins, than which there is nothing better if the material and workmanship is of the best, and this is assured in the Monarch.

A break-down caused a temporary suspension of work at the factory last week. It happened through the unseating of the main driving shaft on the fifth floor, and as the factory, except the tool room, depended on this shaft for power, the machines were idle for a few days; however, the entire works are now running full time on the '96 output.

THE VICTOR'S CHANGES.

The Thorsen & Cassady Co., of Chicago, has received specifications of the '96 Victor and will have samples of the line in a few days. There will be some changes, and a list of "Points of Difference between '95 and '96 Models, Road Wheels," enumerates the following departures from this year's machines. The wheel base will be shortened one inch; backbones will be horizontal in all heights of frames with 9, 11, and 13 inch heads, instead of 10 inch, as in '95; 1⅛ lower main frame tube and seat-mast tube changed from 1 inch; 9-16 upper rear stay instead of ½ inch, and 17 gauge ⅝ inch lower rear tubes instead of 18 gauge of the same diameter. A new front fork and fork-crown will be used, and shorter head collars. The rear wheel will be fitted with 32 instead of 28 spokes, and the hub, axle, and step will be new. The pedals and shafts will be of new design; narrower handle-bars will be fitted, and a detachable lamp-bracket is promised. Single and double tube tires will come in two sizes—1⅜ inch and 1⅝. The other changes in detail are in the name-plate, the placing of patent marks directly on the patented parts, and the marking in numerals of all sprockets with the number of teeth.

NIAGARA IMPROVEMENTS.

The Buffalo Wheel Co. has closed contracts for a major portion of its '96 output, and its representative, F. E. Drullard, is in Chicago showing samples of the standard model of the Niagara line. The wheel shown has several features that mark it as a product of '96. The main frame will be 1⅛ inch tubing all over, with 1⅜x10 inch head. The handle-bars will be 1 inch. There is a good device for setting up the pedals to the cranks—the pedal pin is threaded on the end and fitted with a square shoulder which seats in a countersunk depression on the outside of the crank, making a flush connection and a strong one. The cotter pins which key the cranks to the shaft are on the end instead of inside. Barrel hubs will be used and Fairbanks rims. Any tire to order.

THE HENLEY.

The Henley Bicycle Works, of Richmond, Ind., are showing, through their representative, F. S. Dickinson, a sample of their '96 wheel. The general make-up of the machine is on lines that are being followed by nearly all of the makers at this time, but there are several features worthy of note. A new handle-bar is to be fitted, which will permit of a very fine adjustment without taking the bar out of the T head. The T forging is fitted with a split lug which sets on the rear of the bar, and which is set up with a square head set screw. The internal diameter of the T is cut with a fine thread, and the center of the handle-bar proper is cut with a thread of the same pitch, so that by loosening the set bolt a very little, a movement up or down can be effected which would be impossible with an adjustable bar of the ordinary type, with milled center and a T to fit.

The Sprockets are Cycloidal.

and a chain with a pitch to exactly fit is used—a feature less often found than claimed. The front sprocket is fastened to a boss with five screw bolts and is provided with a center rim or hub. The boss on the crank shaft is an integral part of the shaft, so that the sprocket can not work loose if the bolts are properly set up. The cranks are a modification of the well-known Perry crank, so popular for so long a time in England, but there is a marked improvement in the manner of finishing the shaft ends. These are octagonal and the cranks are broached out to fit. When the set bolt is drawn up there can be no play and as the crank will have so many flat bearing surfaces it is certain to do all that is claimed for it.

The Specifications

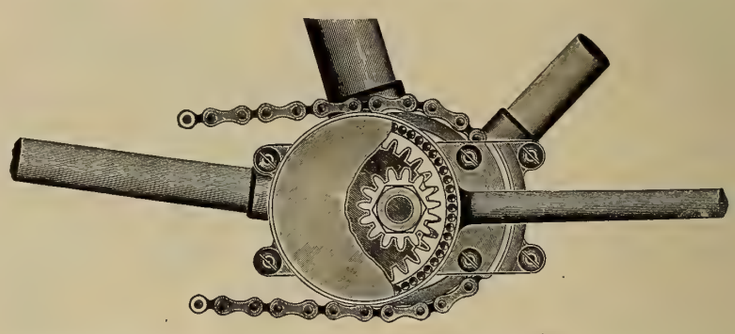
call for best grade of material, drop forgings for all connections, tool steel cups and cones, bar steel hubs and axles; Boston laminated rims, with high-grade tires of any make ordered. Barrel hubs with spoke flanges are fitted. The regular road wheel will be built with 10x1¼ inch head, main frame 1¼ inch tubing, ¾ inch upper rear stays and 13-16 inch for the lower. Outside connections and solid forged fork-crown. The tubular seat posts will be L, T, and end. In addition to the road wheel—which will weigh from 21 to 23 pounds according to tire, and which will be made in three heights of frame, 22, 24, and 26 inch—there will be a track racer weighing from 16 to 18 pounds; a ladies' wheel, with 22-inch frame, 22 pounds, and two tandems, a 34-pound double diamond and a combination two pounds heavier.

"A CORKING GOOD LOOKER."

The Davis Sewing Machine Co. has had a sample of its new road wheel at the Wabash Avenue store, Chicago, and several changes are to be seen. The large tubing that was so well received last season is continued, and the length of head and wheel base are unchanged, as are also the general lines of the wheel. In details a change is made here and there. The hubs are now of the popular tubular type and ball retainers are used. Instead of the cotter pin fastening for the cranks, the shaft is cut with a taper and a key seat; this engages with a key which is made on the crank, the crank being broached out with a corresponding taper and set up with a draw screw fitted in the countersunk face of the crank. The device is neat and looks strong. On the chain side the crank is forged in one piece with a three-armed spider which bolts to the sprocket in the usual manner. The Grothe pedal is used and the company's own chain. Kundtz' best grade of built-up rims are fitted, and Excelsior Needle Co.'s spokes. Any tire will be furnished to order. The stock wheels will be finished in maroon enamel. The finish of the Dayton is one of the strong points of the wheel, and is as high class as there is on the market. Specifications call for drop forging throughout, and the best of materials only will enter into the construction of the wheel.

THE HIGH-GEAR LINDSAY.

The 1896 catalogue of the Lindsay Bicycle & Mfg. Co., of LaFayette, Ind., is the first the company has gotten out, and in it they lay especial stress upon the feature of their wheel which is radically new—that is, a high-speed gear in which the front sprocket wheel is only 3½ inches in diameter and the rear sprocket 2¾, the former having twelve teeth and the latter eight. In this driving gear the crank axle revolves faster than the cranks and pedals, the cranks being carried on ball bearings in independent journals. The sprocket wheel is hung inside of the ball bearings



of the axle, so that the strain of the chain comes between them and there is no wrenching. The foot pressure comes wholly on the frame, rather than on the crank axle. The manufacturers also claim the additional advantage of a leverage of two to one in lifting the idle foot. Their '96 wheels have the large tubing which will be generally used the coming season, and have double bars from the head of the machine to the crank hanger. The gears vary from 60 to 84, and the weight is 25 pounds. The Lindsay wheel retails for $125, being furnished complete with repair kit, tool-bag, and three rear sprocket wheels for changing the gear.

Stearns' Output Nearly Sold.

It is doubtful if there is a wheel-building firm in the country that has at the present moment a larger proportion of its '96 output contracted for than E. C. Stearns & Co. Notwithstanding the fact that the makers of the Yellow Fellow have made all preparations for building in '96 twice as many wheels as in '95, it is already evident that they will be wholly unable to supply the demand for their product. Thus early Stearns agents have ordered so heavily for '96 delivery that only a very small per cent of the output remains to be sold. The striking point about this is that not a single '96 wheel has yet been exhibited by Stearns travelers; and that not one of the agents ordering for '96 has caught the faintest glimpse of the new Stearns models.

George N. Pierce & Co., of Buffalo, write: "We have closed for the Pacific coast with Messrs. Holbrook, Merrill & Stetson, of San Francisco and Sacramento, to whom all inquiries should be sent for the line of goods that we manufacture. They have the entire trade, with the exception of Los Angeles County, Cal., and that we have given to the Tuttle Mercantile Co., of Los Angeles."

The Mead Cycle Co., together with Mead & Prentiss, shipped a carload of bicycles from Chicago to H. E. Reynall & Co., Kobe, Japan, last week, via Northern Pacific Railroad to Tacoma, Wash., where it will be transferred to a Japan steamer. The shipment will require about eight weeks in transit.

Windsor BICYCLES

Some Fellows might believe this Yarn:

The following story is told of a correspondent who has recently returned from a trip to the far west of the United States:

Two men who had been sitting together in the seat near the door of a railway car became engaged in an animated controversy and their loud voices attracted the attention of all the other passengers.

Suddenly one of them rose and said:

"Ladies and gentlemen, I appeal to you to decide a disputed point. My friend here insists that not more than three persons out of five believe they have souls. I take a more cheerful view of humanity than that. Will all of you who believe you have souls raise your right hands?"

Every hand in the car went up.

"Thank you," he said with a smile. "Keep them up just a moment. Now, will all of you who believe in a hereafter please raise your left hand also!"

Every hand in the car went up.

"Thank you, again," he said. "Now, while all of you have your hands raised," he continued, drawing a pair of revolvers and leveling them, "my friend here will go down the aisle and relieve you of whatever valuables you may happen to have. Lively now, Jim."

BUT THIS IS A FACT==

Windsor BICYCLES

IN YOUR STORE WILL MAKE COLD CHILLS CLIMB DOWN THE SPINES OF ALL THE OTHER DEALERS IN TOWN. WHO WILL THE LUCKY MAN IN YOUR TOWN BE?

BETTER WRITE.

Our advance circular tells how much better they are than others.

Sieg and Walpole Mfg Co
KENOSHA WIS

Chicago Retail, 285 Wabash Ave.

Address all mail to the factory.

Windsor BICYCLES

PREPARING FOR NEXT YEAR.

Minneapolis Dealers do not Propose to Wait for Wheels in '96 —Prospects for a Good Season.

MINNEAPOLIS, MINN., Nov. 25.—Most of the dealers of the Twin Cities have balanced their books for the season and the result of their work seems to be satisfactory. The only complaint one hears from them is that owing to the unprecedent demand made on the manufacturers last spring from all over the country, they were unable to fill many orders they received. Heath & Co. estimate that they lost the sale of at least 1,000 wheels from this cause alone. Kennedy Bros., during May and June, were driven to the verge of insanity answering questions and trying to explain why they could not fill orders that had been placed weeks before. Farwell, Ozmun, Kirk & Co., of St. Paul, wholesale agents for the Crimson Rims, refused orders daily, and would accept none for delivery on any specified date. F. M. Smith & Bros., also of St. Paul, northwestern distributers for the March, kept the wires hot with rush messages and then were obliged to see hundreds of orders go elsewhere, owing to their inability to fill them. Almost every dealer with whom one talks tells the same story.

But they are going to be in on the ground floor for next season and they are placing orders for immediate delivery now, with the view of having on hand a sufficient reserve stock to supply the demand they are anticipating, without unnecessary delay. This demand, they say, is sure to come and they look for a larger business next year than they have had during this. This anticipation is based on inquiries that are being daily received and orders for early delivery are being booked daily. There is a large number who were intending to purchase last season, but who could not get the mount they desired, who will buy next year, and this class it is who are now

Placing Orders for Next Year.

Then there are hundreds who have been persuaded by enthusiastic wheel friends to get in the swim and not a few of these are giving their orders for early spring delivery. Yet another class is composed of those young men and boys whose salary is small and these have selected their mounts and are making monthly and weekly payments in advance so that when the time comes for delivery their wheels will be so nearly paid for that they can take advantage of any concessions that dealers invariably make on cash sales. It looks now as though every one not too small or too old to ride a bicycle next year will be doing so.

The dealers for the most part will retain the same lines that they handled last year. The great wholesale house of Deere, Webber & Co., have made extensive alterations and enlargements to accommodate the business they expect. They will handle the Imperial and Deere roadster besides several makes of cheaper grades. Mr. Velie, the vice-president and local manager, has spent considerable time in the east recently and has his arrangements well under way for

A Successful Business.

He will give this branch his personal attention. The firm has a number of branch houses through the west and northwest and its facilities for distribution are excelled by no other firm in the business. The road race given by it at Lake Harriet last fall, and which was attended by nearly all the fast men of this section, served to bring it into prominence, and the promptness with which it paid all prizes offered won the gratitude of the racing men. The race cost the firm about $3,000 in cold cash. It will give another this season.

Janney, Semple & Co. will handle the Falcon again this year and from the popularity that wheel attained last year they

Expect a Good Business.

Kennedy Bros.' leaders will be the Columbia and Fowler. Snow will continue with the Warwick. J. C. Joyslin will run the Andrae, and "Crimson Rim Gus," as A. A. Hansen is familiarly called, will retail the Crimson Rims again. W. K. Morison, one of the leading hardware men in the city, has determined to add bicycles to his line and will handle the Stearns.

Fred Roach has had a most successful season with Ramblers, and the popularity of the G. & J. wheel and tire in the northwest is due to his efforts. He will carry the same wheel next year, and counts on increasing the Rambler army 10 per cent. Colie Bell will have charge of this department and his popularity among the Minnesota Wheelmen will insure Mr. Morison his share of the business.

F. L. Darrow, local manager of the Columbus Buggy Co., says the Spalding is good enough for him and he will make that his leader for another year. Mr. Darrow has closed a most exceptionally successful season and has demonstrated his ability as a manager. He has organized the Spalding Club, which now consists of about 200 members, all neatly clad ina handsome uniform of blue trimmed with gold braid, and mounted on Spaldings.

The Club has had Military Drill,

and its evolutions are remarkably well done. It is probable that Mr. Darrow's patronage has been the best of that received by any dealer in the city as his customers have nearly all been business and professional men.

The Victor agency will be with the New England Furniture & Carpet Co. next year and it is now making preparations to do its share of the business. It is said that it will offer special inducements in the way of easy payments which owing to its large capital it can easily do. There will be the usual number of curb dealers and the big department stores will all be in with a line of wheels which they will probably continue to sell at cut prices.

There is not at present much indication of any increase in the amount of manufacturing.

Heath & Co. Will Make the Minneapolis

next year. The Minnehaha company will continue its factory, making to order only. Schram & Meyer have enough orders booked to last them all winter and well into the spring. They make only one grade, the S. & M. Special, which is strictly high grade and sells at from $100 to $125, the price depending on the weight and finish. If their business continues to improve they will soon have to look for more commodious quarters. The Adams company, manufacturer of the A. C. Q. brand of cements, enamel, and sundries, reports an enlargement of its space made necessary by an increasing demand for its goods.

In St. Paul, Farwell, Ozmun, Kirk & Co. will act as northwestern distributers of the Syracuse and Crawford, both of which gave them perfect satisfaction. F. M. Smith & Bro. will push the March and Rambler, with the Stormer for a cheaper grade. The rise of this firm has been almost phenomenal. Two years ago they were occupying a little "hole-in-the-wall" on St. Peter Street, where they could not store over a half-dozen wheels. Now they have a four-story building on Wabasha Street, and are

Complaining of Lack of Room.

The basement of the building they now occupy is fitted with a complete line of bicycle machinery run by electric motors. They manufacture to a limited extent. F. M. Smith will leave in a few days for San Antonio, Tex., where he will spend the winter. The firm will carry an augmented stock of cycle sundries for next year.



Factory of the Spaulding Machine Screw Co., Buffalo, N. Y.

A. D. Smith will continue to make the Stearns and Union his leaders for next year. The St. Paul Cycle Co. will continue with the Sterling and Crescent as leaders. Tom and Burney Bird will boom the Crimson Rims again.

Taken all in all the outlook is altogether favorable for next season and the dealers are in consequence fairly beaming with good-natured smiles. They have worked hard for the success they are enjoying, however, and are entitled to it.

AN IMMENSE PLANT.

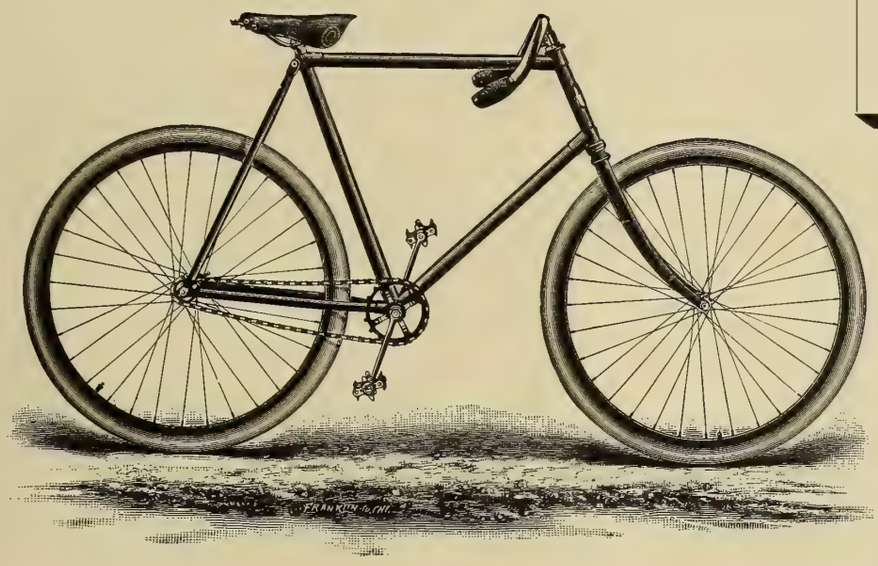
There are some makers who think that the supply houses will not be able to fill all orders. There is one concern, however, that they will not have to worry about. That is the Spaulding Machine Screw Co., of Buffalo, which claims that it will be able to care for orders in first-class shape. The company has found that ten hours a day is not long enough, so last Monday the plant began running nights. This will be kept up the whole season. During the past eight weeks a lot of new machinery has been put in, and with both factories working twenty hours a day the company ought to be able to care for its customers.

The Lu-Mi-Num people write that reports from their traveling men indicate an early and active opening of the season, and, as this wheel is one of the highest priced on the market, their statement that the men are all doing a splendid business and having no difficulty in the matter of quotations is strong corroborative evidence in favor of the opinion held by almost all makers that the dealers have at last come to understand that the present price of bicycles is stable.

THE CLEVELAND BICYCLE....

IF IT HAS LARGE TUBING, IT IS A CLEVELAND OR AN IMITATION.

Each piece and part perfect in form, shape, and size, manufactured by ourselves in the best equipped cycle factory in the world, from the best materials; under the guidance of those who have devoted years to cycle making and have earned distinction in the mechanical world by the presentation of advanced ideas in the design and construction of bicycles as shown in the Cleveland wheel each succeeding year.





WATCH THE NAME-PLATE.

PERFECT LINES.

Faultless Frame.
Formidable Forgings.
Correct Cranks.
Champion Chain.

BURWELL BEARINGS.

Strongest Spokes.
Handsome Handle-Bars.
Tapered Forks.
Special Sprockets.

A live representation in every live town is what we want.
Apply for prices, terms, and territory.

H. A. LOZIER & CO., Cleveland, Ohio.

BRANCH OFFICES:
337 Broadway, New York, N. Y.
304 Mc Allister St., San Francisco, Cal.
630 Arch St., Philadelphia, Pa.

Canadian Factory of the Cleveland wheel and headquarters for trade in Canada—
H. A. LOZIER & CO., TORONTO JUNCTION, ONT.

Send your name for our catalogue mailing list.

THE ATLANTA EXPOSITION.

A Description of the Wheels Exhibited—Only a few Makers Represented—All Doing a Good Business.

ATLANTA, GA., Nov. 22.—The Cotton States and International Exposition has been so often described that it is unnecessary here to go into glowing descriptions of the great southern show. To the visitor the wonder is that the people of the south have allowed this enterprise to draw so near to death's door for want of patronage. The fact has been spread broadcast that Mr. Inman and a half-dozen other patriotic Atlanta men saved it from an untimely and inglorious end by planking down upon the treasurer's mahogany a cool $100,000 in cash, about ten days ago.

This state of affairs has been annoying to exhibitor and visitor alike; but the cool days of November have come, the cooler ones of December are near, and the prospect brightens. Already the gate receipts begin to assume the correct proportions, and an air of self-reliance and business prosperity strikes the caller at the administration building.

Down beyond the lagoon in the handsome transportation building, where everything that runs on wheels or glides upon water is exhibited, a few of the most enterprising of the several hundred bicycle manufacturers of this country have most elaborate and creditable displays. These exhibits of bicycles and paraphernalia pertaining thereto are, without doubt, a revelation to the southern people, and will give an impetus to the wheel trade in this section of the country for 1896. No such showing of high-grade wheels has ever been made outside of the cycle shows and the manufacturers who had the enterprise to spend their money and their energy in arranging these exhibits will reap a rich reward therefrom.

The bicycle booths are crowded all the time by interested prospective purchasers from everywhere, and the machines are inspected and admired by people coming from Louisiana, Texas, Florida, and every state south of Mason & Dixon's line. The time spent by individual wheel representatives has not been lost, for hundreds of sales and orders for immediate and future delivery have been recorded by every firm represented here.

Entering the transportation building from the western end the first exhibit the visitor reaches is that of the old reliable

Monarch Cycle Mfg. Co.,

which occupies a space covering 750 square feet, handsomely carpeted, and decorated with sea green and pink bunting, and surrounded by a nickel railing. A magnificent bronze lion guards the entrance. Twenty-six wheels of the Monarch and Defiance lines are shown. These include the medium-grade and juvenile Defiance wheels, and Monarch high-grade '96 racer, weighing but 15 pounds, and finished in antique wood. The '96 wheels are all finished in a new process enamel, which gives a gloss and a luster unequaled by any process heretofore used. The prevailing colors exhibited are black for standard wheels, white, satin bronze, yellow, maroon both light and dark, blue and nickel-plated for specials. Pictures of the trick rider Lee Richardson and the celebrated Monarch band are also exhibited. Geo. H. Bunting, assisted by W. B. Corson and C. E. Buchanon, have immediate charge of this beautiful exhibit. Morgan & Wright have on exhibition in this space a line of their tires and quick-repair kits.

The Warwick Cycle Co.,

of Springfield, Mass., occupies a smaller but very neat booth tastefully decorated and inclosed in a railing of unique design. It shows a complete line of '95 models, including tandems, racers, and road machines in both diamond and drop frames; in black and vermilion finish. It also has here a '96 roadster, with large tubing, barrel hubs, new model pedal, and double fork-crown. The Warwick people make specialties of the Perfection dustproof steel bearings, detachable sprockets; reinforced joints, fork-crown, and forks, and their built-up wood rims. They also have an adjustable handle-bar, which the rider can adjust while riding, and other specialties that interest the wheelman. Their entire '96 display will be in place by December 1.

One of the most complete displays which the visitor comes to next is that of the

Pope Mfg. Co.,

under the management of Peter Dumont, assisted by Raymond Ladd. The company has on exhibition sixteen wheels, consisting of three gentlemen's Columbias, Model 40, in three heights of frames; two ladies' Columbias, Model 41, in two heights of frames; a drop-frame Columbia tandem, Model 43; a full diamond Columbia tandem, Model 43; a Columbia racer weighing 17½ pounds, Model 44; a ladies' diamond-frame Columbia, Model 42, and six '96 Hartford wheels. The improvements on '96 Columbias are in minor details. Here is shown also a complete display of all the parts that go to make up a wheel, and repair kits of various kinds, making altogether one of the prettiest exhibits in the building.

H. A. Lozier & Co.,

of Cleveland, Ohio, makers of the Cleveland wheel, are next, their display being in a handsome booth in which Lin B. Thomas is first officer. They have thirteen high-grade wheels—three ladies' and ten men's—including a beautiful new tandem. Their '96 wheels 26 and 28 inch, and 23, 25, and 26 inch frames, show much that is new in bicycle making. They have a new pedal that requires really no oil at all; a new name-plate of elegant design and the barrel hub. There is seen in this booth the split parts of a bicycle in the rough, showing the intersections and reinforcements. A novelty at this place is Katie, a waxen woman cyclist on a wheel run by electric motor. Katie was originally clad in bloomers, but bloomers being horrifying to the southern lady a white dress was put upon her and she speeds along at the rate of fourteen miles per hour, ten hours per day. Since she first mounted her wheel Katie has reeled off 3,500 miles.

One booth farther east and

The Davis Sewing Machine Co.,

of Dayton, Ohio, maker of the Dayton bicycle, is found. It has on exhibition sixteen wheels, all high grade. For excellency of workmanship and finish these wheels ranks among the leaders. The only wheels on exhibition which differ from the regular stock are a gentleman's and lady's model in full nickel plate, with forgings and pedals in gold—two magnificent machines. The triplet and tandem are attracting much attention. The whole rear of this booth is taken up by an immense oil painting of the Dayton factory. At the base of this picture are two roadsters, coupled with the Reiss coupler. Col. F. J. Newton is in charge and has been with the Davis people from the first—about thirty years—and has been on hand at every large exhibition in the last twenty-five years. He represented the United States on the jury of awards at Vienna and Paris and on several other occasions.

The Western Wheel Works,

makers of the Crescent, appear next in line with a fine display, the decorations alone costing this company over $5,000. They pay $2,000 for the Edison sign, and this is only for the use of it for ninety days. This booth is elegantly carpeted throughout, and covers over 700 feet of space. The finish of moldings, pillars, and platforms is in Georgia pine. A Grecian column with electric devices, and surmounted by a Crescent wheel, and a banner on which is inscribed "Crescents fly high," flanks the space on the extreme left, and gives a heightened effect to this magnificent exhibit W. J. Karnes, the manager, shows to the visitors twenty-three wheels, including two No. 1 full nickel roadsters, with gold name-plate; one No. 2, and two No. 3; two No. 4, one No. 5, one No. 6; two scorchers, 17 and 20 pounds; one men's special and one ladies' special, all of the same style of finish and name-plate; also one each of the above numbers in enamel, making in all a brilliant exhibit of wheels. They exhibit a little tot of a wheel, the smallest ever made for a boy, it being but 14 inches. It is intended to build girls' wheels same size. They will continue the use of the malleable steel hollow sprocket for '96, and have only minor changes to announce. This company paid $100,000 for advertising in 1895.

Across the aisle and you reach the immense exhibit of

A. G. Spalding & Bros.

So large is this space and so elaborate the display that it can not be described in detail. This firm carries everything, from a deck of cards to a steam launch; from a baseball to a bicycle. This collection, and the accompanying decorations, make a stopping place for thousands of curious sightseers. In bicycles are shown nine Spaldings from 18½ to 26 pounds, with uniform 28-inch wheel, including one lady's diamond frame, and one lady's drop frame, with rubber over-brake—an easily worked and efficient brake of beautiful design and workmanship—and an adjustable wooden dress-guard over chain and rear wheel. Their '96 wheel will have the swedged tubing—that is, a tubing tapering at the ends toward the joints, which it is claimed adds strength to the frame and the reinforcements. The decorations of this exhibit were made by Costers, of New York, and are, perhaps, the most expensive in the building.

The Peerless Mfg. Co.,

of Cleveland, is next to Spalding, and C. H. E. Griffith offers for inspection a complete line of '96 wheels of both the Peerless and Triumph makes, which includes a 17-pound blue enameled racer, a tandem Peerless, a tandem Triumph, a men's Peerless, and a lady's Triumph; and a 19-pound Peerless and a Triumph of same weight. The company will use a new idea seat-post and handle-bar fastening, which holds the bar-post in place by an inward spring instead of the old-style outward clamp.

Passing over to the other side of the building the visitor finds solitary and alone the exhibit of

The Overman Wheel Co.

Here is an exact counterpart of their world's fair pavilion, in solid mahogany inlaid with gold and canopied with blue silk, dotted everywhere with incandescent lights. The effect is magnificent, especially at night. In this pavilion is shown a full line of '95 Victor machines, and a full line of sporting goods, this firm being one of the two great concerns manufacturing sporting goods in this country. The bicycle display, under the management of Geo. H. Bolton assisted by Alex H. Clapp, besides the above mentioned line of '95 Victors, includes a sample '96 Victor roadster and a '96 tandem. This is an initial tandem and is a hummer, the result of several years of exhaustive experiment. The work as shown can not disappoint the makers. The '96 Victor has many changes. The pedal will be a combination rubber and rat-trap, considered mechanically correct. The saddle has been made adjustable and the tilt can be regulated by the rider.

These are all the exhibits in this building, but in the manufacturing building one lone wheel, and a beauty at that, is exhibited by somebody. It is an English wheel made by J. Lloyd Courts Co., Coventry, England; weight, 22 pounds; gray enameled, and hollow steel rims.

Brunner & Co., of Hartford, Conn., has placed a large order for Keatings for '96. It expects to obtain a large share of the Hartford trade. The Keating Co. formerly had a state agent at Hartford, but next year will appointed agents in each Connecticut town.



The Cycle Exhibits at Atlanta.

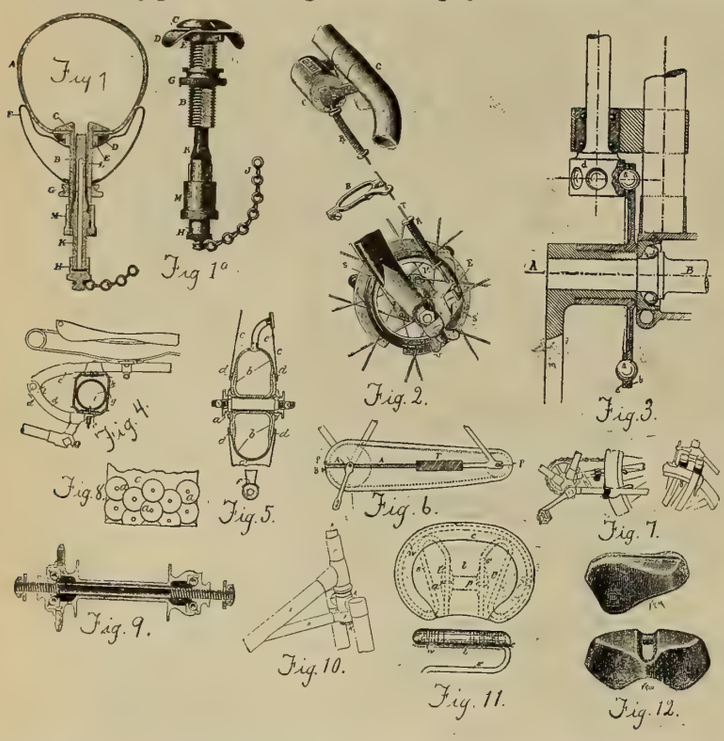
RECENT FOREIGN IDEAS.

Some French and English Devices in the Cycling Line, Which are Good, Bad, or Indifferent.

The valve in use on Dunlop tires in France is illustrated in Figs. 1 and 1ª. The tire is represented by *A*, and the felloe by the letter *F*. *C* is the flange of the valve which rests on the edges of the hole inside of the air chamber and holds them against the ring *D* on the outside, which ring is held firmly in position by the nut *E*, forming an air-tight joint. The outside of the valve is threaded, and the nut *G* is screwed down tight against the inside of the felloe, holding the valve and tire firmly against the rim. The remaining parts of the valve are entirely distinct from this tube, and may be removed and replaced at will. The screw-threaded cap *M* holds it in place in the metal tube. The valve-stem *K* is surrounded by a rubber tube which fits closely and closes the opening *L*. When the screw-cap *H* is removed and the force-pump applied, the air forces the rubber away from the opening *L* and permits the air to flow into the tire, and as soon as the external pressure is removed the valve closes again. The small chain *J* is for attaching the cap *H* to the felloe of the wheel to prevent its being lost. When it is desired to let the air escape from the tire, the cap *M* is unscrewed a few turns and the valve-stem partially withdrawn.

A Good Cyclometer

is a more difficult thing to build than it would seem to be at first thought. There are many good alternating and rotating cyclometers that work well



when set solidly or on stationary machinery, but are soon put out of order by the violent shocks to which they are subjected on a bicycle. The cyclometer shown in Fig. 2 is a French invention and has been tested on all kinds of roads. The indicator *C* and the mechanism thereof is attached to the handle-bars, where it is constantly in plain sight of the rider. A rod arranged with flexible springs to absorb vibration connects the indicator with the gear wheel *E* fastened to the lower end of one of the fork legs, which wheel engages with a spiral mechanism attached to the spokes of the bicycle wheel and is turned thereby with every revolution of the latter.

Fig. 3 illustrates a French scheme for transmission of power from the crank-shaft to the rear wheel without the use of a chain. It is called

The Lejeune Chainless System

and rests upon the employment of spherical balls instead of beveled cog-wheels. The sprocket wheel is provided around its rim with a succession of holes, having concave or beveled edges, arranged to receive the balls *a*, which are held in place by means of a circular plate provided with corresponding cavities beveled oppositely to the others so as to securely hold the balls within the sockets thus formed, wherein they are free to revolve. These balls engage successively in hemispherical sockets *d* in the enlarged head of the transmission bar, which communicates the power in turn to the driving wheel, presumably in the same manner.

In Fig. 4 is shown a Frenchman's idea of a comfortable saddle. The seat-post is hinged at d^1, and in the angle formed by the arms *c* and *d* of the seat-post is placed a small rubber ball *i*, covered with cloth. It is provided with a valve *e*, similar to those in use on tires, by means of which it can be inflated, and is inclosed within a leather casing *g*. The inventor claims that the ball makes the saddle soft and elastic to ride on. He has provided near the pivot d^1, on the arm or tube *c*, a shoulder to prevent the saddle dropping too far down in case the pneumatic ball bursts while riding.

Fig. 5 illustrates a pneumatic hub for bicycle wheels invented by M. Luben, of France. The circular rubber air chamber *b* is placed directly on the hub *a*, and is inclosed in the metallic box *c*, having a central opening and reinforced by the rings *d*, upon which the spokes *e* are mounted. In the arrangement represented in the cut the spokes are replaced by two conical plates made of aluminum, connected at the felloe, to which a solid or cushion tire is attached.

Gear cases are in general use in England and France, where the cyclists recognize their usefulness in keeping the chain and sprocket wheels free from dust in summer and mud in winter. They are, however, clumsy in appearance, and are difficult to attach and detach, while the constant narrowing of tread makes frequent changes in form necessary. The gear case shown in Fig. 6 is of French design, and is made of celluloid so that it is transparent and at a distance is scarcely noticeable.

An Automatic Mud-guard

for bicycles is shown in Fig. 7, and is the invention of M. August Kegelman, of Offenbach. It is a very simple apparatus, consisting of clamps to be attached to the forks of the wheel, and a stiff spring wire attached thereto and bent into a semicircle conforming to the shape of the tire, with which it is almost but not quite in contact. Any mud or other articles picked up by the tire and adhering thereto will be brushed off when it comes in contact with the wire.

It takes a foreigner to devise a real armor-protected tire; no American would think of going back to the mediæval ages in search of a puncture-proofing material for pneumatic tires. His idea is illustrated in Fig. 8, which shows a protector strip *c*, preferably of leather, upon which are riveted overlapping disks *a*, of aluminum or thin steel. This armored strip is intended to be inserted between the air chamber and the outer cover of the double-tube tire.

A French Hub

for the driving wheel is shown in Fig. 9. The novelty consists in reversing the position of the cones on which the balls revolve, so as to leave a large open space next the axle where any excess of oil and any grit that may find its way into the bearings will accumulate and leave the balls and cones free.

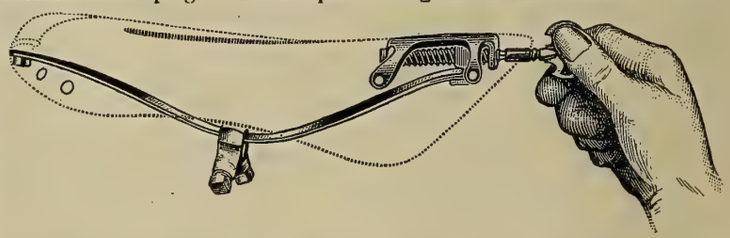
Fig. 10 shows an English invention for strengthening bicycle forks. The short bar *D* is brazed to the bottom of the bar *E*, and at *F* receives the lower end of the fork tube *B* in an adjustable ball-bearing socket.

Fig. 11 shows a new French saddle, which, as will be seen, has no pommel. It consists of a stiff steel wire spring *w*, of horseshoe shape, whose ends are bent downwardly to form the springs *s* and s^1. The wire cantle is provided with a cushion, and leather is stretched over the whole frame to form the top. The springs *s* and s^1 are held by a bolt *a* attached to the ears f^1 and f^2 of the plate *p*, which is mounted upon the saddle-post in the usual manner.

Another form of French saddle which needs no explanation is shown in Fig. 12.

THE NEW SHOE SADDLE.

W. W. Shoe, of the Star Nickel Plating Works, maker of the Solid Comfort saddles, has brought out a new form of saddle which he has named the Shoe saddle. The new feature of the saddle is the front-screw adjustment by which the tension of the leather seat is regulated. A clock key is used for turning this screw, as shown in the cut. The inventor also claims advantage in the flat springs with which the saddles are fitted, and his method of clamping to the seat-post is original in that there are two set



screws set at an angle of 45 degrees to each other. The stability of the saddle is increased and its life prolonged by having the upper side of the seat-post made flat to receive the flat surface of the saddle spring. The ladies' Shoe saddles are provided with U-shaped springs in the pommel, which is made very short and rounded to prevent catching the skirts. Models E, F, G, H, K, and M in men's saddles are also fitted with the U springs in the pommel. The screw adjustment can be fitted to any of the saddles instead of the springs, if desired. The price of any of the models is $4 when fitted with the adjustment.

A GREAT RAILWAY.

The Chicago, Milwaukee & St. Paul Railway Co. owns and operates 6,169 miles of road.

It operates its own sleeping cars and dining cars.

It traverses the best portions of the states of Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South and North Dakota.

Its sleeping and dining car service is first class in every respect.

It runs vestibuled, steam heated, and electric-lighted trains.

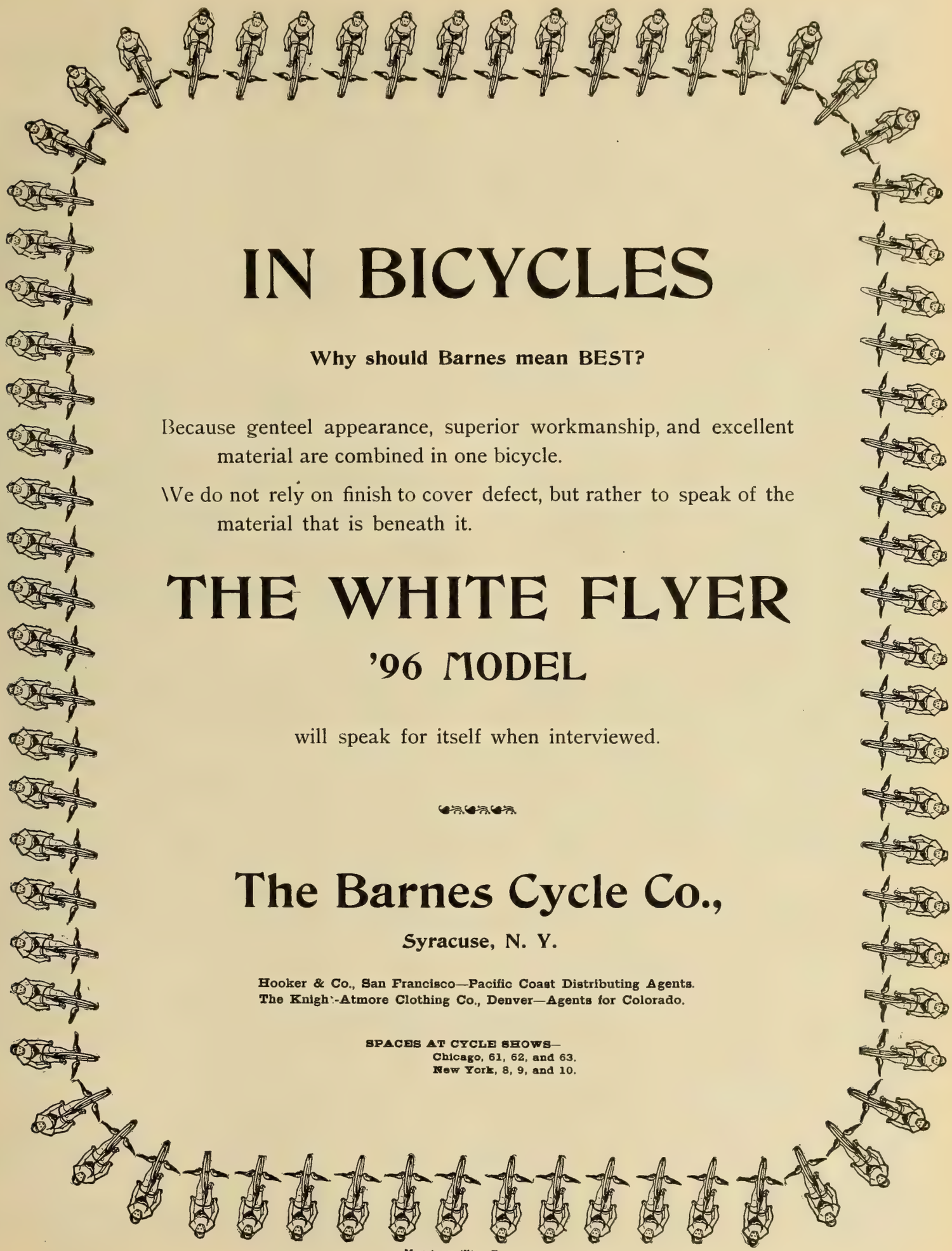
It has the absolute block system.

It uses all modern appliances for the comfort and safety of its patrons.

Its train employes are civil and obliging.

It tries to give each passenger "value received" for his money, and

Its general passenger agent asks every man, woman, and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—for it is a great railway.—ADV.



IN BICYCLES

Why should Barnes mean BEST?

Because genteel appearance, superior workmanship, and excellent material are combined in one bicycle.

We do not rely on finish to cover defect, but rather to speak of the material that is beneath it.

THE WHITE FLYER

'96 MODEL

will speak for itself when interviewed.

The Barnes Cycle Co.,

Syracuse, N. Y.

Hooker & Co., San Francisco—Pacific Coast Distributing Agents.
The Knight-Atmore Clothing Co., Denver—Agents for Colorado.

SPACES AT CYCLE SHOWS—
Chicago, 61, 62, and 63.
New York, 8, 9, and 10.

TWO CHICAGO CYCLE SHOWS.

One will Open in Battery D and Second Regiment Armories December 11 to 17—Given in the Cause of Charity—A Unique Display Promised—Special Features.

Chicago is to have two cycle shows this season. This may seem startling news, but it is nevertheless true. Show number two, or rather number one, for it has the prior date although announced later than the one at Tattersall's, is to be given at the Battery D and Second Regiment Armories on the Lake Front, where last season's one show was given. The exhibition runs from December 11 to 17, and possibly will continue four days longer, and is given under the auspices of the Associated Cycling Clubs of Chicago and vicinity, and will be managed by the officers of, and for the benefit of the Waif's Mission, one of the charities of which Chicago may well be proud, and one which has done an inestimable amount of good in the great city.

One Hundred and Twenty-five Society Patronesses.

As patronesses of the show, will act 125 of the leading society ladies of the city. In the Second Regiment Armory will be a circular, raised platform sixty feet in diameter on which the exhibitors will be allowed to display their wares under the hands of skilled riders. The exhibition booth will be arranged around the sides of the building and will be unique and beautiful in appearance. They have been designed by a celebrated scenic artist and will lend to the exhibition the appearance of fairy land. Already most of the booths have been engaged by prominent manufacturers. The show has not been sanctioned, we understand, by the Board of Trade, but several prominent manufacturers, members of the board, have, nevertheless, engaged space. They doubtless feel secure in doing this as they have already secured space at the big show and have contracts for the same, and can not be "frozen out" under any considerations.

Battery D will be connected with the other building by a passage and around the outside will be ranged tiers of seats. Members of the different clubs in the association, representatives of the different grammer schools, bevies of girls from the high schools, and cyclists from various other sources as well as the manufacturers will compete for prizes which will be awarded by the votes of the spectators, the voting being done on the Australian ballot plan. In addition to the exhibitions of bicycles, parades of wheelmen and wheelwomen, and the competitions for prizes, there will be a stage performance consisting of living pictures representing the different phases of cycling life and other subjects.

All in all the cycling carnival, for it will be nothing else, promises to create a veritable sensation in cycling and social circles. It will be something different from anything ever before undertaken in the cycling world before and considering the most commendable object of the entertainment, should receive the support and co-operation of every cyclist in Chicago.

THE IMPERIAL'S DOWNTOWN STORE.

Owing to the demands for Imperials, and in order to accommodate the large and increasing trade, Ames & Frost Co., of Chicago, has concluded to open a salesroom in the downtown district, and has secured quarters at 325 Wabash Avenue, where the many good qualities and merits of the Imperial will be expounded to the public by O. W. Snyder, who has been connected with Ames & Frost Co. for many years, and of course is a "dyed in the wool" Imperial man. The company expects to open its new store about December 15. The Imperials for '96 will have many new and attractive features which no other wheel possesses, and will consist of four models. The light or track wheel weighs about 18 pounds, light road wheel 21½ pounds, regular road wheel for men and women 23 pounds. The Ames & Frost Co. expects to make about 35,000 wheels in '96.

THE FEATURES OF THE COMET.

Three of the four men who organized the Waltham Mfg. Co., which makes the Orient, are interested in the American Waltham Mfg. Co., of Waltham, Mass., which, just at present, is working hard to fill orders for the Comet. The company is capitalized at $300,000, the plant having a capacity of 10,000 wheels a year. The factory is 208 feet long, three stories high, and equipped with the latest in the machinery line. The Comet is a strictly high-grade wheel with many new features. The road wheel weighs about 20 pounds and sells for $110. The track wheel weighs about 18 pounds and lists at $125. The patent inverted bearing used in the Comet is said to be something that no other wheel on the market has. It is claimed that this bearing only produces half the friction and wear of other bearings because the balls travel only half the distance to each revolution of the wheel; with the same number of teeth in the sprocket there is half an inch longer leverage. The blind joint is very strong. The idea of making the swallow-tail reinforcement and head all in one piece is a good one.

The Comet also has a device for fastening the seat and handle-bars which shows no nuts or bolts. It is impossible, in adjusting either of them, to get those parts out of their proper positions. The adjustable handle-bar is very neat and shows no joints. The chain adjustment does away with the long screws. The device for fastening the crank does away with the crank pins. Tubular hubs and 7-16-inch balls are used. The detachable sprocket can be changed without removing the crank.

The bearing, however, is the principal feature of the wheel. It is termed an inverted bearing for the reason that the point of contact, which communicates the rotary motion to the circle of balls forming the bearing, is had from the inside or small diameters of the circle instead of the outside, thereby materially reducing the friction and at the same time increasing the leverage. The idea of the inverted bearing as applied to the axles belongs to E. C. Howe, treasurer of the company.

THE SHANNON BICYCLE HOLDER.

About the newest and best bicycle accessory which has made its appearance recently, and one of the most ingenious and practical of devices seriously needed by every owner of a wheel, is the Shannon bicycle lock and holder, now being placed on the market. It is creating a sensation wherever it is shown, being, as it is, a safety deposit for the machine. It is intended to be placed where the owner usually keeps his machine, and can be attached to a wall or other object in a few moments' time by any one, without the slightest mechanical knowledge. It excites admiration not alone because it holds the wheel in a firm, upright position, and locks it securely, but because of the extremely clever construction, by means of which the method of attaching it to a wall or other object is absolutely concealed from view and prevents the possibility of its being tampered with. It really seems to be a part of the object to which it is fastened, as no screws or bolts are visible, and every one who sees it immediately inquires, "How in the world is it held there?" Yet it is so securely fastened that it



can not be removed without the key, whether it is holding the wheel or not; neither can the wheel be removed from the holder without the key. The extremely ingenious manner in which the one key serves the double purpose of unlocking the wheel from the holder and the holder from the wall as may be desired by the owner, is one of the good things that must be seen to be appreciated, as cuts and type utterly fail to give an adequate idea of just how really good it is.

The entire holder measures only 4½x7 inches. It is made of malleable iron, is of artistic design, finished preferably in antique bronze, and is in itself a handsome ornament, no matter how conspicuously located. The usual performance of stealing bicycle, lock and all, is entirely prevented by this device, because the wheel can not be taken from the holder, nor the holder from its fastening without the key. With one's wheel locked in the holder and the key in his pocket, he can feel absolutely secure from borrowing friends and bicycle thieves. The upright position in which the machine is firmly held also allows of easy access for repairs, inflation of tires, etc., and protects the machine from injury by being knocked about.

Besides its value to the individual owner the Snannon holder is of equal or greater value to clubs, dealers, storage houses, and to stands where wheels have to be checked. It can be used outdoors as well as in, and by its use the checking and watching of the bicycles is entirely superfluous, the key being the check, as all keys and locks are plainly numbered. The combinations of the lock are so many that all the keys are essentially different.

United States patents on the device have been granted, and foreign patents are pending. Any desired information regarding the holder will be cheerfully furnished by the Safety Mfg. Co., 63-65 S. Canal Street, Chicago, who have a floor device of the same character as the foregoing, which is also patented and about ready for the market.

An Orient Branch in Chicago.

The Waltham Mfg. Co. has leased the commodious store 268 Wabash Avenue, Chicago, and will shortly open the same as the Chicago branch for the sale of its celebrated Orient cycle. Percy W. Armstrong and Henry A. Jameson have been engaged to manage the business in this territory and it is proposed to make this one of the most attractive and convenient cycling headquarters in Chicago.

The Standard preliminary catalogue is as fine a one as has ever been issued by the bicycle trade. They are now working on the regular catalogue which will be a work of art and will be ready for distribution about the first of the year.

THE THINK SELECTED--

THE WORLD

Every maker claims it,

But we have it.

THE FORTUNATE THINKERS--

Cline Bros., Washington and Baltimore.
W. B. Medary, La Crosse, Wis.
I. G. Gardiner, Knoxville, Tenn.
Chas. McCutchen, Cleveland, Ohio.

THE WORLD.

A most wonderful claim.

The best bicycle built--remember the name.

AGENTS' SAMPLES ARE READY---WRITE.

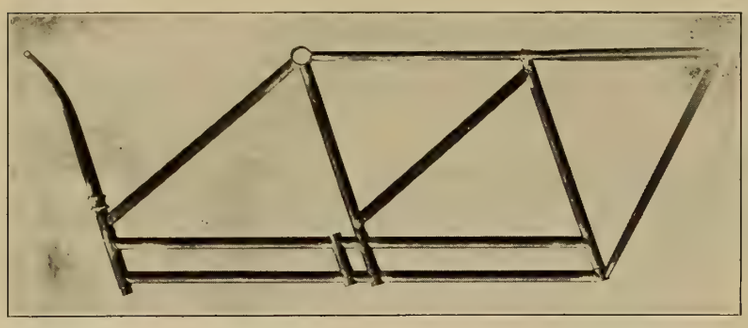
Arnold, Schwinn & Co.

PEORIA AND LAKE STS., CHICAGO.

Mention The Bearings

FRAME OF THE WHITE FLYER TANDEM.

The 1895 Barnes met with the success it deserved, and Superintendent Van Wagoner is now very busily engaged in getting out the '96 "brood" of White Flyers. The models are completed. Van has always been known as a designer and builder of freaks, but if some of the people who, a few years ago classed his experimental machines as freaks, would compare some of his old wheels with new models, being shown for '96 market, they would find a striking similarity. We herewith show a cut of of the White Flyer tandem frame, which, as the rest of the Barnes "brood" is a "bird.' The frame is practically the same as used in the few very successful experi-



mental machines made last season, and has a novel adjustable steering connection made so all backlash and wear in the connecting rod is taken up, and also so the entire steering connection can be left off without any changes in the construction, and making a single steering tandem without any unnecessary screws, pins, etc.

The factory has been running for the last two months twenty-three hours a day, and a new addition on the building and additional machinery, which more than double the capacity, have so facilitated matters that the main parts of the first 5,000 machines are nearly completed. The output for the season is expected to reach 10,000. Shipments will be made for the western trade about December 1. All machines are now made with the new "out-of-sight" Barnes joint, which has been greatly improved.

DAYTON'S TRADE PEOPLE.

DAYTON, OHIO, Nov. 23.—The report that the National Cash Register Co. contemplated going into the bicycle business has proven a canard, and no doubt was started by the fact that a large addition is being built to the already large plant. Instead of going into the bicycle business the company needs all the room it can get to manufacture cash registers.

The Davis Sewing Machine Co. has completed the new building that is to be devoted exclusively to the manufacture of bicycles and is now putting in the new automatic machinery that will give the company as fine a workshop as there is in the country. In a few weeks it will be in a position to turn out 600 wheels a week, working ten hours a day. With the reputation the company has already earned for itself, there is little doubt that the entire output can be disposed of at an early date. The '96 Dayton is a beauty and is readily distinguishable by its large tubing. A triplet weighing 54 pounds is shown, which for graceful design and stanchness is one of the best yet offered for sale. Pat Hussey, the superintendent, is well known in cycling circles. In '94 he handled A. I. Brown, R. F. Goetz, and E. C. Johnson, then on the Peerless team, but concluded to give up training racing men and devote his attention to building bicycles. Hussey knows the bicycle business thoroughly, as is shown by the fine wheel he is turning out. The company starts the new year with fine prospects. Beginning the bicycle business in a small way a year ago, the character of its sewing machines paved the way for the new product and Dayton bicycles have been sent to all parts of the globe.



PAT. HUSSEY

A. W. Gump, who has in the past made Dayton known the country over by his bicycle advertisements, has turned his business over to W. F. Haas & Co. and is making bicycles at Shelby, O. The new concern will drop the jobbing business and devote attention to locally pushing the Rambler and Western Wheel Works lines.

PRESIDENT "POP" BREWSTER.

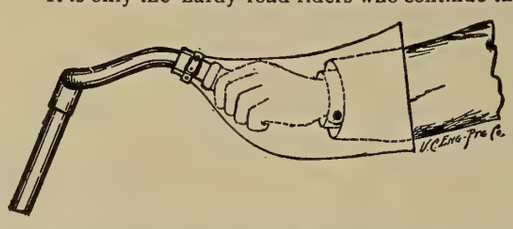
PHILADELPHIA, PA., Nov. 24.—The local Cycle Board of Trade met at the Hanover on Wednesday night and re-elected "Pop" Brewster president; B. F. Keith, manager of Spalding's bicycle department, vice-president, and H. G. Fitler, of Jacob Rech & Sons, the Sterling agents, secretary. The cycle-show question was broached, and, although it was at first thought that an exhibition would be held, it was found advisable by the members to call the affair off for this year at least. This was a sad blow to the aspirations of many of the dealers, but the majority, who knew that it would cost from $500 to 1,000 each to make a presentable display, decided to vote against it. This leaves the show of the Wissahickon Wheelmen alone in the field, and it is safe to say that the latter affair will answer all the purposes desired.

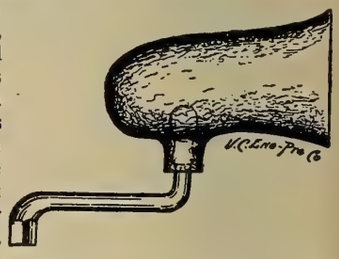
PIERCE & CO.'S NEW YORK STORE.

George N. Pierce & Co., of Buffalo, manufacturers of the Pierce and Queen City bicycles, have leased for a term of years the store at 105 Chambers Street, running through to 89 Reade Street. This will give them one of the largest stores in the downtown district of New York City. It is 150 feet deep by 25 feet wide and has two large basements. There will be plenty of room for storage and repairing. By this move Pierce & Co. will be enabled to take care of their customers in a very satisfactory manner, both as to delivering and repairing goods under the guarantee clause. They have made this move only after several years of business acquaintance with the metropolitan market and have gone step by step from a small office to the present wareroom. Their reputation for making first-class goods will be more than sustained by the handsome line they are making for 1896. This, taken in consideration with their well-known liberal treatment of customers, will undoubtedly make the Pierce wheel one of the best known in New York and vicinity during 1896. S. J. Thompson, who has been connected with the concern for more than thirteen years, and who for the last five years has managed the New York office, will still continue in charge.

THE GRAVES BICYCLE MITT.

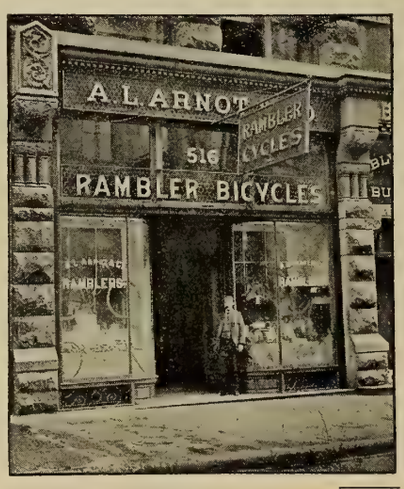
It is only the hardy road riders who continue the pastime of cycling in winter. You never see a boulevard rider riding through snow or sleet, or when the mercury is hovering around the zero mark in the thermometers. Cold has a very depressing effect on the majority of wheelmen and it is very seldom that you can get the "butterflies" out. The hands and feet get cold and the riders figure out that it is far more pleasant to sit by the warm grate fire at the clubhouse and tell stories of the past summer's rides. However, R. H. Graves, 17 Lawn Court, Grand Rapids, Mich., has hit upon a scheme that will partially do away with the discomforts of winter riding. He is making a bicycle mitt, which keeps the hands as warm as if the owner was holding them over a red-hot stove. The gloves are woven from the best felt. You don't have to carry them in your pocket for they are made to leave on the wheel. The accompanying illustrations show exactly what the mitt is. Mr. Graves is also making a mitt for motormen and car drivers.





ARNOT & CO.'S NEW STORE.

The accompanying cut is of the new store of A. L. Arnot & Co., of Cincinnati. The business has grown to such an extent of late that they were obliged to move from their old quarters on W. 9th Street to their present location. They now have what is undoubtedly one of the best equipped and finest bicycle stores in the city. It is fitted up especially for the comfort of their patrons and friends, having a gentlemen's dressing room, ladies' toilet room, riding school, and all cycling and daily papers on file. With such accommodations it is safe to say they will be very much "in it" the coming year. A. L. Arnot is one of the best known wheelmen in Cincinnati and has been in the trade for years.



MANAGER WANTED.

A bicycle factory desires the service of a man who has the ability to take charge of the Chicago office, manage city salesroom, appoint agents, and make contracts in northwestern territory. State in confidence, experience and salary expected. Address A. B.

FOR SALE.

One '95 Stearns, Model D; 22-inch frame. In use three months. In first-class order. Address C. A. SPENCER, Rock Island, Ill.

THANKS

It being "turkey time" it is in order for us to give thanks for many things accorded us. We are particularly thankful that we haven't tender feet or a guilty conscience as per our "E. C." Man like, we're thankful we are on the right side of the "truss-frame" fence, and backed by the patent. Again we give thanks for the free use of the English language, although we feared there wouldn't be anything left for general use after "E. C." was through "trade-marking." We give thanks to the "press throughout the country" for the manner in which they treated that "warning" regarding said trade-marks; and we also join in the laugh that is being generally indulged in. We give thanks that our many agents stick right by us and the **"ORIGINAL TRUSS FRAME"** agency, notwithstanding that we are "piruts" of the Captain Kidd order, and indulge in "crooked advertising"——God Save The Mark.

TRUE MODESTY

is rare, and a fellow mustn't care if he hunts it everywhere and for days. When we do a thing that's fine, working brain and wheel combine, we're so modest we decline any praise. So the object of this screed is to show that we succeed by adopting just the creed that's the oddest. We go hustling on our way, working night as well as day. We're just splendid—ah, but say—we're so modest.

THE "AMERICA"

The Best Wheel that ever Happened.

International Mfg. Co.

Latest Distributing Addition,
E. K. Tryon, Jr., & Co..
Philadelphia, Pa.

CHICAGO.

Mention The Bearings

SEE THAT



NAME-PLATE

BUSINESS IN QUAKERDOM.

Many Orders Received for '96 Wheels—Dealers all Laying in Large Stocks For Next Year.

PHILADELPHIA, PA., Nov. 23.—It is surprising how the advent of many of next year's models has stirred up interest in local trade circles. Considering that winter has not yet set in, it is more surprising still to note the number of wheels that have already been ordered for next year. Indeed, if the truth be said, business and the weather is so favorable to the dealers that it seems more like spring than late fall. Nearly a score of samples of '96 machines, including the Rambler, Columbia, Dayton, Fowler, and Spalding, have been on exhibition quite a while and within the course of a few days many more will have been added to the list. All are being examined by an inquisitive cycling public and where a wheel pleases the eye of a rider, it is generally the case that an order is placed, as local riders have learned a lesson by their experience in waiting for wheels the early part of this year and intend

To Take Time by the Forelock

and have their mounts at the proper time and not weeks and months later. Not only have orders been received by dealers, but many are already being filled and numbers of '96 wheels have already made their appearance on the streets. In several cases dealers have had their contracts for wheels from the manufacturers made some time ago and as a result numbers of consignments have been received.

Taking last season's unusually brisk business into consideration and the indications for next year's trade, it is safe to predict that more wheels will be sold here next year than has been the case in any previous season. The ranks of the active army of cyclists will be augmented very extensively by hundreds of persons, who rather than give their money to the Union Traction Co., of this city, for excessive car fares, will buy bicycles and use them for pleasure as well as a means in going to and from their various places of business. As "Bob" Garden has truthfully stated, "Why pour your nickels and dimes into the coffers of greedy monopolies, when for the same money and perhaps less you can purchase a wheel and indulge in a sport that has proven so healthful and exhilarating, besides being of great use to a man or woman in any business."

An Addition to the Firm.

Frank Derr, who during the past season has represented Weise & Bowen, of this city, and the Stearns bicycle in Norristown, has been admitted to membership in the former firm, which will hereafter be known as Weise, Bowen & Derr. The store at 1,005 Arch Street is to undergo alterations before next spring and with better facilities and the excellent reputation of the Stearns wheel to fall back on, it is safe to predict a big business for this enterprising firm in 1896. The new model of the Yellow Fellow is expected very soon and Stearns riders are very anxious to catch a glimpse of it.

The Standard Typewriter Exchange has inaugurated business for next season in an extensive manner, and Manager Sheble has already received a number of large orders from sub-agents for the Pierce wheels in this part of the country, to be delivered as soon as possible. This firm will represent the Pierce company and will do a big jobbing trade, in addition to selling Daytons, Standards, Clevelands, and the Queen City line of wheels.

Will Make the Brownie.

The Frank M. Dampman Cycle Co., of 1,227 Market Street, is offering the Brownie wheel to the local cycling public for $65. The machine is one of the best efforts of the new concern and is finely constructed and finished in a beautiful brown enamel.

The Relay Mfg. Co., of Reading, has taken possession of its new factory, and in addition to making the Relay wheel intends manufacturing a cycling specialty which gives promise of receiving a large sale. The new factory of the firm has facilities to insure an output of over 10,000 bicycles and if necessary this number can be increased to 13,000 or 14,000. The old plant of this company is now occupied by the Packer Cycle Co., which will manufacture a full line of wheels and cycling specialties.

Stormer Bicycles are also made at Reading

and the Acme Mfg. Co. is running its forces night and day to keep up with orders. Manager Reber says that orders are coming in all the time and that he will be satisfied if all can be filled on time.

In the bicycle parade recently one of the most pleasing displays were made by W. S. Emerson, the local Fowler agent. Mr. Emerson had two Fowlers linked together and all around the two riders was grouped a beautiful design resplendent in bunting, flags, and vari-colored lights. Mr. Emerson is among the first local dealers to fill orders for '96 wheels and already reports good business. The tandem is expected to reach town tomorrow. The Fowler has achieved the honor of being the first bicycle placed on exhibition in the new Bourse Building.

ARTHUR R. PECK.

One of the best known of the younger bicycle makers of the country is Arthur R. Peck, manager of the Barnes Cycle Co., of Syracuse, N. Y. It is entirely due to the push and energy of Manager Peck that the qualities of the White Flyer are known from one end of the United States to the other and from Canada to Mexico. Mr. Peck was a practical manufacturer before he engaged in the bicycle business, having been for several years the successful proprietor of the Peck Cash Register industry, which he began in Cortland, N. Y., and still continues in Syracuse. Like the Barnes bicycle the cash register made by Mr. Peck is widely known and in his present employment he frequently receives interesting letters from old customers who, like himself, have embarked in the manufacture or sale of bicycles. While engaged in the active management of the cash register business Mr. Peck gained a reputation for bright and catchy advertising which he maintains in the bicycle trade. One of his catch phrases "Stop the leaks," which applied to the former business, has been adopted by other advertisers so generally that Mr. Peck has almost forgotten that it was once his own.



A. R. PECK.

When the Barnes Cycle Co. was organized on January 9, 1895, with Mr. Peck as one of the prominent stockholders, the directory experienced considerable difficulty in finding the right manager for the business. It was finally decided, after casting about in every direction, that it would be necessary for one of the company to take the arduous position and as Mr. Peck had the best knowledge of the details of manufacturing business, the task fell to him. It was not anything that he wished, but he tackled it with determination and the best results. The search for a manager ceased at once and has never been taken up again.

Besides being an excellent business man, Mr. Peck is an inventor of genius and many distinguishing features of the Barnes bicycle were evolved from his fertile brain. He is daily in consultation with the designer for the company and the results of these councils are seen in improved machinery and labor saving devices all through the factory.

In addition to the demands of his many business interests Mr. Peck has always taken upon himself a deal of active work in politics, although avoiding the cares and perplexities that vex and bewilder the office seeker. His public spirit in this direction, however, resulted during the municipal campaign just closed in Syracuse, in his unanimous choice for alderman by the straight republicans of his ward, the sixth, which embraces the most important business interests of the city. He was elected triumphantly to this office in a three-cornered fight against candidates of a republican ring and the united democratic party, and will take his seat at the city hall on January 1.

Mr. Peck was born in Cortland County, N. Y., thirty-three years ago. He removed to Syracuse in December 1892 where he has become one of the recognized leading men of affairs. He is married and domestic in his tastes. About the same time that he was receiving congratulations on his election as Alderman he was the blushing recipient of good wishes extended on account of an event over which he was apparently more proud than his election. He is said to have stopped all work on the 1896 output at the factory to begin the construction of a miniature "white flyer" with a diamond frame.

Stanley Huber, of Huber & Co., of Detroit, Mich., is in Chicago. He announces that he has given up the Columbia agency, refusing to sign a contract to handle the Pope Mfg. Co.'s goods exclusively. For ten years past Mr. Huber has handled Columbias. The firm of Huber & Allison for years sold them in Louisville, and when Mr. Huber forsook Louisville for Detroit to go in business with "Billy" Metzger, under the name of Huber & Metzger, that firm also handled Columbias.

A Humber agency means



Reputation, Profit, Satisfaction.

HUMBER CYCLES

are World Famed.

WHY? HUMBER QUALITY. BECAUSE! HUMBER QUALITY.

What is Humber Quality? { STRENGTH, SPEED, BEAUTY OF DESIGN, DURABILITY.....

All attained through a combination of the finest, best selected materials, and the best bicycle mechanics the world can produce, under an executive guidance gained by twenty-eight years of experience. Responsible agents wanted everywhere.

HUMBER & Co., AMERICA, LTD., WESTBORO, MASS.

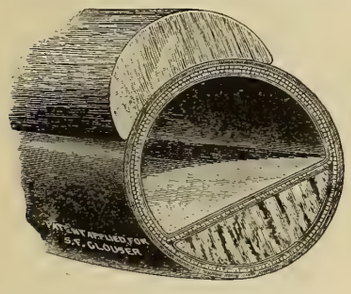
Chicago Cycle Exhibit, January 4 to 11, 1896, Stands 160, 161, 182, 183.
New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms { 318 Broadway, 5th Ave. and 42d St.
Brooklyn salesroom, 545 Fulton St.

Mention The Bearings

A NEW PUNCTURE-PROOF TIRE.

The Horsman tire is the latest on the market. It is a non-puncturable tire, and the protection from puncture is accomplished in a unique manner.



It is a single-tube tire, in that the inner and outer tubes are cemented together. Between the two, however, and on the tread of the tire is inserted a section of cork, the same being held to place by being cemented to the two tubes. The section of cork, which, of course, extends all around the tire, is in the shape of a segment of a circle. The cork adds little to the weight of the tire, and it is claimed that the cork, by having a certain amount of rigidity, will keep its shape and prevent the tire from flattening out and will thus reduce friction and add to the speed. It is also possible, if from any extraordinary reason the tire should become deflated, that it can be thus ridden without detriment to rim or tire. The weight of the road tires is about 3½ pounds to the pair, in 1¾-inch size. E. I. Horsman, of 341 Broadway, New York, is the maker of the tire.

NEXT YEAR'S HUMBERS.

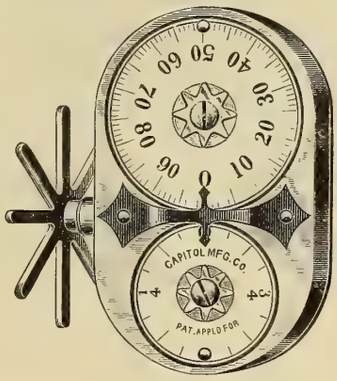
There is a deal of speculation about the probable features of the cycle Humber & Co. will show to the trade for next year, but as yet nothing definite has been given out. The factory at Westboro, Mass., is a busy hive of industry, with many hundreds of employes from among the best bicycle mechanics in the world working industriously from 7 o'clock in the morning till 6 o'clock in the evening. Humber & Co. are constantly experimenting with a view to possible improvement in their models, and it may confidently be predicted that when they are ready they will show a cycle as absolutely perfect in quality and make-up as it is possible for human ingenuity to produce. Their resources are practically unlimited and they have had an experience of twenty-eight years.

Did a Splendid Business.

On his western trip E. C. Potter closed with the Knight-Atmore Clothing Co., of Denver, for the state of Colorado, for the line of wheels made by George N. Pierce & Co., of Buffalo. He also closed with R. M. Evans, of Salt Lake, for Utah, and Holbrook, Merrill & Stetson, of San Francisco, for the Pacific coast. F. T. Cannon, of the same company, is now in Illinois, having just completed a successful trip through Indiana.

THE LATEST IN CYCLOMETERS.

The Capitol Mfg. Co., of Chicago, is making the 10,000-mile Climax cyclometer in addition to the Loew. This new cyclometer has white enameled dials like a watch, with large black letters which can be easily read from the saddle. The 10,000-mile record can not be tampered with, but can be set back whenever the rider so desires. The instrument is reliable and accurate. When in need of repairs from any cause it will be fixed free of charge by the Capitol company. The independent trip dial enables the rider to keep track of trips or single-day runs without interfering with the long-distance register. The accompanying illustration shows the side of the cyclometer facing the rider. The trip and fractional miles dials are also in plain view. The long-distance dial is on the back, directly under the trip dial and can be seen by turning the instrument around. It is under a glass cover and the case entirely incloses the mechanism, making the instrument proof against exposure of any kind. The cyclometer projects very little from the side of the wheel, is light, small, and neat in appearance. Goods will be ready for delivery about the middle of December.



NEW CONCERN IN TOLEDO.

Toledo, Ohio, Nov. 25.—There is always room for one more in Toledo trade circles as well as at the dinner table. Toledo is to have another factory devoted to the manufacture of cycle fittings. The scheme is not far enough along to be able to give any details, but enough is known to warrant the statement. A company has leased the old factory building at Glassboro, which was to have been used by that Brewer Tube Co., and it is probable the organization of the concern will be effected this week. The projectors are working through a trustee, and only one of the capitalists has been located. He is the man known as "Big Jim" Ashley, of local political fame. It is said that all the other promotors of the scheme live outside the city. They will make cycle fittings exclusively on a moderate scale.

The Brewer Tube Co. is still casting about for a location and it is believed that they will locate not far from Yost Station. The architects have

furnished sketches, and are going ahead with the plans for a factory building 105x200 feet.

R. W. Smith, of the Toledo Tube Co., was in Chicago a few days last week. His company is rapidly getting in shape to turn out bicycle tubing at wholesale. Several orders have been booked, one from a Syracuse firm who want 5,000 feet per month.

The H. J. Young Co. has been enlarged by the addition to its list of several Toledo capitalists, and was incorporated last week for $30,000. This will increase the output of Yale wheels.

Pool & Sailzer, the Adams street dealers, have leased a large and well arranged store room in the Brigham block, and will make a strong bid for patronage. They have the exclusive city agency of the Snell Special, and will handle no other wheels. The '96 Snell Special is full of new ideas.

Morgan & Wright's car, "Wanderer," met with a hearty reception in Toledo. The night it was booked for the city was sloppy, but nearly every one directly interested in tire and other fixtures of bicycles made a visit to the car. The genial and auburn haired Bob Lennie took care of the ladies. The younger men of the party opened the college songs and scared the rats round the depot.

BOARD OF TRADE MEETING.

Guarantee Cut to Six Months—Local Cycle Shows to be Sanctioned—A. G. Spalding Does not Deny "The Bearings'" Story Concerning the Control of Racing.

NEW YORK, Nov. 25.—Six months, hereafter, will be the limit of the guarantee given by the manufacturers who are members of the National Cycle Board of Trade. The directors present at the special session held this afternoon were President A. G. Spalding, George Pope, Joseph McKee, C. W. Dickerson, C. F. Smith, E. C. Stearns, and A. Kennedy Child, with Walter Burnham, assistant to the president and executive committee, and assistant secretary E. R. Franks. The discussion over the guarantee was very thorough, and the result is embodied in this resolution:

Resolved, That the following form of guarantee be recommended to the members of the Board of Trade as the standard Board of Trade guarantee: "The manufacturer of this bicycle guarantees to replace or repair any defect in this bicycle for a period not exceeding six months from date of sale to original purchaser, provided that satisfactory proof of such sale is given and that such defect is not the result of misuse or neglect and that the defective part be delivered to such manufacturer for inspection."

A majority of the members of the Board of Trade have expressed their willingness to incorporate this guarantee in their 189¢ catalogues. One of the principal subjects under discussion was the sanctioning of cycle exhibitions. Numerous applications for leave to hold cycle shows have been received and after a full discussion the following resolution was passed:

Resolved, That it is the sense of this board that no sanction other than those already provided for be granted for national or manufacturers' exhibitions, but that local shows or exhibitions, whenever, in the opinion of the executive committee of the board, official and proper application for sanction has been made to the board, with the necessary guarantee as to observance of Board of Trade rules governing cycle exhibitions, whenever practical, be sanctioned by this board, provided always that the exhibits so sanctioned shall be made entirely by agents or dealers and are in no way supported by the manufacturers, and provided such exhibition be approved and sanctioned by the local Board of Trade, if such board exist, or a majority of local dealers.

Messrs. Lovell, Garford, and Bidwell were appointed inspectors for the annual election, and 122 members were admitted.

When asked today about THE BEARINGS' story implicating him in a scheme to secure entire control of cycle racing, A. G. Spalding said: "According to THE BEARINGS I neither denied nor affirmed such a story when interviewed last March. I will do the same this time. Nevertheless, I will say that the committee from the Cycle Board of Trade and the L. A. W. is now considering plans for the betterment of racing. If the control of racing is ever relinquished by the L. A. W., I am sure that its transfer will be open and above board."



The Dayton Triplet.

The Columbia agency has been transferred from Frank Chapman to Tom D. Cochran, W. Q. Chaffee, of the Pope Mfg. Co., superintending the deal. The salesroom is to be located on Superior Street, near the Garden block, and the public opening occurs Saturday, November 30. Mr. Cochran is an up-to-date man and will undoubtedly make a success of his venture. Frank Chapman has not decided what he will do now, but it is fairly safe to predict that he will not get very far away from some line of the wheel business. He is one of the best posted men on cycling in this vicinity and has made a success of wheel selling.

The Yost Mfg. Co. has transferred part of its office force to the new building.

THE DAYTON TRIPLET.

The triplet turned out by the Davis Sewing Machine Co., of Dayton, Ohio, is certainly as fine a looking machine as has been put on the market. The accompanying illustration shows Ed McKeon, one of the fastest Class A men in Ohio, following the triplet on which are mounted Clute Wagner, Will Brailey, and Elmer Lewis. Superintendent Pat Hussey is overlooking the scene.

"A merry heart goes all the day"



Ad. No. 81 E.

"Just too Lovely ...for Anything."

That's the verdict of all ladies who own a **Ladies' Clipper.** Never since we began making a single tube frame for ladies use have we been able to supply the demand for this type of machine. No wheel has ever been made which has come nearer to a perfect mount for the fair sex than our **Model B Clipper.** We have spent time, money, and energy in our efforts to give our lady friends a wheel that would please them. We **know** we succeeded. The demand and many "testimonials" prove it. Our '96 models are all the most fastidious can wish.

If you want a ladies bicycle, made by a concern who make a special effort to produce the best ladies bicycle in the world, write us for catalogue. We **may** surprise **you.**

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Mention The Bearings.

YOUR ___ ___ WILL

Decides today whether your mount shall be a perfect wheel or not. The day of "no choice" has gone by. There is now a perfect wheel.

Witness: Peerless

"Just a little better than the best."

Peerless Manufacturing Co.

MAKERS OF PEERLESS AND TRIUMPH BICYCLES.
CLEVELAND. OHIO.

Mention The Bearings

LINDSAY COLEMAN'S CELEBRATION.

A large party of well-known wheelmen and representatives of the cycling press will leave Chicago Thursday under the care of E. J. Day of the Western Wheel Works, bound for Atlanta. The trip will be made on the invitation of R. Lindsay Coleman, president of the W. W. W. The purpose of the trip is to afford the guests a few days absence from the cares of business and a short visit to Atlanta and the pocket edition of the World's Fair and to help Mr. Coleman with his birthday celebration Saturday next. The programme of ceremony will be a full dress banquet at the Kimball House, where 500 covers have been ordered for 9 o'clock. If there are more than enough present to go around, all will be fed and the banquet run on the plan of a "continuous entertainment" so that no fear need be entertained, that the accommodations will be inadequate.

Those Who Will Go.

The party from here will be made up as follows: E. J. Day in charge; Otto Unzicker, vice-president, and R. Boerick, treasurer W. W. W.; F. J. Fanning, president, S. Mayer, secretary Associated Clubs; E. C. Williams, W. L. Beckley, T. F. Sheridan, ex-vice-president L. A. W.; C. E. Salter, connected with the Post Office Bicycle Club; H. M. Gardiner, H. P. Walden, secretary Century Road Club; A. J. Marrett, secretary-treasurer Illinois Division, L. A. W.; J. W. Swarthout, captain Lincoln Cycling Club; S. A. Miles, of the *Referee;* N. H. VanSicklen, of THE BEARINGS; C. W. Davis, Chicago representative of the *American Wheelman;* J. M. Erwin, of the Chicago *Record;* W. A. Stotesbury, special staff of the *Evening Post;* L. W. Housman, sporting editor of the *Inter Ocean;* M. J. Stevens, of *Cycling Life;* H. G. Emmil, Henry Sierks, and H. T. Hearsey, of Indianapolis; W. A. Royse, of the Indianapolis *Journal;* G. R. Cato, Prince Wells, of Louisville; the sporting editor of the Louisville *Times*, and a representative of the Chicago *Chronicle*.

Generous Accommodations Provided.

A Wagner drawing room-sleeper and buffet car has been chartered for the party, and it is worthy of note that the buffet will be stocked by Mr. Coleman, and all provisions for the comfort of the guests will be made at his order, and under the supervision of Mr. Day. There will be special service in a dining car, which will accompany the car, and a colored quartet of high gear has been provided to furnish music, both instrumental and of the "I Stood on the Bridge at Midnight" type. The car will leave the Illinois Central depot at 12 o'clock noon, Thursday, arriving at Atlanta the next noon. On Saturday a race meet will be held, and the guests will be rounded up for the return Sunday afternoon, arriving in Chicago in time for dinner Monday evening.

The New York Party.

There is also to be a party from New York made up on the same lines and "personally conducted" by Theodore F. Mersels, and composed in part of the following gentlemen: A. C. Willison, president of the L. A. W.; P. S. Collins, of Philadelphia; Isaac B. Potter, chief consul, and W. S. Bull, secretary-treasurer of the New York division; Robert Gentle, chief consul, and James Tattersall, secretary-treasurer of the New Jersey division; Samuel A. Boyle, president of the Associated Cycling Clubs of Philadelphia; J. J. Van Nort, secretary-treasurer of the Pennsylvania division; Frederick Kerr, secretary-treasurer of the Associated Clubs of New Jersey; A. Edmund Hildick, president of the Metropolitan Associated Clubs; Frank L. C. Martin, W. P. Tucker, A. Kennedy Child, secretary of the Cycle Board of Trade; Abbot Bassett, secretary of the L. A. W., and Sterling Elliott, chief consul of Massachusetts. The New York car will reach Atlanta at the same hour as the one from Chicago and will be set with it in the depot adjoining the Kimball House, so that the comfort of the entire party will not be in any way affected by the crowded condition of the Atlanta hotels.

FARES TO THE CYCLE SHOWS.

The National Cycle Exhibition Co., of Chicago, has secured 1⅓-fare excursion rates for the round trip to the cycle show, to be held in Chicago January 4 to 11, on the certificate plan, over the roads in the territories of the Central Traffic Association, the Trunk Line Passenger Association, and the Boston Passenger Committee, the Chicago & Ohio River Traffic Association, the Western Passenger Association, the Southern States Passenger Association, and the following additional roads: the Northern Pacific and Great Northern, if attendance will permit; the Rio Grande Western, Oregon Ry., & Nav. Co., and the St. Paul & Duluth. The Southern Pacific will sell round trip tickets to Missouri River, where advantage can be taken of the reduced rates of the Western Passenger Association.

Tickets to Chicago may be purchased at any time between January 1 and 11 (certificate being taken at time of purchase), and the return journey from Chicago may be commenced at any time between Jan. 4 and 15, 1896.

To the New York Show.

The same rates have been secured on the certificate plan for the New York Cycle Show, to be held in Madison Square Garden, January 18 to 25, from the following lines and traffic associations: Grand Trunk R. R.; N. Y. C. & H. R. R. R.; West Shore; N. Y., Ont. & W.; N. Y. Lake Erie & W.; Del., Lackawanna & W.; Lehigh Valley; C. R. R. of N. J.; Phila. & Reading; Pa. R. R.; B. & O., and Chesapeake & O.

The following associations have also been advised by the Trunk Line Association of its action, and it is expected they will grant the reduced rate: N. E. Passenger Company; Cent. Traf. Ass'n.; Western Lines Ass'n., and S. States.

Certificates must be obtained from ticket agent at starting point, and to be valid for reduction of return fares, must be indorsed by both the visiting agent of the Board of Trade at the cycle meeting in New York City and by the special agent of the railroad association.

A. W. GUMP'S CHANGE.

A. W. Gump, proprietor of the pioneer bicycle house of A. W. Gump & Co., Dayton, Ohio, has sold out his Dayton store to accept the management of the Shelby Cycle Mfg. Co., Shelby, Ohio. The wholesale trade of A. W. Gump & Co. will be continued by the Ohio Cycle Co., Columbus, Ohio, of which A. W. Gump is president. Gump formerly advertised bicycles all over the United States, and built up trade even in foreign countries.



A. W. GUMP.

The Shelby Cycle Mfg. Co. has a capital of $200,000, controlled by R. P. Gormully, Thos. B. Jeffery, and A. W. Gump. This is really no new venture, as the above were special partners for five years, and the firm confidence of each in the others is exceptional. The plant consists of new brick buildings, five acres of ground, side track, and the latest improved new machinery, including their own artificial gas and electric light plant. Even before the price of their wheels had been fixed, large orders were received, the first one from Thomas Varney, of San Francisco, for 1,000 Ideals. They will build a line of Ideal bicycles, with G. & J. tires, ranging in price from $50 to $75.

HENDEE AND NELSON COMBINE.

SPRINGFIELD, MASS., Nov. 23.—George M. Hendee has sold a half-interest in his bicycle business to E. A. Nelson, who has been with him the past year. The firm will be known as the Hendee & Nelson Mfg. Co. and will manufacture the Silver King and Silver Queen wheels on an extensive scale. The firm has leased two floors of Stacy's block on Taylor Street, and will have about 10,000 square feet of floor space. Thirty men have been given employment and as soon as the machinery is in place this number will be increased to at least fifty. Next week the firm will commence turning out twenty-five wheels per day. Between 4 000 and 5,000 wheels will be built by the firm during the winter and of this number 1,500 have already been contracted for, with orders coming in daily. The 1896 wheel will be in many respects superior to the '95. The tubing used is larger than that formerly used, but the proportion of the different parts is so nicely adjusted that the wheel has a much handsomer appearance than with small tubing. The sizes range from 11-16 of an inch to 1 3-16 inches in diameter. A leading feature of the wheel is the flattened tubing of the rear fork, which allows a tread of 4½ inches without narrowing the flange on the rear hub. This flattening by actual tests strengthens the fork nearly one-fourth. The back stays, leading from the hub to saddle post are carried above the wheel to perfect the symmetry of the wheel.



Peerless Mfg. Co.'s exhibit at the Atlanta Exposition.

NEW YORK TRADE NEWS.

NEW YORK, Nov. 25.—Nothing of a sensational nature has developed in the trade during the past week, and there is little real news to tell. The Coleman banquet to be held at Atlanta next Saturday has excited much interest, and it is admitted to be a very clever advertising scheme on the part of its originator. Prominent wheelmen in and about New York City will be included in the party, which will leave here next Thursday afternoon in charge of T. F. Merseles, who is Coleman's capable right-hand man, and all are anticipating a very pleasant trip.

The new store at 105 Chambers Street, running through to 83 Reade Street, in which the local branch of George N. Pierce & Co will be housed, will be one of the most commodious in the downtown district, and will contain plenty of room for storing and repairing purposes. S. J. Thompson, who will continue in charge, is one of the most trusted men in the employ of the concern, and has been with it for many years. It is expected that everything will be in ship-shape order in another week.

Another firm which has outgrown its present quarters is L. C. Jandorf & Co., and next week a removal from 57 Park Place to 321 Broadway will take place. Mr. Jandorf intends to make the new place the equal of any in the lower part of the city, and will fit it up on a lavish scale. The retail salesroom will be on the first floor, the wholesale on the second, the third will be used for storing purposes, and on the fouth will be a repair shop and the assembling rooms.

Paul Grosch, who has been too busy to do much racing since he entered Class B early last spring, is now on the road for McKee & Harrington, and to hear him talk Lyndhurst is as good as listening to Patti—talk wheel.

During his cycling in this vicinity the Duke of Marlborough used a Columbia, and it was while coasting on this wheel that he fell or rather rode into the meshes of the law in Central Park. On account of an extensive tour before going home, the duke did not take the wheel with him. Amos Shirley should be able to rent this wheel for a fancy price, for there are any number of idiots who would like to say that they had ridden the bicycle which had been honored by being propelled by his Highness.

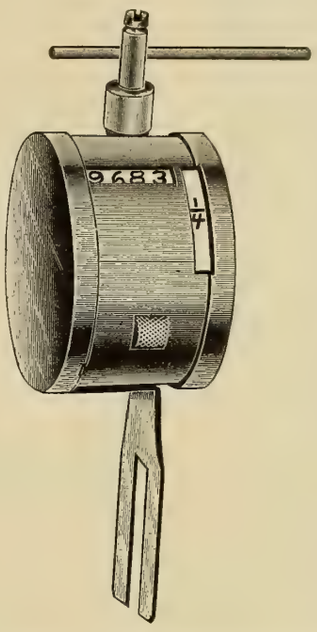
NOT SUCCEEDING VERY WELL.

A representative of THE BEARINGS was in Buffalo recently where Lucien Barnes, Sr., and his nephew, Charles O. Barnes, the latter of whom was for a short time employed by the Barnes Cycle Co., of Syracuse, have been endeavoring to organize a company to manufacture a bicycle which they hope to be able to call the Barnes improved. They did not appear to be meeting with the most gratifying success, and it was learned that they were liable at any moment to become involved in litigation with Barnes Cycle Co., of Syracuse, on account of their use of the latter's name in connection with the title of their wheel, as well, so it was said, as for the use of inventions made by Charles O. Barnes while he was under contract with the latter company.

Lucien and C. O. Barnes have lately inserted, without the approval of the business men whom they have interested in their project, spiteful advertisements in the trade papers aimed to injure the Barnes Cycle Co., of Syracuse, but they will gain nothing, either in business or friends, by such conduct.

ANOTHER NEW CYCLOMETER.

Haas & Co., wholesale jewelers, at 301 Masonic Temple, Chicago, have organized the National Duplex Cyclometer Co., and will manufacture cyclometers. The machine is really very clever, and has many good points. It is dust proof, and is made entirely of metal with a closing slide. It registers from the smallest possible fraction of a mile up to 10.000 miles, and repeats automatically. Its construction is entirely new and novel, having an oscillating motion, vibrating arm, and interlocking ratchet, making it one of the most complete and accurate mileage indicators. This cyclometer does not revert the register by turning the wheel backward, and is especially adapted for bicycles and buggies, and applicable to everything on wheels.



The Ladies' Shirk.

The ladies' Shirk will have a 23-inch frame with 1⅛-inch tubing, ¾-inch rear forks and braces, and 1¼-inch head. The wheel base will be 43½-inches, and the tread 5-inches. Twenty-eight inch wheels will be used. The sprocket is detachable, and the cranks six inches in length. The finish will be in black and purple. Shirk saddles will be used, while the customer will have her choice of four different styles of handle-bars.

What Constitutes a High-Grade Bicycle.

This is a question we often hear asked. Is it the shape? the size of tubing? the wheels? the tires? the enamel and nickel? or what? We do not wonder that some people say, "All bicycles are about alike; we can buy one for $50, just as good as you can sell us for $100." The value of a really high-grade bicycle does not necessarily lie in either its shape, or its enamel and nickel finish, although these features are apt to be more modern and of superior quality in the better wheel. The real difference, and what constitutes the value of a high-grade machine, is its running qualities, the accuracy and fineness of its bearing parts. These are details that are usually appreciated only by experienced riders; the novice or beginner, in his delight at finding that he can ride a wheel, is certainly hardly qualified to judge its comparative merits. The $50 wheel he has bought will probably make him just as happy as if it had cost a hundred, until he learns from experience to appreciate the fine points of cycling. and has had occasional opportunities to try his friend's high-grade wheel in comparison with his own. Then he will begin to realize that he might have done better. The apparent difference in bicycles is not so great, it is the results that count, and for which wise buyers are willing to pay. Good bicycles will never be cheap, Look at other articles, watches, guns, sewing machines, carriages, and scores of other necessities that have been manufactured for the last forty years, have they all become cheap? Well, hardly; there are cheap makes of course, so there are in bicycles. A watch that will keep fairly good time can be bought for $5 to $10, but no one would expect it to be as good a time-piece or as fine and accurate in its movement as one that cost from $75 to $150. The difference in bicycles is almost as great as in watches or any other article of manufacture; double the labor and expense may be put in the bearings alone, and would only be appreciated by actual use. Send for catalogue and study the construction of a Tribune bicycle, and you will understand what constitutes a high-grade wheel.

Spaces at Chicago Show, 137 and 138.
Spaces at New York Show, 180 and 181.

THE BLACK MFG. CO.,
ERIE, PA.

...ELMORE...



THERE'S

the name of the best $75 bicycle ever built, and

HERE'S

the addresses of the firms to whom agents should apply for quotations and other interesting information.



ELMORE MFG. CO.

EDWIN OLIVER & CO., 21 Park Row, New York City.
General sales agents for the United States except Indiana and Ohio.

THE TRACY-WELLS CO., General agents for Ohio and Indiana.

Mention The Bearings

TRADE NOTES.

The A. & F. Meyer Co., of Buffalo, has decided to call its new wheel the Peer.

George E. Lloyd & Co., of Chicago, have opened temporary quarters at 203 S. Canal Street.

G. W. Bowen is still with the Bowen Mfg. Co., of Auburn, N. Y., and is not connected with Fay & Bowen.

The Kankakee Mfg. Co., of Kankakee, Ill., has closed with H. B. Shattuck & Sons, of Boston, for 3,500 machines.

G. A. Pleus, of the Shapleigh Hardware Co., is now on the road covering western territory in the interest of Crimson Rims.

Ragon Bros., of Evansville, Ind., are among the newest recruits of the cycle trade. They will make the Lu-Mi-Num their leader and push it hard.

Joseph McKee, of McKee & Harrington, is on a trip through Philadelphia, Baltimore, Washington, and Richmond, and cities in the south. He will wind up at Atlanta.

All rumors to the contrary notwithstanding, Jack Greer, of Philadelphia, will remove to Boston, having accepted a responsible position with the Union Cycle Mfg. Co.

Iver Johnson's Arms & Cycle Works' factory at Fitchburg, Mass., is now running until 9 o'clock every night, working about 725 hands, so great is the demand for their goods.

The Cline Cycle Mfg. Co., of 65-69 W. Washington Street, Chicago, has contracted for 1,000 Morgan & Wright quick-repair tires, 25,000 feet of seamless tubing, and 1,000 P. & M. saddles.

H. E. Maslin, of E. C. Stearns & Co., has just returned from an extensive southern trip, in which business was combined with pleasure, the Atlanta Exposition being one of the places visited.

On November 19, the Eclipse Bicycle Co. shipped six wheels to China, being the second installment of wheels to that country this fall. They are being used by American residents in that country.

Walter F. Foster's half-mile record of :48 has been accepted by the Racing Board. This will put at rest all the rumors from California that Foster's short-distance records would not be accepted.

Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., are progressive and are opening branch houses. The first of the year they will open a branch in Worcester, Mass., and one at Springfield, Mass.

Luthy & Co., of Peoria, Ill., will build a high-grade wheel, which they will call the Luthy. Power has been turned on in the factory and they are working on dies for a model that will be ready in a few weeks.

L. N. Hilsendegen has been in St. Louis and Louisville where he disposed of a goodly number of "310" Specials. W. C. Rands is doing well in the east. Hilsendegen is also receiving many orders for his Kozy baby seat.

Mr. Wyman, of Iver Johnson's Arms & Cycle Works, will start on the road directly after Thanksgiving with samples of Iver Johnson and Fitchburg cycles. He will travel through Delaware, Maryland, Kentucky, Tennessee, and Ohio.

Louis Jordan, of 71 Randolph Street, Chicago, is taking Christmas orders for his '96 Special. He has already finished several youths' wheels which are intended for Christmas presents. These wheels weigh from 9 to 15 pounds and are fine pieces of bicycle workmanship.

Adams & Hart, of Grand Rapids, Mich., have contracted with the March-Davis Cycle Co. for a large number of March bicycles, and will make that wheel their leader for 1896. This firm distributes a large number of wheels throughout the state of Michigan, in addition to a large retail trade.

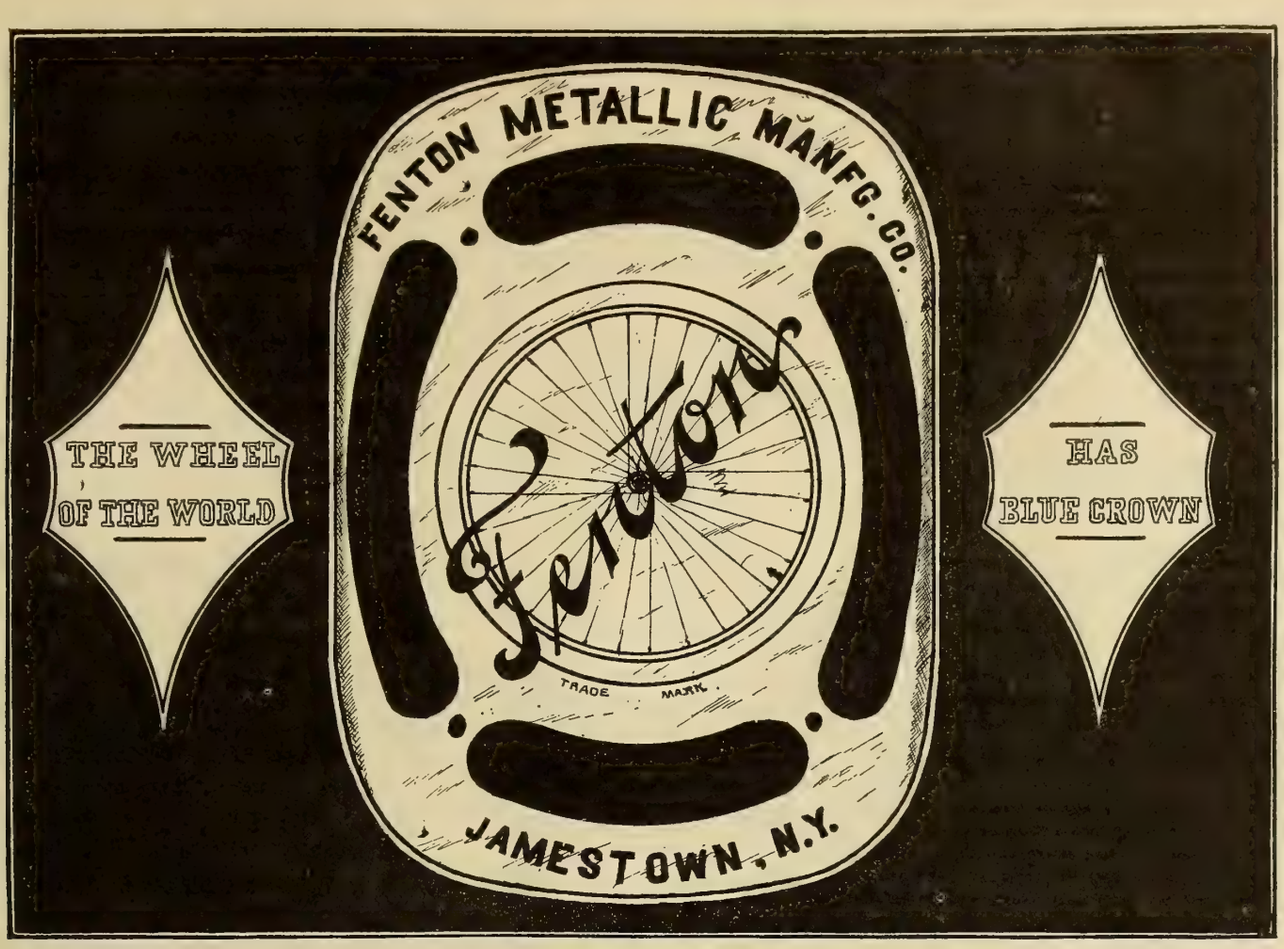
A. T. Heywood, maker of the Heywood repair outfit, sold 85,000 kits this year, and expects to sell 230,000 next year. Among the prominent concerns using his outfit are the Palmer Tire Co., Diamond Rubber Works, and the Mechanical Fabric Co.

The J. B. Sickles Saddlery Co., of St. Louis, which handles March bicycles, has made great preparations for the local retail trade. It has the largest and best equipped riding school in the city, which contains a novel overhead trolley system for teaching beginners to ride, which prevents the wheels from wobbling.

The Union Mfg. Co., of Toledo, has shipped over 100 Vikings to New Zealand through Australia. The foreign business of the company is spreading, and Vikings can now be found in all parts of the world. E. H. Eager has just returned from a most successful trip in the west for the Viking, selling an immense lot of wheels.

The branch houses being established by the Keating Wheel Co. in various cities are to be managed by men that are not only bicycle enthusiasts, but business men of long experience. The Springfield, Mass., branch is in charge of B. F. Blaney. He is one of the few bicycle men in the country that have made a financial success of the wheel business.

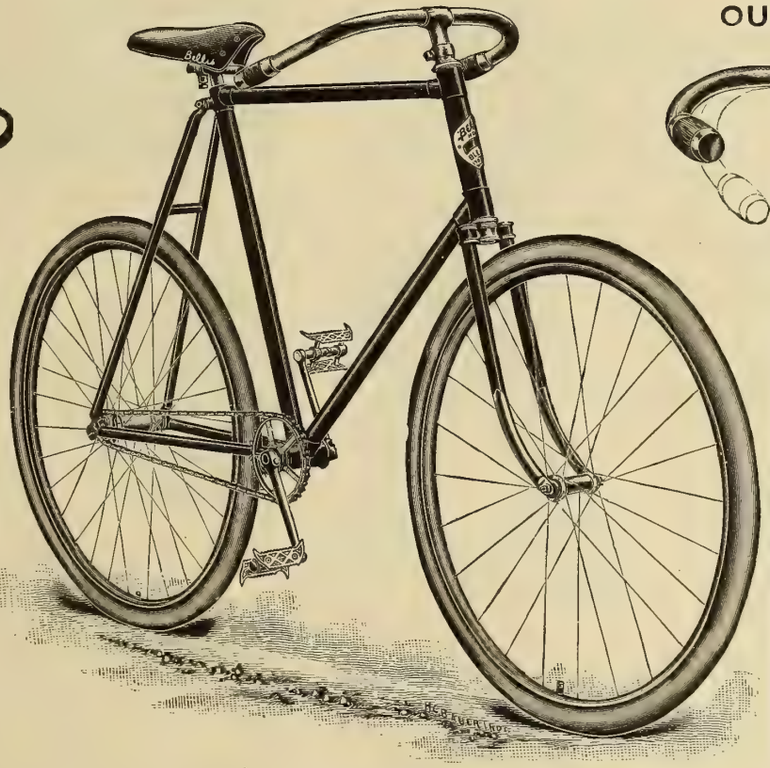
One and one-sixteenth-inch tubing and tubular hubs of its own make



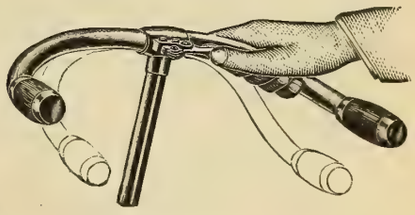
Mention The Bearings

Bellis CYCLES

HIGH GRADE ONLY.



OUR NEW BAR.



Adjust your bar without dismounting



Barrel Pattern—showing our new oiling device in the Ball Cup.

1896 MODEL C

LIST $100.

WEIGHT, 22 LBS.

WE WANT AGENTS IN ILLINOIS, KENTUCKY, TENNESSEE, NEBRASKA, KANSAS, AND MINNESOTA TO WRITE FOR PRICES.

CATALOGUE NOW READY.

BELLIS CYCLE CO., INDIANAPOLIS IND.

MENT ON THE BEARINGS.

We will occupy Space No. 69 at Chicago Cycle Show.

will be the principal features of the Ide next year. The F. F. Ide Mfg. Co. makes all the parts that enter into the vital points of the wheel, such as hubs, cups, cones, sprockets, etc. It is not generally known that the Ide contains 527 distinct pieces. The skill in shaping and adjusting them probably accounts for the strength, durability, and speed found in this wheel.

Hulbert Bros. & Co. have just completed an important deal in France for their '96 Majestic, and before the season of '96 is past the White Star of their name-plate will be as familiar to Frenchmen as it is to Americans. They have completed an arrangement covering their Mesinger saddle also, for France, and from the quantity involved it is evident that many of the high-grade French mounts for '96 will be fitted with Mesinger saddles. Their foreign mail further indicates that there will be but few countries in the world where Mesinger saddles will not be seen in plenty.

The Lu-Mi-Num people have been very busy during the past week making shipments to Europe in connection with their recent sale of their foreign patents for their process. Four carloads of heavy iron castings, weighing altogether nearly 80,000 pounds, have been shipped. These castings consist of molds, also complete sets of arches, doors, grates, grate-bars, etc., as required in the special-pattern furnaces which they use. The factories at Birmingham, England, and Lille, France, will each be an exact duplicate in every feature of their equipment of the factory at St. Louis.

A. L. Bowman, secretary of the Speeder Cycle Co., of New Castle, Ind. has just returned from Indianapolis, Ind., where he has made a contract with the Van Camp Hardware Iron Co. to take the entire output of the Alcazar bicycle, manufactured by this company. Mr. Bowman has also accepted a position with the Van Camp Hardware Iron Co., as general manager of the bicycle department, and he will have full charge of its display, both at the Chicago and New York shows. The Alcazar bicycle will be strictly first-class in every respect; the tubing will be 1⅛-inch, with barrel hanger and barrel hubs. It lists at $85.

In pursuance of its policy to push cycling among the elite of the country the Pope Mfg. Co. have arranged through F. T. Kintzman for the opening of a riding school in the Alcazar Hotel, which with the Ponce de Leon and Cordova in St. Augustine and other hotels on the Florida east coast comprise the east coast hotel system. The school will be run under the name of the Columbia Cycle Co. and will be in charge of Walter J. Henry assisted by Fred Allen. In addition to the school, there will be a renting department where 1896 Columbias and Hartfords only, will be rented. Wheels ordered at the various hotel offices will be delivered in livery style.

GREAT REDUCTION IN TIME TO CALIFORNIA.

Once more the Northwestern Line has reduced the time of its transcontinental trains, and the journey from Chicago to California via this popular route is now made in the ma velously short time of three days. Palace drawing-room sleeping cars leave Chicago daily, and run through to San Francisco and Los Angeles without change, and all meals en route are served in dining cars. Daily tourist sleeping car service is also ma ntained by this line between Chicago and San Francisco and Los Angeles, completely equipped berths in upholstered tourist sleepers being furnished at a cost of only $6 each from Chicago to the Pacific coast. Through trains leave Chic go for California at 6:00 p. m. and 10:45 p. m. daily, after arrival of trains of connecting lines from the east and south. For detailed information concerning rates, routes, etc., apply to ticket agents of connecting lines, or address W. B. Kniskern, G. P. & T. A., Chicago. 4

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Many people unacquainted with the geography of the west imagine that because "Chicago, Milwaukee, and St. Paul" are names used in the corporate title of the railway owning the Short Line between Chicago and Omaha, they must go via the cities of Milwaukee and St. Paul to reach their destination—if it be Omaha or west thereof. This is a mistaken idea. On a map the line running directly east and west would look like this: Omaha————————Chicago. There is nothing more simple than that, and it is less than 500 miles between Chicago and Omaha. Two through trains daily in each direction with the best Sleeping Car and Dining Car Service, and all regular travelers know and appreciate the merits of the Chicago, Milwaukee & St. Paul Railway's Short Line between the east and the west.—ADV.

THE ICE BICYCLE

Is a perfect success when your wheel is fitted with our

GROOVED STEEL ICE TIRES.

Both wheels revolve and run on two beveled edges, which do not cut in ice at all except in turning, when the wheel leans on one edge.

The spurs cut on the edges of the rear tire are only 1-32 of an inch long. This makes the draft much less than if long points were used, which can be driven in ice full length. These tires will run anywhere with ease—in a sleigh track or on the smoothest of ice. A slip sideways is impossible, as the tires run over all obstructions, not catching on them (as a runner does) and injuring your wheel.

Weight, per pair, 4 Pounds. Price, $5.00.

Send for Circulars.

The Ernest Bruner Mfg. Co., Mitchell, So. Dak.

Mention The Bearings.

Company M, 1st Regiment, Illinois National Guard,

The best drilled militia company in the U. S. A.,

is using our ***Kola*** compound in tablet form on their famous trip to Atlanta and through the south, they being called upon to perform special drills at every city they stop at, in addition to their other duties.

TRADE **Kolako** MARK

Sustains and helps them endure the fatigue and exhaustion of their tedious journey. Sample box, with directions for its use, postpaid, 50 cents.

Forbes & Co., Ltd., 1318 Monadnock Bldg., Chicago.

London. New York. Philadelphia.

Mention The Bearings

CYCLE CHAINS

Highest Grade.



Strong. Accurate. Best Made.

INDIANA CHAIN CO.,

30-32-34 W. South St., Indianapolis, Ind.

M. M. W. Co. 10 W. WATER ST. CHICAGO

GENERAL WESTERN AGENTS.

Mention The Bearings

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.

87-91 PLYMOUTH PLACE, CHICAGO.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL. INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.



Betsey Jane Jones

JUST ISSUED

The brightest, wittiest, and most popular book ever published.

Betsey Jane on Wheels

A Graphic Story of the Bicycle Craze.

FORTY FULL-PAGE ILLUSTRATIONS. Full of quaint, comical, and ludicrous situations, all described in the most enchanting style. Every one who rides a bicycle, or desires to ride, or has a friend who rides, or is opposed to riding a bicycle, will be captivated with this charming realistic story. **Price 25 cents postpaid,** or will be sent free to every new subscriber upon receipt of **$2.00 for one year; $1.25 for six months,** when specified on order.



"I *will* have a wheel."

THE BEARINGS PUBLISHING CO., 46 Van Buren St., Chicago.



Bloomers!! Never!!



Betsey Jane's first bloomers.



Betsey Jane in difficulty.



Betsey Jane scorching.

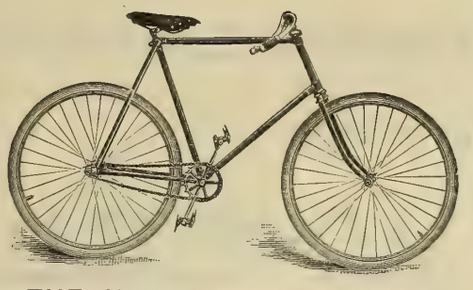


Benjamin takes water.

TRADE

MANUFACTURED BY NEW HAVEN CHAIR CO. THE NEW HAVEN NEW HAVEN CONN.

MARK



THE NEW HAVEN BICYCLE.

STRICTLY HIGH GRADE.

IT MEANS

BUILT ON THE SQUARE—
In the Elm City.

BY THE NEW HAVEN CHAIR CO.—
Established 1863.

THE WHEEL IS NEW—
The makers old and experienced.

NEW HAVEN CHAIR CO.

NEW HAVEN, CONN.

Write Us

Mention The Bearings

Kankakee Art Bicycles

With our **ONE-PIECE** Crank and Crank Axle. Latest invention and greatest improvement. Has more talking, buying, and selling points.

Magnificently finished in maroon, black, or coach blue. Prices

$85.00 and $100.00.

Our Boys' and Girls' Wheels in bright colors, **are finest on earth.** Prices

$40.00, $50.00, and $60.00.

We want a reliable agent in every town. Write quick for special inducements. Costs nothing to investigate.

Chicago Office:
266 Wabash Ave.

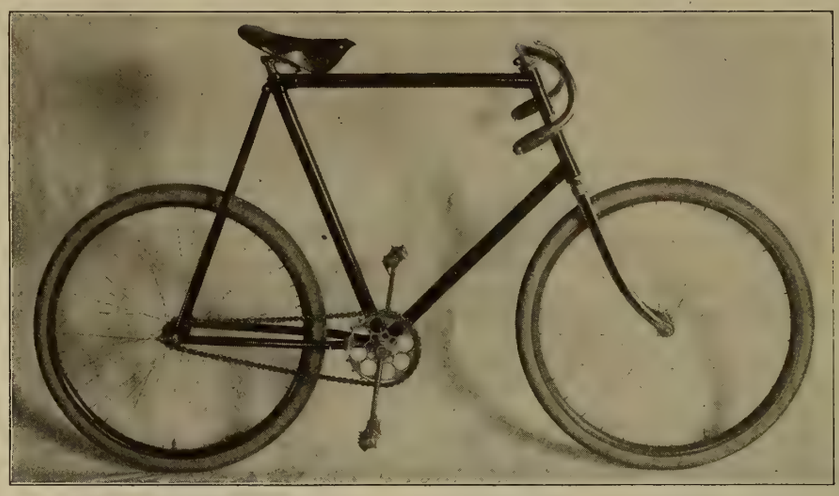
KANKAKEE MANUFACTURING COMPANY,

KANKAKEE, ILL.

Mention The Bearings.

1896 Dodson Racer

INCOMPARABLE!



WE WANT RESPONSIBLE AGENTS EVERYWHERE.

THE DODSON CYCLE CO. 11-17 SO. CANAL ST., CHICAGO.

Mention The Bearings

CHICAGO CYCLE SHOW—SPACE 282.

THE SPECIAL FEATURES OF THE

"OUIDA WHEEL".

Easy reach between bars and saddle.
Handle-bars are adjustable.
Brake is easily detachable.
Easy to mount. The very well-set dress-guard keeps the dress from catching in the wheel.
Very comfortable. Pedals—convertible, rat-trap, or rubber.

EXCLUSIVELY
A LADIES' WHEEL.

Advance Circular Ready.

Toledo Manufacturing Co.,
TOLEDO, OHIO.

Chicago Cycle Show, Spaces 92 and 93;
during New York Cycle Show, at Park Avenue Hotel.

Mention The Bearings



Vol. XII

No. 19

CHICAGO, DECEMBER 5, 1895.

PERMANENTLY SUSPENDED.

That is the Sentence Imposed by the Racing Board on Cabanne, Titus, and Murphy, who were Found Guilty of "Fixing" Races—History of the Case—The Evidence Submitted—Interviews with Gideon, Cabanne, Spalding, and Gerlach—The Feeling in New York.

PHILADELPHIA, PA., Dec. 1.—"By vote of the Racing Board, L. D. Cabanne, of St. Louis, Mo.; C. M. Murphy, of Brooklyn, N. Y., and Fred J. Titus, of New York City, have been placed upon the list of racing men who are permanently barred from further participation in League races. This suspension dates from September 2 1895, the men having been permitted to ride under protest pending settlement of their case."

This is the decision of the L. A. W. Racing Board formally handed down by Chairman Gideon on last Wednesday, and is the closing chapter n one of the most celebrated cases that the League of American Wheelmen has ever had to dispose of. The men were suspended, pending investigation, on September 2, for alleged crooked riding in St. Louis, and nearly three whole months were occupied by the Racing Board in investigating the matter thoroughly. During all that time Chairman Gideon and his associates were quietly at work sifting the facts in the case and

Disposing of the Evidence.

The cycling public generally was of the opinion that the charges against the men could not be substantiated and the elapse of so much time, coupled with reports from various quarters that Mr. Robert, of St. Louis, had made a wrong diagnosis of the matter, made most cyclists firmly believe that the three accused men would be exonorated. Even those who did believe them guilty looked for a light sentence. But the unexpected has happened and instead of "crawling" out of the affair, as has been hinted, the National Racing Board has come out boldly and startled the entire cycling world with the decision that the men are forever barred from racing.

In so far as the Racing Board is concerned the case is disposed of, but not so with Cabanne, Titus, Murphy, and their backers and employers Law suits are threatened if the National Assembly does not pass favorably on their appeal and a whole lot of trouble is said to be in store for those concerned in the men's downfall. Anticipating such a course Chairman Gideon has prepared himself and immediately after rendering a decision secured the services of Assistant District Attorney Boyle, of this city—who, by the way, is chief consul of the Pennsylvania Division and thoroughly conversant with the racing rules—as his attorney.

The Evidence in the Case.

A gentleman who is thoro ughly acquainted with all the facts in the case but who did not wish to have his name mentioned, was seen by a BEARINGS' man, and said, "The accused put up a rather weak defense and were seemingly content to deny the charges generally, without especially disproving or explaining many of the details and facts tending to establish the existence of a compact in regard to fixing the races.

"The case originated in a St. Louis daily paper, which printed a story that the races had been 'fixed.' This paper wired to its Kansas City representative to interview the accused and he did so. He afterward made affidavit to this and swore that he interviewed Titus and a brother of Cabanne, and that they admitted that the story was true. They 'roasted' Murphy roundly, forgetting, in their indignation, that

"Their Story Would React Against Them.

Afterward Titus denied the interview but it was later said that he had been 'jollying' the newspaper man. Titus also stated that Murphy, at the tape, made a remark to the effect that he, Murphy, thought that Cabanne ought to have the mile open. A representative of the Humber company who was present said that the impression he gathered was that overtures. had been made to Murphy to let Cabanne win the mile open.

"Statements from riders and others concerning the remarks of the St. Louis track, immediately after the one-mile race, were among the evidence. Some maintained that they heard nothing. It was also said that when the term 'steal' was applied to Murphy's win, nothing illegitimate was meant. A prominent St. Louisan swore that after the races Arthur Cabanne, a cousin of the accused St. Louis man, had told him that the races were fixed. This was afterward denied by Arthur Cabanne, whose statements, however, appeared to be unreliable. The accused sought to establish the personal

"Enmity and Prejudice of Mr. Robert,

the St. Louis member of the Racing Board, by a mass of statements. All these were manifestly irrelevant to the issue and evidence whereon the charges were based. Affidavits and statements were adduced to show the general good character of Titus and Cabanne.

"Throughout the entire case Murphy emphatically declared that he rode to win, as instructed by the Humber company. Later, Murphy's trainer, Young, stated that he was approached by Titus on the train going to St. Louis, but that the proposition offered was not assented to. It was also added that Murphy and Young had been instructed not to implicate any one."

In reply to a question as to whether the accused men had been given copies of the evidence produced against them and given a chance to rebut it, THE BEARINGS' informant said: "On this point I can not speak with exactness. The entire evidence was not submitted, but a summary of all the affidavits was. Just how complete that summary was, I do not know. The men were, however, given the benefit of these summaries."

Such are some of the facts in the case.

What Gideon Had to Say.

Mr. Gideon was seen by THE BEARINGS' man and he seemed greatly relieved that the matter had been disposed of. "The decision is final and the men can only be reinstated by the National Assembly of the L. A. W.," said Mr. Gideon, "which of course can overrule the action of any of its committees. The specific charges against the men were conspiracy and agreement to fix or prearrange the result of a race. D. W. Robert, the St. Louis member of the Racing Board, made the charges. There were numerous witnesses against the trio, the principal ones being two Kansas City newspaper men, who interviewed the racing men, published the facts, and then made affadavits to their truth. The denials of all three men were voluminous and they submitted proofs of previous good character. All the testimony was sworn to.

"First Case of the Kind in America.

"It was the first case of the kind the board has ever had to deal with. It is of course impossible for me to say whether or not the men have been guilty of such an offense on a previous occasion. The case has not been settled previously as has been supposed by many persons. Only a partial vote had been taken when a reconsideration was granted to hear new evidence submitted by the accused. The latter testimony was only a contradiction of that given by the principal witnesses."

"What was done with the testimony submitted?" was asked.

"It is on file in my office and subject to inspection by the National Assembly or any member thereof. This case bas been handled so carefully and thoroughly that I sincerely believe any court in the country would sustain our decision. I believe that its effect on racing men will be salutary and that in the future all riders will be deterred from attempting to do anything crooked in the racing line."

Prospects for Further Fighting.

That there will be an interesting sequel to the case seems certain judging by reports that have reached here. It is stated that charges of incompetency will be brought against Chairman Gideon by A. G. Spalding, president of the National Cycle Board of Trade, and that Cabanne will sue the League. The latter event is very probable, the word coming, as it does, from Cabanne himself to F. X. Quinn, of the South End Wheelmen of this city. Mr. Quinn received a letter from Cabanne yesterday. It was written by the latter immediately after the publication of the Racing Board's decision, and in it he says it is his intention to bring suit against the League, having previously consulted New York and St. Louis lawyers on the subject, and asks that the South End Wheelmen retain the "two slabs of gold" which were won by him at the national circuit tournament in September.

THE NEW YORK VIEW OF THE CASE.

NEW YORK, Dec. 2.—Any amount of talk has followed the disposition of the Murphy-Cabanne-Titus case, and the consensus of opinion here-

abouts is that the Racing Board found only a true bill against the men. The punishment is regarded as very severe, and this alone has excited sympathy for the trio. As Titus lives in New York and Murphy comes from Brooklyn, it must be remembered that the two have many friends in this vicinity, and sometimes friendship will overshadow justice. But even the most faithful adherents of both have come to the conclusion that something must have been rotten in Denmark—or rather in St. Louis—to have caused the board to deliberate for several months and then decide upon such a sentence as has been imposed.

Titus is very much downcast over the result, and in conversation said that he thought the finding of Chairman Gideon and his board was an outrage.

Sentiment Among the Riverside Wheelmen.

In his club, the Riverside Wheelmen, Titus has friends, but there are some in the organization who could be more friendly disposed toward him. It has been stated that a movement was on foot in the Riversides to have the club take the matter before the coming National Assembly. Nevertheless it would not be safe betting that the orange and black will interest itself as a body. Titus is undecided as to what plan he will follow, and seems to be waiting for some word from his employers, A. G. Spalding & Bros. And it would be another unsafe wager to make that this firm will fight for the men, whose contracts expired Saturday night. In speaking of the case A. G. Spalding said he was surprised at the verdict, after having seen much of the evidence, and also remarked that there likely would be an after tale. Still he would not commit himself to anything definite. Titus has given it out that he may go to France in February to race as a professional. Murphy has been recalled, and is now on his way home from the Pacific coast.

WHAT SPALDING THINKS OF IT.

"What we want is the evidence in the case," said A. G. Spalding, when asked what steps he was going to take in the matter. "Ever since the men have been accused we have been trying to get hold of the evidence against them so that we could refute it. When the charges were first made I thought that the men were guilty, but, when Cabanne and Titus came to me and furnished me proofs of their innocence, I believed them and determined to stand by them through thick and thin. When it can be proved to my satisfaction that they are guilty, I will drop them. We have had an uphill fight all the way through, and have been groping around in the dark. If we had been furnished the evidence we could easily have proved that the men were not guilty."

Tired of Star Chamber Proceedings.

"I am tired of all these star chamber proceedings and want the Racing Board to publish the charges in full. I wired Mr. Gideon last week asking him to do this and got the reply that it could not be done without the consent of the National Assembly. That's the way the Racing Board has acted all the way through. We can not get the slightest satisfaction out of it. The members of the board say that all the evidence offered by Cabanne was a plea of 'not guilty,' and an attempt to prove the enmity of Robert. He can not be blamed for this, for this was the only clew we had to work on. I propose to see this matter all the way through and see that Titus and Cabanne have a fair show."

Last Tuesday Mr. Spalding wired President Willison, asking him to instruct Chairman Gideon to make public the evidence against the accused. Up to the hour of going to press Mr. Willison had not replied. Mr. Spalding also received a letter from Chairman Gideon offering to show him the evidence if he would come to Philadelphia, but the president of the Cycle Board of Trade says that he is too busy, and has instructed his Philadelphia manager to secure a copy of the evidence.

GERLACH IS INTERVIEWED.

Fred Gerlach, the Chicago member of the Racing Board, was interviewed on the case of the suspended men. At first he would say nothing but finally allowed himself to express an opinion. "It seems to me," he said, "as if Cabanne, at least, had been poorly advised. I do not feel at liberty to state what the evidence in the case was but I feel sure that from that evidence no just man could have made any other decision than the one arrived at. The sentence imposed, doubtless, seems a heavy one but it must be borne in mind that cycle racing must be kept pure and that a hundred instances of the kind might have occurred before we were able to get the proof in one. The severity of the sentence will serve as a warning to others as to what they may expect if they attempt any similar actions. Of course it may be

"Possible that the Men were not Guilty,

but we had nothing but the evidence submitted on which to decide, and we were compelled to consider the evidence and that only. I feel that I am not overstating it when I say that the members of the Racing Board felt and feel, most kindly toward the men, particularly Titus and Cabanne, and that we are sorry to have to inflict so severe a sentence, or any at all.

"If Cabanne has been unjustly treated, his best plan is not to begin any legal actions, but to get together the evidence proving his innocence, and to submit it to the National Assembly. This he has not done with the Racing Board.

"As to the sentence being carried out to the end," he said, in reply to a question, "depends on the future. I do not think that any one cares to see the men unduly punished, but an example was necessary. Others must know what to expect if they indulge in crooked racing."

CABANNE'S SIDE OF THE STORY.

Cabanne was a visitor to Chicago on Monday last and called at THE BEARINGS' offices. He said, in speaking of his suspension, that he had never fixed or faked a race in his life, and that the only evidence against him in the present case was a remark that he had made, after the race about which the charges were made had been run, saying that "Murphy had stolen the race."

"By this," he continued, "I meant that Murphy had picked up a sprint while I was so placed as not to be able to follow him. The expression is one very often used. The evidence against me has never been shown me and I could not make a satisfactory defense of the case.

"Robert, the St. Louis member of the Racing Board, is a personal enemy of mine, and he has often boasted that he would ruin me. He went around and begged and threatened to get the affidavits. One man whom he got to make an affidavit afterward wrote to Gideon that he

"Did not Believe me Guilty.

Then he got in the evidence what was supposed to have been said by Arthur Cabanne, my cousin. Why, Arthur Cabanne is a little boy only nine years old. It has been a personal fight all through. Robert was determined to down me, and it seems as if he had succeeded for a while. However, Mr. Spalding has declared that he would stand by me and fight the matter to the end. This case is not the first in which Robert has attempted to ruin me through the Racing Board. He has repeatedly preferred charges against me, and this last time he has succeeded in getting them considered and a verdict to his liking found. He has gained little by it, however. He lost one job he had on the St. Louis *Republican* for dirty work and now he has lost the one he had with the *Post-Dispatch*.

"Why, when I received from Gideon the official notice of my suspension, I also received a letter from him in which he said that he did not believe me guilty. It was a very nice letter, but it does not seem to do me much good."

WOODEN TRACK OPENED.

PHILADELPHIA, PA., Dec. 1.—The new wood track at Point Breeze was formally inaugurated yesterday with a race meet, but, although a great hue and cry was raised about the affair, it could hardly be termed a success. The management showed little activity and seemed to care little for the convenience or entertainment of the fair-sized crowd present. Moreover, the work of the referee was especially poor, he allowing the men to loaf in such a manner that they were treated to cruel hisses all during the afternoon.

The time made was very poor, considering the circumstances. Even though a strong wind was blowing, the men could certainly have done better, as was proved by individual riders. But they did not intend to overexert themselves as long as the referee didn't care.

The track pleased every one present. It is a marvel of the carpenter's art and wonderfully fast, but could be improved somewhat if the turns and stretches were banked a little more. This is the only drawback, and can easily be remedied.

The club team race was perhaps the most exciting event on the programme and was captured by the South End Wheelmen after a close finish.

Summaries.

One-mile open, professional.—W. H. Landis, first; F. K. Kuhlke, second; H. Hawthorne, third. Time, 2:41⅘.

One-mile open, Class A.—W. C. Roome, first; J. A. Vernier, second; C. W. Krick, third. Time, 2:48⅘.

One-mile handicap, professional.—L. C. Willoughby, 125 yards, first; H, E, Bartholomew, 35 yards, second; Frank H. Kuhlke, 60 yards, third. Time, 2:24⅘.

One-mile handicap, Class A.—L. Beverlin, 65 yards, first; W. G. Gardiner, 125 yards, second; J. A. Vernier, 85 yards, third. Time, 2:26⅗.

Two-mile special team race.—Won by South End Wheelmen's team, Ben Peck and Frank Marriott; second, Penn Wheelmen's team, E. I. Walters, Jr., and R. W. Crouse. Time, 5:18.

Five-mile handicap, professional,—L. C. Willoughby, 325 yards, first; H. K. Smith, 125 yards, second; W. W. Davis, 400 yards, third. Time, 13:14½.

SCHADE WINS EVERYTHING.

NORFOLK, VA., Nov. 28.—The races held here today under the auspices of the Portsmouth C. C. were attended by 3,000 people. The track was heavy, but the racing was good. The main feature was the Virginia championship won by Fred Schade in 2:19, the previous track record having stood at 2:26. Schade is the rider who repeatedly defeated George N. Adams, the southern champion, at Charlotte, N. C., on September 19, last.

Summaries.

Half-mile open.—Fred Schade, first; W. S. Ferguson, second. Time, 1:14.
One-mile open.—Schade, first; Anderson, second. Time, 2:36.
One-mile L. A. W. state championship.—Schade, first; Ferguson, second. Time, 2:19.
Two-mile lap.—Schade, first; Ferguson, second. Time, 4:49.
One-mile handicap.—Schade, scratch, first; Yohn, 180 yards, second. Time, 2:26.

ABOUT THE NORTHWEST LEAGUE.

How, Why, and Where the Movement Started—It Seems to Have Stirred up the L. A. W. Racing Board.

MINNEAPOLIS, MINN., Dec. 1.—The announcement last week in THE BEARINGS that the riders of the northwest, comprising those in Minnesota, North Dakota, South Dakota, Iowa, and Wisconsin, had determined to break away from League control and race professionally, seems to have attracted the attention of the Racing Board in the east. Advices were received early in the week from Chairman Gideon, announcing that every rider in St. Cloud, who had participated in racing events last season had been barred from track privileges of every description. This was followed later by the receipt by riders both in Minneapolis and Sr. Paul, of similar advices. And according to letters received from other prominent men in the northwest, the same kind of treatment has been administered to nearly every man of note throughout this section.

Where the Movement Started.

The racing wheelmen in St. Cloud, who were the first to feel the weight of Chairman Gideon's displeasure, included such men as J. F. Griebler, Stephen Tenvoorde, E. P. White, George Griebler, Rice, Johnson, and Markham. Joseph Griebler has been one of the most active in the formation of the professional league, and he has had and still has the hearty support and co-operation of the wheelmen in St. Cloud. From the League's point of view, a vast amount of incendiary literature has been sent out from this point, and every effort has been made by Griebler and his friends to shut the L. A. W. out of racing control in the five states. In the order suspending the men, no changes are made or hinted at. They are simply ordered not to put in an appearance at any League track pending an investigation. What is to be investigated is not mentioned.

Prominent Riders Suspended.

The list of suspended riders in Minneapolis includes Max Littman, Class A, suspended pending investigation, and Peder Oestlund, now in Norway, transferred to Class B, together with J. A. Wirtensohn and Jimmy Hansen, all three being suspended. In St. Paul, Hafer, Mertens, Madison, and McCleary, all Class B men, are suspended until further notice. Information is to the effect that there are other suspensions to come in the near future, though this lacks confirmation.

The men who have been suspended are not worrying over the situation in the least. They profess to see in it, on the part of Chairman Gideon an

An Attempt to Break up Their League,

but his action will have precisely the opposite effect. The men say that Class B racing as at present conducted is a farce, and that Gideon knows it as well as any one, probably better. Griebler is particularly enthusiastic over the outlook, and says the prospects are exceedingly bright. Since the matter was first broached he has received scores of letters from all over the country pledging the co-operation and support of dozens of clubs, and all of them expressing a willingness and a desire to go into the scheme.



Will Organize Soon.

"There is no doubt," said Griebler, "that the Racing Board will do everything in its power to prevent the formation of this new League, but it is too far along now to be killed, and the organization will occur at a meeting to be held in Minneapolis in the near future."

The determined attitude of the northwestern racing men is due to a belief now widespread that the L. A. W. is too unwieldy an organization to deal out just and impartial treatment to all the men under its control, and also to a growing conviction that in a country

Where Snowballs Grow

so plentifully and are in season for so long a time, it is more satisfactory to be racing for the coin of the realm than for onyx center tables and marble clocks. Correspondence has already been entered into with the managers of the county fairs as to terms under which agreements can be made, and very favorable replies are being received daily. The professional idea seems to be as popular among them as it is with the riders. It has long been claimed by managers of racing tracks that the loafing until the last quarter would be done away with under professional racing, and that with that feature eliminated cycle racing would prove a drawing card.

THE NASHVILLE COLISEUM OPENED.

NASHVILLE, TENN., Nov. 26.—The opening of the new Coliseum indoor racing track here last night was the event of the year in cycling circles. The occasion brought to this city some of the most famous riders in the world, including Tom Eck, J. S. Johnson, Pat O'Connor, H. R. Steenson Hugh A. Caperton, A. E. Weinig, A. F. Senn, B. E. Kreamer, and Charles Kindervatter. Between 1,200 and 1,500 people attended the opening, notwithstanding the miserable weather without, which was a combination of wind and sleet, slush and mud, and a large percentage of the spectators were ladies.

The track was proved a fast one, for while it was damp and slower than it will be under more favorable circumstances, the races were good ones and some fast times were made. Barnett establishing a world's indoor record of 4:49⅕ for two miles standing start, unpaced, and Johnson riding an exhibition quarter in :32⅘ with the greatest ease. On the 23d Barnett rode a quarter in :24 on the track before it was thrown open.

The first event run off last night was a two-mile race, open to local professional riders, with a first prize of $30, second $20, and third $10. Henry Sweeney, Albert Gardner, Dow Mallernee, and Henry Grange started, Sweeney taking the lead and maintaining it for all but two laps, and winning the race by a lap from Grange, with Mallernee third. Time, 5:36⅘.

The Second Event

was the one-mile, Class A race, open to local amateurs. It was a hot one from the start, Ross Gill taking the lead and holding it till the fourth lap when Smith went ahead to the front, but regaining it again before the next lap was made, and finishing first, with Senn second, and Smith third. Time, 2:33.

Then came Barnett's great two-mile record-breaking ride on a Fowler and following that Johnson's exhibition quarter on a Barnes.

The sixth and concludlng event, and one which will last throughout the week, was the twelve-hour race, two hours each night for six nights, for the championship of America. One-half of the gross receipts of the entire week will be divided in prizes among the winners of this race, besides the Coliseum gold medal, if the record is broken. The following are the starters in this race: Pat O'Connor, A. E. Weinig, A. F. Senn, H. R .Steenson, C. G. Kindervatter, C. D. Kreamer, and H. A. Caperton. The pace was hot throughout last night, and when the men were called off there was a difference of only five laps between the first and last man. O'Connor and Senn tieing with forty miles five laps to their credit. The racers all ride different makes of wheels, and if the pace they set up last night is kept up the rest of the week, it's good-by to the world's record.

All the racing men express themselves as delighted with the track, pronouncing it by all odds the best course they ever went around. Jack Prince the originator and manager of the Coliseum, is in the seventh heaven of joy.

Last Day of the Tournament.

NASHVILLE, TENN., Nov. 30.—The largest crowd of the week was present at the Coliseum last night to see the finish of the great twelve-hour race and the close of the bicycle tournament. Manager Prince started the race at 7:30, and from beginning to end, it was a series of exciting sprints. Kreamer was ahead, with 205 miles 7 laps; Caperton second, with 205 miles six laps; Kindervatter third, with 204 miles 7 laps, and Steenson fourth, with 202 miles. In the two hours Caperton added 36 miles 3 laps to his record Kreamer 36 miles 2 laps; Kindervatter 37 miles, and Steenson 28 miles 4 laps, making the records stand as follows for the twelve hours: Caperton 242 miles 1 lap; Kreamer 242 miles 1 lap; Kindervatter 241 miles 7 laps, and Steenson 230 miles 4 laps.

The rivalry between Caperton and Kreamer made the last part of the race exciting. Caperton tried several times to regain a lap lost to Kreamer, and only succeeded in doing so about thirty minutes before the race was called off.

Caperton Won the Championship.

After Caperton and Kreamer were equal, with the same number of miles to their credit, the pace became very fast, and until the last second of the race it was even money on either. In the last lap of the race Kreamer was in the lead about a length, but on the final spurt Caperton passed him and won by a wheel, breaking the record of 228½ miles, held by Bob Gerwing.

When the twelve-hour race was decided, Johnson went against the world's indoor two-mile, paced record of 4:41, held by Harry Wheeler Senn, Weinig, and O'Connor each paced him five laps, and the last lap was ridden unpaced. The two miles were ridden in 4:28⅗ owering the record by 12⅗ seconds.

Barnett then went against the five-mile unpaced record, made by Senn on the Coliseum track this week, but was unable to lower it. Weinig made at attempt on Senn's two-mile record of 4:48⅗, made here last Thursday but he lacked four-fifths of a second of tieing it.

The last event on the programme was an exhibition fancy trick riding by B. S. Williams.

Most of the racers who have been riding here will probably go to El Paso and others to New Orleans. All expect to return here during the holidays, when the Coliseum will be opened for high-class racing.

Johnson Will Go to Europe

We can say with authority that John S. Johnson will, at last, visi Europe. He and Eck will leave the United States about the 1st of March and will go direct to Carlsbad or Baden-Baden where three or four weeks will be spent in preliminary conditioning, after which more active training will be done and then racing until the 1st of August, when the two will return to America.

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GEO. K. BARRETT, EDITOR.

A REPLY TO MR. SPALDING.

The following is an "interview" with A. G. Spalding which appears in the last issue of the *American Cyclist.* In reading it, it should be borne in mind that the paper is owned and edited by Joseph Goodman, who for the last summer, at least, has been in the pay of Mr. Spalding. The "interview" reads as follows:

I desire to have it stated here once and for all, that the Board of Trade invites just criticism, and its action is based entirely for the interest of manufacturers in the trade. The Board of Trade is running two cycle shows in the interest of the manufacturers, one in Chicago and one in New York, and as will be seen by the action of the executive committee, the board has declined to sanction any other shows other than those desired by the local trade organizations and to be known as "dealer's shows." The manufacturers are getting tired of having promoters and companies throughout the country "pull their legs," and in the future the Board of Trade intends to pull its own legs. There has been considerable complaint in regard to exorbitant charges for space at both the Chicago and New York shows. The Board of Trade recognizes that the charges are larger than they originally intended them to be. A committee was appointed to confer with the Chicago promoters, but in the mean time the Coliseum was wrecked, and upon investigation it was found that the promoters of the Chicago Show were under considerable expense in rearranging the present building so as to put it in first-class condition for exhibition purposes. The prices charged at the New York Show are not exorbitant by any means when you consider the immense amount of money which is being expended for decorations and arranging spaces. I am of the opinion that the cycle shows in the future will cost less to the manufacturers than they have the past year. In fact, I believe that next year the manufacturers will run both its shows, east and west, as the board is tired of putting up with unjust criticisms. But the western cycle press writers on various trade journals do not seem to comprehend the wonderful growth of the board and the amount of work it has accomplished in a comparatively short time The executive committee has received no objections from the 500 to 600 exhibitors regarding the prices charged for space. If the exhibitors do not object I do not see why the writers of the cycling press should. The Board of Trade is now on a firm footing as a manutacturers' orgunization, and in the future it intends to call to account some of the journals which have been misrepresenting the objects of the organization in the past.

We feel assured that Mr. Spalding would not be guilty of making an intentional misstatement, and we feel equally sure that when we recall a few facts to his mind he will be quite ready to admit that his memory has been at fault.

There is a contract existing between the Board of Trade and the National Cycle Exhibition Co. Incidentally it may be mentioned that the Chicago Cycle Show is given by the latter organization and not by the Board of Trade, as Mr. Spalding intimates. The contract was negotiated on the part of the Board of Trade by Mr. Spalding, and calls for the show to be held under the "auspices and sanction" of the board, in return for which the board demanded and got 50 per cent of the profits, without incurring any financial liability or undertaking any of the executive work of the show. It was kind enough, however, to furnish a set of rules giving all the advantages of the show to members of the board. Mr. Spalding will doubtless remember that, in arguing for the board, he made the rather broad statement that, with the sanction and backing of the board, the promoters of the show could charge enough more for their spaces to be able to cut the profits in two and still have more left than they would have if they ran the show independently.

Mr. Spalding will doubtless remember, also, that when it came to the fixing the scale of prices he insisted on their being higher than originally fixed by the promoters of the show so that they would be on a par with those at Madison Square Garden, and so no opportunity would be given to make invidious comparisons such as were made between the two shows of '95. When these facts are considered it seems to us that criticism of unjustly high prices may properly be laid at the door of the Board of Trade and we take advantage of Mr. Spalding's statement that the board "invites just criticism" to add the criticism of THE BEARINGS to that of the other western paper.

We do not comprehend the growth of the Board of Trade except wherein it forced manufacturers to join out of fear that, unless they did, they would be shut out of the cycle shows, or at least given the more undesirable spaces under the rules forced on the promoters of the shows by the board, but we do know that members that have been forced to join in this manner are unwilling members, and are ready to get out at a moment's notice. We know that Mr. Spalding plead very hard for the support of the western cycle papers for the Board of Trade, and himself as president. We know further that there is now on foot a movement among the smaller makers to form an organization to protect themselves against Mr. Spalding and his board.

We do not comprehend the work accomplished by the board. If it has done anything that reflects credit on it, beyond the adoption of a six months' guarantee, we should be pleased to have Mr. Spalding enlighten us as to the nature of the work. We do know that it has attempted to regulate racing and to help the League of American Wheelmen to manage its affairs, work that we believe to be entirely without the province of a trade organization.

We believe that what we have said above savors of criticism. We believe it to be "just criticism," such as Mr. Spalding invites. He may view it in a different light and while we appreciate the full meaning of his threat that the board "will call to account some of the journals which have been misrepresenting the objects of the organization in the past," we invite him, if he considers THE BEARINGS in this class, to proceed with his disciplining.

CYCLING CARNIVAL DILEMMA.

The cycle carnival to be given under the auspices of the Associated Cycling Clubs and the Waif's Mission is having a hard time. It was intended to have a number of bicycle exhibits in connection with the carnival, but the Board of Trade sanction had not been applied for until after all arrangements had been made to go ahead with the affair. When Mr. Daniels, who is at the head of the enterprise, found that there was such a thing as a Board of Trade he consulted with President Spalding, who gave him no encouragement that the carnival would receive the sanction of the board. Under the circumstances it was decided that it would be best to go ahead without any sanction and contracts for spaces have been made with several firms who do not fear the Board of Trade, while others who intended to exhibit, but who are more cautious, have withdrawn.

Interested in the Waif's Mission are such men as L. Z. Leiter, Judge Tuthill, and Judge Longenecker. They threaten that if any steps are made to interfere with firms who desire to show at the Cycling Carnival they will secure injunctions under the trust laws which will not allow the prohibition of the free display of goods by any corporation or syndicate. If it comes to a fight we hazard the prediction that the Waif's Mission people will come out on top. The fact that the carnival will be given in the interest of a worthy charity will give the mission the benefit of public sympathy. Developments in the case will be watched with interest.



AFFAIRS IN WASHINGTON.

WASHINGTON, D. C., Nov. 30.—The military cyclists are more deeply interested in the successful outcome of their relay to New York than in any other thing just at present. General Ordway has always been enthusiastic over the value and usefulness of the bicycle in military campaigns, but some of the other officers in the national guard, and most of those in the service of the regular army, have refused to view the bicycle in the same light. It is General Ordway's desire, therefore, that this ride of the guardsmen between Washington and New York should receive all the official attention possible. To that end General Miles has been asked to prepare a message for General Ruger, the commander of the department of the east, whose headquarters are on Governor's Island.

The message is to be delivered to the riders promptly at 7 o'clock tomorrow morning in front of the state, war, and navy department building in this city, and from that time until the relay riders reach New Brunswick, N. J., the message will be solely in their custody. At that point Lieut. G. W. S. Stevens, of the First Regiment, United States Artillery,

Will Join the Riders

and accompany them to the wharf, from which the government steamers run to Governor's Island, where they will be met by one of the officers on the staff of General Ruger to whom the message will be delivered.

All the local wheeling organizations in the various towns and cities along the route have arranged to have delegates meet the relay riders about fifteen miles from each town and conduct them through it and for fifteen miles beyond.

Fully 1,000 people witnessed the contest for prizes in the Sterling twenty-mile road race on the Conduit Road Thanksgiving Day. Many of these spectators were distinguished wheelwomen, and their brilliant costumes added picturesqueness to the scene. The winner of the first prize was J. H. Rhodes, Jr., unattached, which surprised all. He finished well and apparently fresh. As he made his appearance and crossed the tape, a great shout from the crowd greeted him. His time was 54:13. F. G. Thompson, the fast young cycler of the Washington Road Club, followed close behind him. Then there was no one in sight for several minutes, when a big bunch came puffing across the line. The prizes which were to have been awarded will probably be held until a number of protests have been settled.

LATE ROAD EVENTS.

LAKEWOOD, N. J., Nov. 28.—This charming resort has the bicycle fever very badly, and fully 2,500 people witnessed the bicycle races arranged for Thanksgiving Day on Ocean Avenue. All the noted Class A cracks of these parts and many more from New York were among the competitors. The twenty-mile road event took place in the morning, and F. S. Shinn won first prize in 53:10⅘; L. R. Lefferson second, and W. H. Price third. Trial heats were necessary in the short races, and these were also contested in the morning. As the course used was straightaway, accurate timing was out of the question. The summaries:

One-mile novice.—George A. Hawkins, first; Clayton R. Shinn, second; Charles Demming, third.

One mile open.—Charles M. Ertz, first; F. F. Goodman, second; Fred Shafto, third.

Two-mile handicap, open.—F. A. Richt, first, Fred Shafto, second; F. A. Brown, third.

Two-mile open.—Joe Harrison, first; Charles M. Ertz, second; C. K. Granger, third.

One-mile handicap. open.—C. A. Carlson, first; John Riley, second; Fred Shafto, third.

Half-mile open.—Joe Harrison, first; Linford A. Lefferson, second; Charles M. Ertz, third.

Half-mile handicap, open to Lakewood riders only.—W. P. Reynolds, first; F. S. Shinn, second; C. R. Shinn, third.

One-mile tandem.—C. S. Henshaw and W. H. Owen, first; Charles M. Ertz and William A. Brown, second.

GARDINER CONVALESCING.

LOUISVILLE, KY., Dec. 2.—Arthur Gardiner was the happiest young man in town today after his attending physician had left him. He walked all over the infirmary for the first time since his arrival there nearly four weeks ago, to see, as he expressed it, "what the place looked like." He left tonight for his home in Chicago, but will be compelled to keep to his room for several weeks yet before he can call himself entirely well. When he was taken ill he weighed 172 pounds, but he only weighed 140 pounds today. The calf of his leg has shrunken three inches and the fleshy part five inches. The greatest loss in weight seems to be in his legs. His face does not show the effects of his serious illness, and, if he stands his journey well, he will soon regain his old form.

TWO REMARKABLE RECORDS.

CHEYENNE, WYO., Dec. 3.—John Green rode a mile here today on a straightaway road course, unpaced, flying start, in 1:25 flat. This beat the world's record of 1:33¾, held by Angus McLeod. Green is the same rider who rode a remarkably fast mile here last year. Charles Erswell rode a mile, unpaced, standing start, on a straightaway road course in 1:40 flat, also breaking the record, which stood before at 2:04¾. The two riders had the advantage of a twenty-eight-mile wind on their backs. The trials were witnessed by several hundred spectators, and members of the League acted as timekeepers and judges.

CLUBS OF THE NORTHWEST.

MINNEAPOLIS, MINN., Nov. 29.—There will be no lack of cycling clubs in the Twin Cities and all the smaller towns throughout the northwest next year. The club idea has been of slow growth, but it has been gaining steadily in strength as the benefits to be derived from organization became more apparent, and next season will see in every little hamlet where there are enough riders to make it possible an organization of wheelmen and wheelwomen, earnestly working together for the advancement of whatever will promote their favorite pastime.

There are a number of clubs in Minneapolis at present, and others are being projected. The Spalding club is ahead in point of membership, there being now about 150 names on the rolls, which include some of the most prominent men in town, socially and in business. They all have Spalding mounts, and neat and tasteful uniforms of blue. As soon as spring opens the club will resume its military drill, in which the members have become remarkably proficient. The club has no clubhouse at present.

Minneapolis Organizations.

The other clubs are the Columbia, Warwick, Rambler, Andrae, and Falcon, membership in each of which is confined to riders of the wheel from which the club takes its name. At present there is a lack of harmony among these organizations, but this will probably be overcome in time. An effort is being made to resuscitate the defunct Limited, pay up all claims against it, and put it on its feet again for work next summer.

The Capital City C. C., of St. Paul, is the most successful and important in the saintly city at present, and is destined to wield considerable influence in cycling circles. The club has been organized but a short time, but its growth has been rapid. It includes among its members several of the crack riders of the northwest, who have kept the club colors—orange and crimson—well to the fore in many large racing meets all over the country.

STILL BOOMING THE BUFFALO CYCLE PATH.

BUFFALO, N. Y., Dec. 1.—The past week has not been overproductive of interest in local cycling circles, the principal subject of discussion being that of the cycle path. A committee appointed to go over the route from Buffalo to Niagara Falls a day or two ago made the trip and came back with but little encouragement. That does not mean that the path will not be built, but the interest is not so general as has been supposed. At Tonawanda the committee found the rooms of the local club closed and locked, and only after long search was any one found who appeared to know or care much about the scheme. At the Falls much the same experience was encountered. The committee was asked to attend a meeting that had been called for the purpose of booming the path project, but the meeting failed to materialize and the boys returned to Buffalo tired and hungry.

On the other hand, subscriptions are slowly and surely coming in to this end of the line, and Niagara Falls is doing a little quiet hustling. A new theater is to be opened at the Falls this month and under the patronage of the Niagara Falls *Gazette* the opening night will see a grand wheelmen's ball in aid of the fund.

RACING MEN SHOW THEIR GRATITUDE.

L. E. McCorkle, superintendent of the Fountain Ferry track at Louisville, is a happy man these days. Every since the track was opened he has taken extra good care of the racing men, and they have been correspondingly grateful. While the Morgan & Wright team was in Louisville after records, Superintendent McCorkle showed them every courtesy and made things easy for them. When the team was disbanding a subscription was started by the individual members of the team and a handsome medal purchased. This token of the racing men's regard was presented to the superintendent this week.



WENZEL CRACKS A RECORD.

PHILADELPHIA, PA., Dec. 1.—That the new Point Breeze track is a recordbreaker was demonstrated on Thanksgiving Day, when William A. Wenzel, of this city, broke the world's Class A record for ten miles, clipping forty seconds off the existing figures. The previous record of 25:48 was held by Wenzel, and although badly paced in several of the laps he managed to bring the figures down to 25:18.

Although no strong wind was noticed the air was chilly, and the track was covered with frost about a quarter of an inch thick near the pole, and Wenzel had to ride wide during the trial, consequently covering more than the ten miles. The trial was from a standing start. Most of the pickups were poor, and on one occasion Wenzel had to ride a whole lap alone. The first mile was covered in 2:27, the second in 4:57, the five miles in 12:28, and ten miles in 25:18. This feat shows that the track is wonderfully fast.

G. P. Kievenaar, of the Hague, Holland, is a visitor to Chicago. Mr. Kievenaar is a cycle jobber and his mission is to buy cycles for the Dutch trade. He says that the reputation of American wheels has spread until there is a demand for them in Holland. Our visitor is well posted on cycling in Europe and an enthusiastic follower of racing.

WHERE THE WEATHER IS WARM.

Murphy Talks of His Suspension—Preparing for Record Breaking on the Coast—With the Circuit Chasers.

RIVERSIDE, CAL., Dec. 1.—It may be heartless to remind the readers of THE BEARINGS of the vast difference between this realm of everlasting sunshine and the eastern zero climate. We read of the very cold weather in some parts of the east, of the intensely cold weather in other parts, of people sleeping in street-cars rather than face the wintry blasts for a few blocks to reach home, of the sleet and the snow, and of the fallen telegraph wires, and after all this we stop and wonder whether it can be true when all this sunshine and warmth is going to waste in this vast country west of the Sierras and the Rocky Mountains. Day after day it is the same; the sun rises warm in the morning and sets warm at night, all the trees are green, the oranges are ripening under the genial rays of the sun, the grass is like green velvet, and it is comfortable on the track in one's thinnest attire.

All seems too good to be true, and those of the eastern men who will spend the winter on the coast

Slap Their Team-mates on the Back

and daily exclaim, "We know when we are well off." Those who are going back talk of the snow and shiver as they think of what is to come, of the sudden transmission from a tropical to a frigid climate, and of the colds that must result. They think of the overcoats that are at home, and decide that they will go through without an overcoat and then, after mature deliberation, they decided to buy the necessary rather than look frozen when they reach home. All declare that they will return just as soon as they are placed for another season.

The nights of late have been cold, and last night and some nights ago there was a frost, but this frost is a rarity and is commented on by all. But there was one case of frost during the past week that was disagreeable, and one man who is now out in the cold thinks this country can show just as cold weather as any other.

That Man is Charley Murphy.

On Wednesday, at Santa Ana, the day before Thanksgiving at that, the news came to him that he had been "permanently suspended." The sun had shown bright and warm for Charley all during the past week. He had managed by good hard work and some luck to overhaul Cooper and to pass him, since he had landed in California. He had won the five-mile national championship, had beaten Bald a number of times, and had given so good an accounting of himself that he was already the recipient of flattering offers for another season, some of which were double the amount he had ever been offered before. Murphy had been basking in the sunshine so long, had seen bright things for so long a time, that he was certain that his streak of good luck would continue, and that in some way the Racing Board would vote to give him and his fellow prisoners freedom from the yoke which had menaced them so long. But this was not to be, and when the thunderbolt descended from a clear sky as it did, Murphy was illy prepared and was stunned by the blow. All through the morning hours he stood in the streets of quiet Santa Ana and cursed his ill luck, cursed other things and other men as well, and figured out a plan of procedure. Murphy had reasons to think that he would go free, although others suffered. Had he not won two of the three races he was accused of fixing, and had he not ridden his legs off to win the other, losing only by a narrow margin? Had he not talked with Robert, the man responsible for all his trouble, and had he not proved that he was the rider necessary to beat Cabanne, when he had gone out and beaten Bald in the clever way he did?

Can't be Proved Guilty.

All of these and many more questions had been discussed pro and con from time to time on the circuit, and reports in the papers at intervals had seemed to indicate that the case was going to be decided in favor of the men. But it's all over now, all over but the shouting, and before the matter is finally settled there will be quite some of the latter. Murphy is accused of fixing a race, of crooked work, and from the results of those fixed (?) races he is also guilty, according to the Racing Board, of having thrown his comrades in crime (?) as well. His reputation is injured, and he is thrown out of good things in the way of making money. He declares on oath that not a living man can come forward and prove that he is guilty in court, and that is just what he intends shall be done before he gets through with the case. In other words, he will have ample backing for a fight, as will also the other two of the triumvirate.

Murphy will remain out here until the close of the circuit, will attend the race meets, and will then go back to bring the matter to a higher tribunal than the L. A. W. Racing Board and their peculiar decisions. Murphy has had offers of help in this matter from a number of quarters, but will go straight to Elliott Burris, of the Humber company, who has been his true friend during the past season. Mr. Burris has offered help.

Talks of the Suspension.

"I am surprised," said Murphy today, "for I did not expect this, rather the opposite. But you see the Racing Board was in a box one way or the other, and took the bull by the horns, as it were, by firing me. They had a case in court either way, for, if they released me, then I should have sued for defamation of character, of having been adjudged guilty before proven so, and so on. Oh, I have a case all right! But seriously I do not think that the National Assembly will let this matter rest. I think they will reverse it at the next meeting, for I shall have matters in such shape that I can lay a good clean case before them. I have been unjustly dealt with in this matter. I suppose that is the claim of every prisoner when found guilty; but that is my claim, and I am not in prison, but on the outside, where I can produce the proofs of what I say. I am not going to worry over the matter, just work and work to have it righted. It will be righted all correct enough in time, and I shall be on the path another season."

His Mile-a-minute Harness.

Young, the trainer of Murphy, entered the races at Riverside and at Redlands today, and Murphy took hold of him at once as a trainer. Young was fast at one time when on the track and has been riding steadily all through the present circuit, with his man on the track. Murphy's suspension will not prevent his ride behind the engine, and he will have that all arranged before he leaves these parts. In this matter two little schemes of Trainer Young for the safety of his man are worthy of mention. Young has devised a sort of gallows which he will place on the rear of the car. This will have a pulley and block attached, which will extend out to two feet and a half behind Murphy and as far above him as the top of the car. Young will have a rope in his hands that will extend along the arms of this frame and connect with a body harness worn by Murphy. In this way the man will be safe from injury if he should run off the track or should fall, for he would then be hung in the air and Young would control the rope that was holding him. This rope could in no way help Murphy in his riding, for it would be slack all the time. Murphy will have a straight black line on the board at the rear of the car to follow with his eyes and another on the strip of road. With his eyes glued to these lines he should be able to follow the pace in a straight line.

The record breaking is not all over for the season, the Syracuse people having brought Shafer to the coast. Shafer will arrive in Los Angeles





A Plain Talk.



The season for racing is about over. A few events happen now and then down south, and the boys are still scorching in California more or less, but we can truthfully say that the average rider has hung his wheel up for the winter. The season for reflection has begun. You may or may not have had a successful year at racing. You may or may not have had a good time this summer riding just for fun. Your wheel may have had cheap tires. You may have had slow tires —and there are lots of 'em—lifeless, soggy devils; so easy to put off on the novice and the inexperienced rider. Don't let your dealer do it again. Insist on getting the fast Palmers. You will notice a vast difference in speed, in resiliency, in comfort. Riding will be what you anticipated, but possibly failed to realize: a flight through space without effort, without fatigue. Palmer tires come high, but you should have them.

Here is another pointer: We do not make a track tire for the purpose of advertising a road tire of an entirely different construction. Such methods smack of department store bargains. You may think you are getting a good thing—but are you?

You may say that you do not care for a fast tire; that you are only a plugger. Pluggers do a lot of hard work; more than they need do. The Palmer is fast because it answers quickly. That saves exertion; it husbands strength; it makes the wheel ride easier; it saves your vertebrae. Another pointer: It's the fabric—not rubber—that makes the tire. The Palmer fabric does the business; it is a time winner and a muscle saver.

PALMER TIRES WON AT LOS ANGELES:

12 firsts.
10 seconds.
6 thirds.

28 out of 44 prizes.

MURPHY GETS WORLD'S RECORDS FOR PALMER TIRES AT LOS ANGELES:

Half Mile, :56 4-5.
Mile. 2:01 3-5.

Records for quarter-mile track.

In a recent advertisement we stated that F. L. Eberhardt, Salina, Kan., had made a new world's record in Class A for the paced, standing start, quarter-mile in :32. James G. Budd, Glens Falls, N. Y., writes us that on August 15 he did a quarter, standing, paced, in :29⅛, which has been allowed by the Racing Board as the world's record in Class A. Mr. Budd rides a Spalding and Mr. Eberhardt rides a Stearns. Both ride Palmer tires.

A correspondent writing from Los Angeles says: "Murphy has pretty nearly landed in second place in percentage and may be there before we close; he is third in points and climbing, has captured the honors of the two most important meetings on this trip—Denver and this city—and took the Five-Mile National Championship. He has stolen the honors of the great Bald out in this country and was cheered to the echo at the presentation of prizes at the theater last night. He received no less than eight prizes, while his nearest B competitor received three, and Bald got but one.

THE PALMER PNEUMATIC TIRE CO.

133-139 South Clinton Street,
CHICAGO.





For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
66 Reade St., New York, and 159 Lake St., Chicago.

tonight and will go at once to Santa Monica for training and record breaking. At Denver, on the way out, he picked up the famous quad team—Swanbrough, Stone, Conibear, and Dickson—and he has also picked up around these parts a most excellent team to man the quintuplet, which he will bring with him. Shafer has also brought with him Rigby, the plucky young Toledo rider; Billy Hamilton, the "Unpaced King," and Will DeCardy. The California quint team is as follows: Terrill, McCrea, Kitchin, Schmidt, and Washburne. These are all good riders. The Santa Monica track was described only a week ago, but is all that could be desired for records. As the Stearns team will winter there, it will become the center of the cycling interests of the country for the winter. It is rumored here tonight that a very prominent man in the cycling world is to be the star of this team of record breakers.

Ziegler, the "Little Demon," has come to the coast and has with him the "Kindergarten" quad team of the Morgan & Wright aggregation. He also has a spare man and will man a quad and a quint, presumably for records. As the weather in the northern part of the state is not what it should be, we may expect to see this team in the south within a few days

WORLD'S RECORD AT SANTA ANA.

SANTA ANA, CAL., Nov. 27.—The national circuit meet opened in this city today with a rather slim attendance, probably caused by the fact that the morrow is Thanksgiving and a holiday. The day was grand and the track one of the finest seen this season, made of adobe, well shaped and a third-mile. Murphy was present, but was not allowed to ride, owing to notification received by the meet promoters from Chairman Gideon. Cooper displayed returning symptoms of form, and in the third-mile race made one of his old-time winning sprints, losing the race by only half the width of a wheel. Randall and Campbell came together at the close of the three-mile handicap, and the latter fell, but was unhurt. Randall rode a paced mile in 2:09, the triplet team being unpaced and far too slow. Randall yelled for faster pace and came away on the last third, riding finely. "Little Spot" Spooner rode a third mile exhibition in 1:50.

Wells' Jumps are Played Out.

In the third-mile event Wells made his usual jump, but Bald was watching for him and came away in good shape. Cooper was in fourth position at



and after records. The Santa Monica track is the best suited for the purpose and will probably be the gathering place of all the clans. It will be the Louisville of the west.

Individual Records.

NAME.	POINTS	PRIZE VALUE.	NAME.	POINTS.	PRIZE VALUE
Bald	202	$7,265	Sims	27	$710
Cooper	152	4,373	MacDonald	25	707
Murphy	125	3 893	McLeod	23	487
Cabanne	84	3 255	B B. Bird	19	895
Kiser	61	1,910	Rigby	19	686
Titus	55	2,246	E. C. Johnson	19	475
Bliss	48	1,451	Scott	18	504
Gardiner	47	1,764	Kennedy	16	325
I. C. Johnson	46	1.640	Helfert	15	483
Jenny	45	1,688	De Cardy	15	415
Maddox	40	1,285	Terrill	15	490
Ziegler	35	1,170	M. Wells	13	260
Brown	33	1.010	Allen	12	405
C. S. Wells	32	890	L. A. Callahan	11	425
Coulter	30	860	Butler	11	300

Percentage Table.

Bald	.897	Titus	.672	Kiser	.558
Cabanne	.747	Gardiner	.662	Maddox	.557
Murphy	.712	Rigby	.614	Bliss	.545
Cooper	.700	Ziegler	.592	Callahan	.529

—F. ED SPOONER.

the turn, and on the stretch shot up strong on the tape, taking second position a couple of feet back of Bald. Kiser nipped Wells right at the tape, taking third, and Randall, Burke, and Terrill followed in the order named. Cooper demonstrated the fact that he was all right again after his hard and serious fall at Los Angeles.

The half-mile open Class A had all the best men of California in the final heat. The pace was slow, Taylor depending on his sprint for the finish, when it is claimed the man could win in a hard drive. Macfarland, Downing, and Freeman finished within a few inches of one another. Downing on the pole shoved in ahead of Freeman a couple of inches. Macfarland is the men who greatly resembles Zimmerman in his riding and is known as the "Zimmy of California."

Bald Wins a Good Race.

The handicap race for a mile, with fifteen of the B men up, Bald at scratch, and Cooper at fifteen yards, was the best seen in some time. The field closed at the third, and Bald started through the bunch. At the sprint he had been closed in, and only succeeded in working his way to the front at the turn. McCrea had jumped and gained a lead of nearly twenty yards. Bald worked his corkscrew sprint, and at twenty yards from home had gained the race by a half length. Kiser pushed up in the bunch, and at the tape was a good second. McCrea was third. Bald and Kiser nearl

THE COST OF BAD ROADS.

Every little while some new evidence crops out showing the progress toward the ultimate redemption of the roads in this country, as a result of the campaign of education inaugurated by Colonel Pope. Some significant figures have recently been issued by the Department of Agriculture, as a result of an investigation just completed, relative to the use of common roads in the United States.

Returns have been received from about 1,200 counties, showing the average length of haul from farms to markets, or shipping points, to be twelve miles; the average weight of load for two horses, 2,002 pounds; and the average cost per ton per mile, 25 cents, or $3 for the entire load. Allowing conservative estimates for tonnage of all kinds carried over public roads, the aggregate expense of this transportation is figured at $946,414,600 per annum.

These figures appear enormous, but are of little value without some basis of comparison. Accordingly, reports have been asked from the United States consuls abroad as to the expense of hauling where roads are good. Pending the result of this information, it is, of course, impossible to arrive at any satisfactory idea as to how much of the great cost in this country is due to bad roads, but it is believed by those in a position to judge that fully two-thirds of the amount, or $630,943,000, could be saved if the roads were in reasonably good condition.

To analyze these figures from a practical standpoint, supposing six hundred and thirty millions of dollars—the saving of one year—were expended in improving the roads of this country, not only would it be a lasting benefit, but a decidedly profitable investment. At $4,000 per mile, 157,500 miles of road could be put in condition. Now it is hardly to be expected that so vast a sum will be expended for such a noble work, at least all at once, for it seems as if in all public work the "save-at-the-spout-and-waste-at-the-spigot" policy must be pursued. But if such comparisons can only be made to dwell in the public mind for a little time, it is not unreasonable to expect that in the not far distant future our farming population especially will wonder how it endured such evils for so long a time. Colonel Pope undertook an immense work, but he went about it in the right way, and we are beginning to see results.

Crooked Advertising.

We would commend to the attention of American law-makers a bill recently introduced in the German Reichstag which imposes heavy penalties on all persons who resort to fake advertising. By the provisions of this law, any merchant who misrepresents the quality of his goods, the quantity of his stock, the source from which it has been derived, or the reason for selling, may be prohibited from continuing such advertisement by injunction, applied for by any one engaged in the same business who may possibly be injured by such misrepresentation.

We wish that the interests of fair-minded business men in the United States could be protected similarly. Such a law would certainly work to the advantage of the cycle trade. It need not be told how certain devices of the trade-mark nature, originated and used by certain reputable manufacturers, are extensively advertised by other firms and made an important factor in their efforts to secure trade. Existing laws do not sufficiently protect original ideas in advertising.

It is apparent, of course, that no law can cover certain devices of the makers which, however, common business honesty should hold safe from infringement.

It is small business to attempt the capture of another man's customers by imitating his literature. Sailing under false colors should play no part in business methods. "Imitation is the sincerest flattery" perhaps, but the kind of imitation here spoken of is not the kind named in the phrase.

Imitating trade marks and copying advertisements has, we think, never been followed with success. The public detects the fake which, sooner or later, is bound to react on the fakir. But this sort of thing is very annoying and we would be glad to see it more thoroughly prevented by law. Two years ago, or thereabouts, the cycle trade in this country was pretty well rid of questionable methods and men, but quite a number of these seem to have floated in on the tidal wave of reviving business.—*American Cyclist.*

PARTICULAR PEOPLE.

The hundred thousand pounds pressure testing machine which is one of the features of the department of tests at the Pope Manufacturing Co.'s factories is a source of constant worry and anxiety to the manufacturers who furnish the materials for use in the construction of Columbia bicycles. A sample of every shipment received at the works is tested by this machine and if it fails to grade up to specifications it is immediately rejected. A certain manufacturer who was watching the operation of this big machine one day recently, suddenly announced to the engineer in charge, "I'm riding a Columbia nowadays."

"What are you doing that for?" jokingly inquired the engineer.

"Well, because I came to the conclusion that folks who were so particular as to what kind of stuff they put into it as you people are, must make a mighty good machine. So I got one."

Burton D. Blakeslee, the Chicagoan who recently broke the record between New York and San Francisco, has written a letter to the Fairbanks Wood Rim Co. telling of the tests to which he put the light "built-up" rims. His mount was an 18-pound Ariel racer fitted with Morgan & Wright tires and Fairbanks rims. Blakeslee writes that he was obliged to ride all the way from Trinidad, Cal., to San Bernardino, Cal., on the railroad ties. Upon examing his rims he was unable to find even a crack.

Single-Tube Tires
Go Farthest, or
Single-Tube Tires
Go Furthest

Maybe you think this is a question of grammar. A moment's thought will convince you that BOTH statements are correct. We are speaking of HARTFORD Single-Tube Tires, of course.

Hartford
Single-Tube Tires
are the standard tires.

You know we also make Dunlop Tires.

HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

100 Chambers St., New York. 335 Wabash Ave., Chicago, Ill.
San Francisco.

came together at the tape, Kiser being pushed over to the outside of the track. The time was 2:17, and the limit on the race 130 yards.

"Old Hoss" Taylor was scratch man in the two-mile handicap. He is also called "Buck." He is the superintendent of the cement works out in the country, and trains on a country-made quarter-mile track. In this race he rode like a veteran, and in a hard drive came into third position, the race being won in 4:24, and the scratch man being close up in 4:24⅕. This is world's record for any class, Sanger having made 4:24⅘ at Springfield, and Cabanne 4:32⅕ at Wilkesbarre. Taylor rode finely throughout the race.

The Summaries.

Third-mile open, Class B.—Bald, first; Cooper, second; Kiser, third. Time, :43⅘.

Half-mile open, Class A.—Macfarland, first; Downing, second; Freeman, third. Time, 1:15.

One-mile handicap, Class B.—Bald, scratch, first; Kiser, 25 yards, second; McCrea, 25 yards, third. Time, 2:17.

Two-mile handicap, Class A.—Cromwell, 50 yards, first, Yeoman, 50 yards, second; Taylor, scratch, third. Time, 4:24. Taylor's time of 4:24⅕ from scratch is world's record for handicap competition two miles.

Three-mile handicap, Class B.—Kitchin, 150 yards, first; McCrea, 50 yards, second; Ulbricht, 50 yards, third. Time, 6:56⅗.

One-mile against time, paced by triplet.—Randall, 2:09.

THANKSGIVING DAY'S RACES.

SANTA ANA, CAL., Nov. 28.—This was a day of general thanksgiving. Bald gave thanks because he had passed the half-century mark in his winnings on the national circuit. Kiser gave thanks because he had defeated Bald



THE FATAL MILE OPEN AT LOS ANGELES.

Wells. Cooper. Murphy. Randall. Kiser. Bald.

for the first time this season, and won the mile open in good time; coast record time, in fact. Cooper gave thanks for return of form that placed him in shape to win a race at last after so long a run of ill luck. Murphy gave thanks because the decision had been made in his case, and because he had all the prizes in hand and did not have them to get. The promoters of the Santa Ana meet gave thanks because it was Thanksgiving Day, and because the people turned out in greater numbers than yesterday. The promoters also gave thanks for

A World's Record Yesterday

and a state record today. "Crimson Rim Knip" gave thanks because his man, McCrea, lowered the time made by Randall yesterday to 2:02⅗. Gleezen gave thanks because his man, Kiser, climbed up several notches in points and because his men gained a number of prizes and points as well, for Gleezen looks to all that. All of the Western Pilgrims gave thanks because the meet was over and they were able to get to some place where they could get a square meal, which they could not get at the Brunswick Hotel in this city. Freeman gave thanks because the man who threw him and broke his shoulder blade and arm was ruled from the track for the day and lost the prize he had won by his dirty work. And all gave thanks that the circuit was nearly over and but two days remaining.

The two-mile handicap win by Cooper was the first he has made in a long time and was a good one, for Kiser pushed him close up to the tape and Wells was a close third. Kiser's defeat of Bald was a good one, so Bald says, as the lad played his game well and held to the rear of the tandem to just the right spot, when he let go and made for home at a speed that the Cannon Bald could not equal. The two-third-mile was run in heats and the judges became badly mixed on the first heat. The finish as given by them was: Wells, McCrea, Lacey, and Campbell, shutting Cooper from the final. The second heat placed Bald, Randall, and Schefski in the final, Randall making a hard fight. In the final Randall got away at the rear of Bald and at the first turn

Struck the Rear Wheel of Bald,

bringing himself to earth. Randall mounted in a vain attempt to make up the lost ground. Wells again tried his long sprint for the final, but was taken up by Bald, who then had to go after Campbell. The lad made a good fight, and at the tape it was Bald, Campbell, and Wells, but inches apart.

When the mile open was about to be started there was a warm discussion as to the placing of the men for the start. Ulbricht and Hatton were up on a tandem, the fastest tandem team in the state. This is the team that paced the fatal race at Los Angeles when four of six men fell. Kiser caught the tandem and held, Bald taking the second place, Cooper, Randall, Campbell, McCrea, and Wells following in order. Wells dropped back. Randall shot out of the line and left Campbell. McCrea jumped ahead to the fourth place in the rush and held to the last lap, when he also dropped.

Kiser Jumped from Back of the Tandem

and held to his sprint gamely down the stretch. Bald pushed up to him, but both wabbled, and, before one could think, Kiser had crossed the tape a half length ahead in the coast record time of 2:01⅕, a splendid win for the lad. Cooper was third, and Wells, with Campbell at his rear, finished the race out, Wells, Campbell, and McCrea rushing over the tape in another warm finish.

Summaries.

Two-thirds-mile, Class B, final heat.—Bald, first; Campbell, second; Wells, third. Time, 1:40.

One-mile open, Class A, final heat.—Macfarland, first; Downing, second; Hewitt, third. Time, 2:25. Macfarland was disqualified for the rest of the day and Downing was given the race; Hewitt, second; Cromwell, third.

One-mile open, Class B, final heat.—Kiser, first; Bald, second; Cooper, third. Time, 2:01⅕, coast record by one-fifth of a second.

One-mile handicap, Class A.—Tabor, 125 yards, first; Hewitt, 40 yards, second; Wood; 125 yards, third. Time, 2:12⅖.

Five-mile handicap, Class A.—Yeoman, scratch, first; Whitman, 75 yards, second, Cromwell, 150 yards, third; Taylor, scratch, fourth. Time, 12:56.

Two-mile handicap, Class B.—Cooper, 30 yards, first; Kiser, 40 yards, second; Wells, 40 yards, third. Time, 4:41⅗.

COOPER ROUNDING INTO FORM.

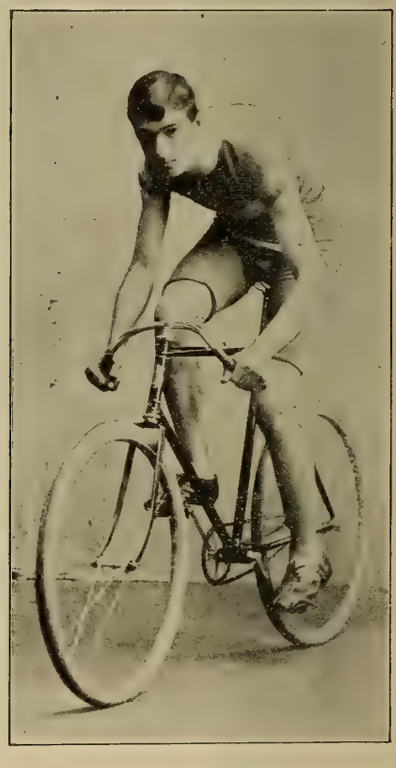
RIVERSIDE, CAL., Dec. 3.—The Riverside meet, given by the Riverside Wheelmen on the fine new third-mile track in this city today, was an unqualified success both in attendance and in the quality of the sport. The grand stands were filled to overflowing, and the meet made money. No records were broken the track being new and heavy under the wheels. Hamilton followed two tandems a mile in 1:59⅖, which is a new track record, breaking 2:07. The mile open had but four starters in the final, and Randall cramped in the first third. This left the same men in the race who fought at Santa Ana—Bald, Cooper, and Kiser—and the three finished as under a blanket, in the order named.

None of these three men competed in the lap race, which was won by Hatton, who scored fifteen points. Randall secured second, and Kitchen beat Wells a point for third place. Kiser and Cooper were brought back twenty yards to the scratch mark in the one-mile handicap, and

Cooper Won the Race, with Kiser Second

in a good field.

"Old Hoss" Taylor, the countryman who broke the two-mile handicap record at Santa Ana, won the mile race today in 2:09, better time than was made in the B mile race, and the man was given an ovation.



F. A. MACFARLAND.

Both were tandem paced. Knapp had a distinctly funny streak on, and kept the crowd in an uproar all the time. The races at Redlands, Wednesday, close the circuit. Riverside is the orange country of California, having fifty-six square miles of orange groves inside the city limits. Sunday the Pilgrims were given more oranges than they wanted to eat, picking them from the trees out in the country while on one of the most delightful tallyho trips in the world. Cooper and Bald are the only circuit men who will return east from Redlands, the others all staying for records, of which full particulars will be given next week.

Summaries.

One-mile open, Class B.—Bald, first; Cooper, second; Kiser, third. Time, 2:11⅕.

One-mile open, Class A.—Taylor, first; Macfarland, second; Downing, third. Time, 2:09.

Two-mile lap, Class B.—Hatton, 15 points, first; Randall, 9 points, second; Kitchen, 7 points, third. Time, 5:00⅖.

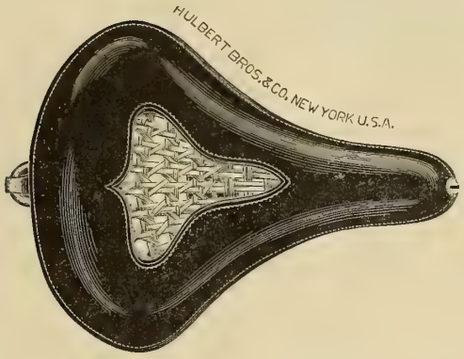
Three-mile handicap, Class A.—Wing, 100 yards, first; Peach, 100 yards, second; Macfarland, scratch, third. Time, 7:09⅖. Macfarland's time, 7:12⅘.

One-mile handicap, Class B.—Cooper, scratch, first; Kiser, scratch, second; Burke, 25 yards, third. Time, 2:18⅘.

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Rattan first, to make the seat firm but elastic; then felt to soften; then leather to waterproof and make durable; and a V-shaped aperture cut through both felt and leather to relieve any injurious pressure.

Sample sent on ten days' approval at our expense.

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Manufacturers Firearms, Majestic Bicycles, Sundries, and Sporting Goods.

THE MOTOCYCLE CONTEST.

Duryea's Carriage Finishes First, but the Judges Have not yet Arrived at a Decision.

When it is remembered that besides the time consumed in going over the course of the *Times-Herald's* motocycle contest, a great many tests are being made to determine the efficiency of the machines entered for competition, it ceases to be a cause for wonder that the judges are so long in awarding the prizes. It is promised that a decision will be reached not later than the 4th inst., but too late for announcement in this issue of THE BEARINGS. A testing apparatus at Washington Park has been used for getting at the general efficiency of the motocycles. In the tests it is aimed



At the start.

to arrive at definite results as to the load a vehicle will carry, the grade it will ascend, the consumption of fuel, and the utility and all-around efficiency of the mechanism. The figures resulting from these tests are to be taken into consideration in making the awards, and will be of more weight than a mere speed qualification. Speed is, of course, a factor that is not to be lost sight of, but in the regular calls that will in future be made on the horseless carriage the durability, simplicity, and practicability of the various vehicles will be of far greater importance than an ability to maintain a high rate of speed on a good roadway.

The Tests on the Roads,

if such they can be called, on Thanksgiving Day were of more value, and demonstrate more clearly than anything that can be said or written that the motocycle has come to stay, and, in the face of the almost impassable condition of the streets over which the course was laid, it is a matter for wonderment that any of the vehicles starting finished. The distance, as measured by Lieut. Samuel Rodman, was 54.36 miles, starting from Midway Plaisance and Jackson Park, northward by various streets and boulevards, through Lincoln Park, to Evanston, and returning to the starting point by a different route. On account of the deep snow and slush which covered the course the time limit was removed

Although a number of vehicles were entered—twelve in all—but six started. The others either were not completed or failed to arrive at the scratch in time. The first machine to be sent away was the Duryea, of the Duryea Motor Wagon Co., Springfield, Mass., which crossed the tape at 8:55 with J. F. Duryea in charge, and Arthur W. White as umpire. The Hornsby-Akroyd machine, of the De La Vergne Refrigerating Co., New York, left a few minutes later, but

The Motor Proved to be Unequal to the Task

of driving the wagon through the deep snow and the race was abandoned. R. H. Macy & Co.'s Roger motor carriage, which had started overland from New York and which got as far as Schenectady, was the next to leave, at 8:59. With a helpful shove or two it reached the good going and looked a sure finisher. The Sturgis electric motocycle, Chicago, left at 9:01, followed a minute later by the Morris & Salom electrobat, Philadelphia. The last machine to start was the Bentz-Mueller wagon of H. Mueller & Co., Decatur, Ill., which crossed the line at 10:06:45 with Oscar Mueller and Umpire C. B. King in charge.

Rough going was experienced all along the course and several breakdowns occurred. The electrobat of Morris & Salom was not started with any intention of competing for a prize and was sent over the line only to demonstrate to the spectators along the course that the machine could combat the adverse conditions of the roads as well as the gasoline motors. Morris & Salom found it

Impossible to Arrange for Relays of Batteries

and ran the electrobat over only part of the course. At the corner of Rush and Erie streets a derangement of the steering gear of the Duryea wagon, caused by the machine running into a high snow-covered crossing, delayed it fifty-five minutes. At this time the Macy wagon looked an easy winner, but later on, at Evanston, when half of the course had been completed, an accident to the steering gear delayed the machine somewhat and the Duryea passed into the lead. The Mueller wagon stuck to the race and came through without any serious mishap. The Sturgis electric carriage withdrew after doing twelve miles of the course.

The first machine to finish was the Duryea, which arrived at 7:18, and at 8:53 the Mueller wagon came in. As the time limit was removed it may be that the Macy motocycle will stand a chance of sharing the prize, for it finished at 9:27 Saturday morning. The owners are confident of winning first prize, as they claim that neither of the other machines which finished completed the exact course, and that they should receive the first consideration. However, it is probable that the prizes will be awarded to the three in the order of the finish.

The Machines.

It is a matter of interest that the three successful machines were of the same general type—petroleum driven. The electrobats and the Sturgis carriage demonstrated their efficiency, but until further improvements can be made in batteries they have to depend on relays, while supplies for the gasoline wagons can be purchased at any point. An inference drawn from a failure of any motocycle entered in the contest should be tempered with a consideration of the wretched condition of the roads, which were well-nigh impassable. The heavy snowfall of a few days previous and the thaw made the surface as bad as it is ever seen and a team of good horses could not have covered the course in anything like the time. Several times the machines distanced buggies and sleighs following and even with relays of horses it is doubtful if the fifty-four miles could be covered in 10:23:00.

The successful motocycle of the Duryea company is the invention of Charles E. Duryea, of Peoria, Ill., and is the result of experiments conducted by him and his brother, J. F. Duryea, covering a period of three years. The weight of the vehicle is about 700 pounds and it is fitted with ball bearings, Duryea pneumatic tires, and a motor of the Otto type. The motor has a capacity of four horse-power, weighs 200 pounds, and is located in the box of the body.

The Variable Speeds

range from three to sixteen miles per hour, the normal rates being three, six, and ten. To obtain a greater speed than ten miles an hour a button is pressed and the motor speed is increased. The variations are obtained through gearing, as the speed of the motor is constant, and the reduction is made through raw-hide and iron gear-wheels, which run almost noiselessly. In the double-cylinder engine, which is self-regulating to the work required, the gasoline, one drop at a time, is mixed with the air and exploded through the agency of an electric spark. The resulting explosion is productive of a certain amount of heat, and to counteract this a water jacket is used. A supply of water sufficient for a day's run can be carried, and gasoline for a run of 150 miles.

The Mueller motocycle was imported from Manheim, Germany, by the owners, and improved in details. It is of the type and manufacture of Bentz, and the power is obtained from gasoline. To avoid overheating, ice



One of the contestants.

is stored in a receiver built around the cylinders, and a sufficient amount can be carried for a run of twenty-five miles. The Macy wagon is of French manufacture, the product of F. Roger, of Paris, and is claimed to be an improvement over the Bentz.

The mechanical principles involved in the Bentz motors are understood, in a broad sense, by experts, but the details are carefully guarded, so that a description of the Mueller and Macy vehicles is not possible.

RESULT OF THE RELAY RACE.

NEW YORK, Dec. 2.—The Washington (D. C.) Military Cyclists put through their relay ride from the capital most successfully, and delivered to Lieutenant Donovan, at Governor's Island, at 4:48 o'clock this morning, the message from Nelson A. Miles, an hour and twelve minutes ahead of schedule. The ride was divided into ten relays, two men riding each. The riders were non-racing men, the object of their ride being to show the practicability of message carrying in time of war by soldiers of average riding ability. The riders wore cycle military uniforms, consisting of blouses, fatigue caps, knickerbockers, and stockings, and carried army revolvers and ten rounds of ammunition. The Washington Military Cyclists is the first bicycle company formed for active service, having been organized in December, 1891, by Lieutenant Libby, who rode the last relay of forty-two miles in the present race in 3:30:00, in a driving rain storm.

The March. BICYCLES

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Models Are Ready:

Light Roadster, 22, 24 and 26 in. Frames,	**1 1-4 in. Tubing.**
Drop Frame, Ladies',	
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Track Racer,	**1 in. Tubing.**
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COLEMAN'S BIRTHDAY PARTY.

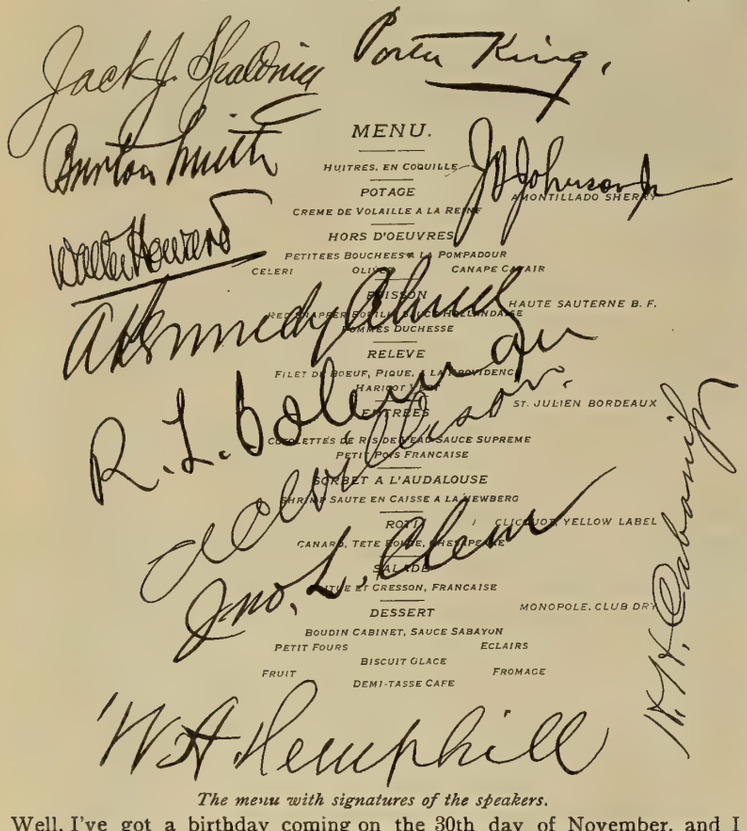
Had a Big Time at Atlanta—The Famous Banquet—The Races—Incidents of the Trip.

A certain happy number of the wheelmen of Chicago, New York, and a dozen or more cities are somewhat interested to know when R. Lindsay Coleman is going to have another birthday. Mr. Coleman is reported to have said somewhere within the angles of the city of Atlanta that he would like to have his birthday come once a year in the regular manner "if he could stand the strain."

The average man who celebrates his birthday with either a plain recollection of its arrival or by taking his best friend to noon lunch with him is apt to stare at the stupendous style that belongs to Mr. Coleman, the Chicago bicycle man. A few weeks ago Mr. Coleman happened to glance at the calender, and he saw that

He Had a Birthday Coming.

The event seemed inevitable. Realizing that he couldn't get away from the birthday, he decided to make the best of it. So he said to himself and to Mr. Day—of his big bicycle factory—"It's like this: I was born some forty odd years ago down in Virginny, couldn't help that you know.



The menu with signatures of the speakers.

Well, I've got a birthday coming on the 30th day of November, and I believe I'll celebrate it."

Mr. Day thought it would be a good idea, and asked whether he was "in on it."

It was the biggest "party" Mr. Coleman ever went to. He was the host on a gigantic plan, and now says he is ready to hire out as host for a wholesale house.

At the outset of

Mr. Coleman's Move to Celebrate His Birthday

it was decided to make a modest affair of it, inviting Mr. Day, Mr. Unzicher, and "Bob" Searle. With several days' thinking, however, Mr. Coleman's hospitality gauge blew clear off, and the result was the influx at Atlanta, Ga., of the special cars from Chicago and New York and of the various other "prepaid" delegations from southern districts.

The entire project was a success. It was handled on the "high-grade" principle, with no reduction from list price. The management of the Chicago party by E. J. Day was of the kind that displayed no shortcoming or flaw, and the New York delegation said that T. F. Merseles, who directed the trip from that point, was more than equal to its wants.

After the Chicago party had taken up all its additions along the route it

Numbered Twenty-eight Guest Passengers.

Some were club-men who were closely allied with cycling interests, and some were club-men who write more than they ride, and they all became obedient children of the family of Mr. Day, who denied them no privileges at sideboard or cupboard going or coming.

The members of the party which left Chicago were as follows: Richard Boericke, W. L. Beckley, G. R. Catto, C. R. Coulter, W. L. Cossar, C. W. Davis, E. J. Day, J. M. Erwin, H. G. Emmel, H. M. Gardiner, L. M. Housemon, Simon Mayer, A. J. Marrett, S. A. Miles, W. F. Reed, T. F. Sheridan, C. E. Salter, J. T. Swarthout, Henry Sierks, W. A. Stotesbury, M. I. Stevens, Otto Unzicher, N. H. Van Sicklen, and H. P. Walden. At Indianapolis Harry Hearsey and W. A. Royce were taken on, and at Cincinnati Prince Wells and Mr. Dishman were added to the group.

The special Wagner car Ellithorpe left the Big Four station at 12 o'clock noon on Thanksgiving Day. At first there were a few introductions and a distribution of tickets built on the long-green plan, and

Then the Trip was on,

and the party settled down to a five-day recreation with the greatest part of the time to be spent in the car.

One of the number said it was a "hot" party. There must have been some truth in the assertion, for as the train proceeded southward the snow gradually appeared thinner and thinner until, upon arriving at Atlanta, the wheelmen found no snow at all and no need of overcoats. Late reports from the southern exposition city announce that the weather turned cold immediately upon the departure of the wheelmen from Chicago.

The delegation was greeted by the sunshine in the clear Georgia air and on Mr. Coleman's face at the Atlanta station at 1:30 on Friday afternoon. The procession proceeded to the Kimball House, where the headquarters were fixed. The corridor was festooned in profusion emblematical of the presence of wheelmen, and the Chicago tourists said,

"We are Glad we Came."

The exposition grounds—particularly that part known as the Midway—became at once the objective point and in the evening the visitors strolled about Atlanta, visiting churches, theaters, and various other places of instruction or amusement. The two cars in which the Chicago and New York parties had come were side-tracked near the Air Line shops. The instruction was, "Take an Edgewood trolley car and tell the conductor to let you off on the viaduct," and by that means members of the party who might become "confused" by the downpour of northern hospitality served hot in the south would be able to find their bunks late at night when returning from the hotel. And even though the arrangement was very good it was reported that certain Chicago gentlemen made a determined effort to get into the New York car some time between the hours of 1 and 4 a. m.

Saturday was "Wheelman's Day" at the Exposition.

The early morning intimations of it were the antics of the small boy, in both the black and the white complexions, whose bicycle wheels wouldn't "track" by several inches. At about noontime the parade of cyclists reached the exposition. It was not large, as cycle parades in the north are sometimes large, but it was a creditable showing for a district in which cycling is compelled to face so many obstacles as is the case in Georgia. The parade circled the exposition grounds and furnished an interesting pageant to the 20,000 or more visitors then within the gates.

In the afternoon the races were held. The track was a half mile circuit in the center of the level plat which forms the pit of the greal natural amphitheater upon which is arranged the exposition. The track surface was rather "rocky" and

Fast Time Was out of the Question.

"Pete" Berlo was announced to go for the mile record. He went. His time behind the "quint" was 2:21⅗—only thirty seconds slow. About 10,000 saw the races. The day was fine. One or two finishes were close and interesting, and the others were of the procession kind. "Sam" Cox, of the Lincoln Cycling Club, Chicago, won the mile handicap from thirty yards over Coulter, and the two-mile lap race from List, of Atlanta, and Van Herik, of Chicago. Cox made the best showing of any one in the racing. He was the choice in the sympathy of the crowd, and he rode well. Coulter won the mile open in a good burst of speed around the last turn and down the homestretch.

Berlo was the star among the professionals. Crooks, Cutter, Eaton, McCurdy, and Seavey rode the quintuplet. They were afraid to put on the power, as the track was dangerous for such a formidable machine as the quintuplet.

The Summaries.

One-mile novice.—A. C. Webb, first; Frank Davis, second; F. E. Steinhaur, third. Time, 2:48.

One-mile handicap, Class B.—S. C. Cox, 30 yards, first; Fred C. List, 60 yards, second; C. E. Coulter, scratch, third. Time, 2:33⅗.

One mile professional.—P. J. Berlo, first; George Cutter, second; Jay Eaton and C. E. Kluge dropped out. Time, 2:21½.

Two-mile lap race, Class B.—S. C. Cox, 11 points, first; F. C. List, 9 points, seconds; H. Van Herik, 5 points, third. Time, 7:10½.

Quarter-mile open, Class A.—Bob Walthour, first; E. P. Chalfant, second; Charles Langford, third.

One-mile open, Class B.—C. R. Coulter, first; S. C. Cox, second; H. Van Herik, third. Time, 3:05⅘.

Half-mile professional, flying start.—P. J. Berlo, first; R. P. McCurdy, second; H. A. Seavey, third. Time, 1:10.

Half-mile open, Class A.—W. E. Lunn, first; E. C. Danbert, second; Bob Walthour, third. Time, 1:16⅘.

One-mile state championship, Class A.—W. M. Dudley, first; Bob Walthour, second; W. C Johnson, third. Time, 2:59⅕.

Three-mile open, Class A.—J. C. Mitchell, first; E. C. Danbert, second; W. R. Mitchell, third.

And then the Banquet.

That was the main event. Other features of Mr. Coleman's natal day were enjoyable but incidental. It was to begin at 9 o'clock. Two hours before the time set for the procession to move in the hallway of the Kimball House the guests began arriving, attired in dress suits that bore unmistakable evidence of having been carried in a case 1,000 miles. Before 9:30 o'clock the big banquet hall was filled with a talking, laughing, jabbering,



The R. L. Coleman Banquet, Kimball House, Atlanta.

good-looking, intelligent, 250 white-bosomed gentlemen who were glad that R. Lindsay Coleman had once upon a time consented to be born.

At a large table in the end of the room was the speakers' table. This was for the orators and the newspaper men. If you were not on the list of speakers and if you were only an "alleged" newspaper man you were no needed badly at that table. It was a good lot, too. The speeches would have done credit to any occasion whatsoever. Some of them were

More than Eloquent and Witty.

A. Kennedy Child acted as toastmaster and as he is a star in that capacity he was the man for the place. At his right sat Mr. Coleman.

The festoons of green garlands and the clusters of roses added to the bounty of good things to eat and drink.

The feast did not come to an end until 3 o'clock in the morning, and then everybody went away and to bed as full of satisfaction and pleasant afterthought as of anything else. The speakers, and the subjects to which they responded, were as follows:

"Our Host," R. L. Coleman; "America," W. A. Hemphill; "City of Atlanta," Mayor Porter King; "The Exposition," Jack Spalding; "Good Roads," Burton Smith; "The L. A. W.," President C. A. Willison; "The New South," H. H. Cabaniss; "The Bicycle in the Army," Maj. John L. Clem, U. S. A.; "The Press," Walter Howard; "Bicycles and Bloomers," Joseph H. Johnson, Jr.; "The Atlanta Bicycle Club," Hamilton Douglass.

Other speeches were made by Isaac B. Potter, Sterling Elliott, R. D. Garden, and T. F. Sheridan.

The Chicago Party Returned Home

Sunday evening, arriving in Chicago Monday evening. An accident to a preceding train made the party two hours late at Cincinnati, thereby missing connections, but the Monon management came to the rescue with a special engine and dining car.

Back into the snow of the north came the wheelmen who had sniffed the balm of a softer clime, and after shaking hands with Mr. Day and thanking him over and over again for his attentions, they scattered for their homes to the accompanying sounds of cab wheels and cars that creaked in the binding cold.

FROM OVER THE SEA.

LONDON, Nov. 25.—The Stanley Show opened yesterday, and not only was the degree of order in the stands greater than usual, but the attendance was distinctly above the average. Sir Albert Rollit, M. P. and vice-president of the Stanley Club, made a brief tour of the large building and afterward presided at the excellent luncheon which followed the inaugural ceremony. He was supported by Colonels Sarjeant and Savile, Hillier, Grant, Robert Todd, Major Liles, and others. After the loyal toast, Sir Albert proposed "The Stanley Show," touching upon the chief features of novelty in the course of a humorous and instructive speech. Referring to the question of taxation of cycles, he expressed himself as opposed to the threatened impost. Other speakers were Robert Todd, Hillier, and Colonel Savile. There is every indication that the present show will prove a great success.

The Stanley dinner of last Saturday evening at the Hotel Metropole proved a festive event. A company of 155 persons were present, about half of whom were invited guests. The dinner was a gastronomic dream, the wines being admirably selected, and superior musical talent engaged to relieve the programme of toasts. After the toasts and speeches prizes were distributed and the loving cup, filled with champagne, was passed.

The Six-Day Ladies' Race

at the Royal Aquarium has now reached its last stage, and, considering the difficulties of promoting an initial venture of the kind, the result ought to be encouraging to the promoters. The ten-lap track proved rather too narrow for the ladies at first, but now that they have become accustomed to its peculiarities and the sharp curves at either end, they race fast and furiously. Miss Harwood leads in the race with 309 miles 4 laps to her credit. Enormous crowds have eagerly watched the contest every afternoon and evening.

Fifteen members of the Inflexible C. C. ran off a six-hour open scratch race before a mere handful of spectators at Putney last Saturday, with the following results: H. Lock, 114 miles 1,470 yards; H. W. Favis, 113 miles 970 yards; G. W. Bishop, 111 miles 1,160 yards; and W. Blanch, 108 miles 780 yards.

C. W. HARTUNG.

French cyclists are elated over a plan for checking wheels inaugurated by the Paris, Lyons & Mediterranean Railway Co. recently. Up to the present time there has been no system whatever of checking baggage in France, but now when the cyclist buys his ticket he pays 10 centimes (2 cents) extra and receives two gummed pasters bearing the same number and a blank space in which is stamped the name of his destination. One of these he pastes on his machine and the other puts in his pocket, while a third one is retained by the conductor. Arriving at his destination, he presents his paper check and receives the bicycle. The company does not hold itself responsible for bicycles when they are not boxed.

E. C. Stearns & Co. have issued a little pamphlet describing the Stearns bicycle stand.

FROM THE BADGER STATE.

Milwaukee A. C. C. Organized, but South Side Club Holds off—Talk of L. A. W. State Meet—Sanger Comes Home.

MILWAUKEE, WIS., Dec. 2.—The permanent organization of the Associated Cycling Club, of Milwaukee, was effected at a meeting held in the South Side Cycling Club rooms last Friday night, at which officers were elected until the annual election called for in January by the constitution All clubs are represented except the South Side Club, and arrangements will be made so that that organization can join at the next meeting.

Each delegate present when the meeting opened stated that his club had adopted the constitution and by-laws as submitted, with the exception of the South Side Club's delegates, who stated that they had been instructed by their club to see that the treasurer was compelled to give bonds before taking part in the permanent organization, as the South Side Club was incorporated, while some of the others were not. In case of the Associated Cycling Clubs losing money in any venture, only the incorporated clubs could be held responsible. But as the association has no authority to change the constitution and by-laws without first permanently organizing, it was decided that the South Side Cycling Club's delegates should withdraw from the meeting and await the permanent organization. The matter of

Placing the Treasurer under Bonds

will be done before the next meeting. A committee was also appointed to interview the owners of Athletic Park and other parks of the city, and ascertain whether there is a probability of a track being put in on which race meets could be conducted next year. If one is found the Associated Cycling Clubs will ask for the L. A. W. state meet for next year.

Great interest is manifested among local wheelmen in the approaching minstrel performance, which will be given by the Milwaukee Wheelmen. For years the annual event has been looked forward to by the members of the club and their friends, the entertainments always being of the highest and most enjoyable character. The entertainment this year will be given in the new Pabst theater, and it will be among the first English shows to be given at that theater. The wheelmen are rehearsing daily for the event, and a strong effort will be made to have it the best ever given by the club.

Chief Consul Brown, of the Wisconsin Division, L. A. W., will very likely call a meeting of the new board of officers of the division of Marinette on or about December 20. A letter was received by Secretary M. C. Rotier from the chief consul stating that the meeting would probably be called for Marinette, as the Marinette Cycling Club had asked for it. The new board will not take upon its own shoulders the matter of deciding exactly where the meet for '96 will be held. It will try to gratify the desires of the majority of the members of the division, and to accomplish this, all of the local consuls will be asked for an opinion, between now and the date of the meeting of the board of officers, concerning the most popular place for holding the meet. It is expected that Appleton will be successful in getting it. Secretary Rotier received the names of seventy-eight new members in that city a few days ago.

Walter Sanger Returned Home

from Denver Friday and will remain here until the racing season of 1896 opens. He came quietly and had nothing to say concerning the leading topics of the cycling world. He does not know what he will do this winter, but it is likely that he will be found among the fast skaters. In regard to his trip to Denver he said to a representative of THE BEARINGS: "When we left, the thermometer was down to zero and the track was buried in snow. Of course there was nothing left for us but to come home or go campaigning in California, and I chose the former plan. I shall now remain here until the racing season opens, when I expect to accomplish even more than I have this year." It is understood that a local manufacturing firm is thinking seriously of engaging Sanger for next season. It is hinted that Sanger is to be married to a Milwaukee young lady some time in January.

RESTRICTIONS ON CHICAGO REPAIR SHOPS.

Bicycle stealing has assumed proportions that call for stringent measures, and to meet the requirements of the case an ordinance was passed by the council at a meeting December 2. The ordinance was introduced by Alderman Kahler, and as amended provides that no person, firm, or corporation shall conduct the business of dealing in second-hand bicycles, repairing bicycles, storing, or in any way handling second-hand bicycles without first obtaining a license therefor from the city of Chicago, for which every firm, person, or corporation shall pay an annual license fee of $25. It is made the duty of every one engaged in the business defined to keep a record in a book, specially kept for that purpose, in which shall be stated the several items as required by the ordinance. The records must be made on the day the wheel is received, and shall specify plainly and definitely by whom such record is made; the place of business; the style of bicycle and manufacture; the number; what repairs are made, and where the wheel is at the time of making the record.

The name, number, or designating marks shall not be changed, and the penalty for violation of the ordinance shall be a fine of not less than $20 or more than $200 for the first offense, and for the second or subsequent offenses a fine of not less than $50 or more than $200 for each offense. This measure should have a salutary effect, and the workings of it will be watched with interest by every one connected with the trade.

If You Wish a Fast, Handsome,

and easy running mount,
superlative in all of these qualities,
you have only to

Buy a Barnes

The White Flyer can distance Old Father Time in way of Improvements.

OURS IS A MOST DESIRABLE AGENCY. ASK FOR IT.

The Barnes Cycle Co.,

Syracuse, N. Y.

Hooker & Co., San Francisco—Coast Distributing Agents.
The Knight-Atmore Clothing Co., Denver—Agents for Colorado.

SPACES AT CYCLE SHOWS—
Chicago, 61, 62, and 63.
New York, 8, 9, and 10.

WHAT POTTER THINKS.

Why He Wants the L. A. W. to Give up Control of Racing—W. S. Bull Opposes the Scheme—New York Gossip.

NEW YORK, Dec. 2.—"Why do I think racing hurts the L. A. W.? That is very easily explained," said Chief Consul I. B. Potter, in answer to the query put him by THE BEARINGS' man. "This eternal squabbling and fighting that exist in racing circles reflect on the League, cause men to believe that no harmony prevails in the organization, and because of this thousands who would join decide to remain aloof from such a maelstrom of strife and dissension. The newspapers take up these racing troubles, they are prominently displayed, and the average wheelman, who has small interest in this branch of cycling, finally figures out that the L. A. W. is a racing body and one to which it will not do him any good to belong. The more serious work of the League is relegated to the background, and the sporting feature is made all-prominent and absorbing.

"This Class A and Class B farce is doing the League any amount of harm. From Binghamton I get a kick that the crack rider of the city has been transferred to the paid class; his friends denounce the act as an outrage, and the local consuls say that they can not get any one to join the League because of the action of the Racing Board. From Syracuse, from Buffalo, from Auburn, from Cohoes, and from many other places comes the same plaint, and I tell you it injures us immeasurably.

Says the Racing Board Does its Duty.

Mind, I do not doubt that the Racing Board is doing only what it should do in transferring these men but the fact remains that it prevents us from getting numerous members.

"I don't care to whom the control of racing is turned over, as long as the organization is capable and competent to assume the responsibility. I believe in racing, but I do not think the L. A. W. should control it. Fully 95 per cent of the members take only a passive interest in it, and you would be surprised to see the number of letters I am receiving which support my views. It will be several years, perhaps, before racing could be transferred from the League to another body, and I would not be in favor of doing this until we were convinced that the successor was capable of handling the sport as it should be handled. Any immediate prospect of such action is unlikely but the recruits to my side of the question will be very plentiful ere another twelve months have passed."

Secretary-Treasurer W. S. Bull, of Buffalo, who is in the city for a visit, does not share in the views of the chief consul, and will energetically oppose any such plan of procedure as is advocated by Mr. Potter. Since the early days of racing Mr. Bull has taken an active interest in this branch of League work, and was the referee at Springfield in 1891. He believes that the League should control both professional and amateur racing, and says it would be unwise to permit a rival to come into and share in the field now held exclusively by the national cycling body.

Wheelmen Open a Boulevard.

The principal event in cycling circles in the metropolitan district on Thanksgiving Day was the opening of the new Hudson County Boulevard over in Jersey. This superb stretch of road is fourteen miles in length, and runs from Union Hill to Bergen Point. The Clio Wheelmen, of Jersey City, had charge of the demonstration which signalized the opening of the boulevard, and over 500 riders took part in the parade of the morning. The Greenwich Wheelmen secured the prize for having the best representation in line, and the Hamilton Wheelmen came second. Following the parade came a ten-mile road event in the afternoon for the championship of Hudson County. The thousands who swarmed the course interfered greatly with the riders. The officials got somewhat mixed, but the following summary was evolved:

NO.	NAME.	HDCP.	NET TIME.
1	J. Walker	3:30	28:15
2	J. O'Halloran	3:30	30:45
3	George Seitz	4:30	29:15
4	H. Heber	3:00	30:45
5	F. Kuhl	2:00	Not taken
6	W. Whepley	2:00	Not taken

First time prize, W. C. Roome 25:25½
Second time prize, W. Darmer 25:55

Then the Greenwich Wheelmen took possession of the course and held their annual club races. The principal race was the five-mile championship. R. A. Miller should have won, but he ran into a spectator. J. Thompson was the winner, and he also took the two-mile handicap from scratch. A. C. Greene scored in the mile from the back mark.

Dangerous Indoor Racing.

The board-floor races in the armories may result in a fatality before a stop is put to what can not be regarded as sport. Saturday night the two-mile handicap at the Thirteenth Regiment games in Brooklyn was characterized by the usual number of spills, and one of the men, R. R. Baker, of the Century Wheelmen, ran into a pillar and was carried off in an unconscious condition. He will be laid up for repairs for some time. J. Lambrecht, who was hurt in the Twelfth Regiment race, is just out of the hospital. Talk about football! these indoor cycle events can furnish more carnage and broken bones than the annual fracas between any two of the big college teams. Nevertheless, last Wednesday night, at the Twenty-second Regiment games, the two bicycle events passed off without any falls of account. As a rule the men who come to grief are novices, and have had little experience on any sort of track.

That Bicycle-Baggage Controversy.

Since the Trunk Line Association declined to confer with the joint committee from the Cycle Board of Trade and the L. A. W. there have been any number of rumors flying around as to what would be done to convince the railroads that it was for their interests to consider bicycles as baggage. The cycle board might have some effects on the offending roads by threatening to throw its freight business to those lines which will carry bicycles free. But this kind of a campaign is improbable, as the opinion exists that the manufacturers are not vitally interested in the matter. If a fight is made, it will have to be by the L. A. W., and the cost will be considerable, with the chances of success none too roseate.

After considerable correspondence and various rumors, it has been practically settled that the semi-annual meeting of the board of officers of the New York State Division, L. A. W., will be held at the Grand Union Hotel in this city on December 30. While nothing of unusual importance is down on the docket, as the Luscombites will not be in evidence this year, the session will be interesting. No one thinks that Chief Consul Potter will endeavor to have the board indorse his ultra views on the racing problem.

GOVERNMENT ROAD INQUIRY WORK.

WASHINGTON, D. C., Nov. 30.—In reference to the subject of road improvement, coming under the supervision of the road inquiry office, Secretary Morton, in his annual report, says: "The work of the office, under General Roy Stone, chief of road inquiry, has proceeded steadily during the year, in accordance with the provisions of the act making the appropriation, and has included investigations in regard to the best methods of road making, road legislation, and especially the condition of the country roads in the United States. Improved road construction is progressing in many of the states, notably in Massachusetts, New Jersey, North Carolina, and Kentucky. More than half of the states have passed new road laws within the last year, and there is a general effort to ascertain the best methods for developing the country roads, for using the country prisoners or state convicts for this purpose, and for organizing state commissioners to look after these matters. This office is also

Compiling a National Map

on a large scale to show all the macadamized and gravel roads in the United States. Upon this map new roads are laid down as fast as they are built and reported to this office by the county clerks or surveyors. Such a map will be of great value when finished. The maps of Pennsylvania, Indiana, and New Jersey are already sufficiently advanced to present most interesting facts, and those of other states are progressing.

"This office had published directions for building improved roads, compilation of road laws, information regarding road material and transportation rates for the same, the proceedings of road conventions, and much other useful information for free distribution among the people. It is proposed during the coming year to secure the co-operation of agricultural colleges and experiment stations in the object lesson method of disseminating this information. They will be

"Taught to Construct Model Roads

on farms of their experiment stations or on their college grounds, where they can be regularly used, and thus be an example to all the farmers who visit them. Public interest in the whole subject of road improvement has become thoroughly aroused, and a feeling of great hopefulness has been developed. The usefulness of a central good-roads propaganda, such as this office affords, has been amply illustrated.

"The secretary's chief interest, of course, is for the agriculturist, the man who builds the roads and who uses them in conducting the affairs of his calling. But he doubtless realizes that much of the awakening of interest in the good-roads movement has been caused by the almost unprecedented increase in the use of the bicycle in this country.

"The secretary will do well to secure the co-operation of the bicycling interests in his efforts to reform the American roads, for they are numerous and influential, and as soon as the farmers generally can be brought to realize the money value of a well-constructed and well-maintained highway a definite improvement in this regard will doubtless be effected through the combined labors of agriculturists and bicyclists."

Penny-in-the-slot Inflator.

The latest departure of the penny-in-the-slot machine is in the cycling line. An Englishman has invented one in which compressed air is kept on tap for the purpose of inflating tires. A rider wishing to blow up his tires has merely to attach the tube leading from the air reservoir to the valve on his wheel, put a penny in the slot, push the button, and at once the tire is filled. We are not informed that the machine is provided with a locking device which will prevent people putting in their pennies after the pressure has been exhausted by repeated tappings.

Protin Wants a Job.

A cablegram was received by THE BEARINGS last week from Brussels stating that Protin, who claims the championship of the world, was looking for an American wheel to ride. Here is a chance for some manufacturer looking for a professional star.

What you know

about bicycles must tell you pretty plainly that there are thousands of wheels that are not very good.

Everybody is going into the business, and everybody doesn't know much about it.

If you buy an untried wheel, you are going to risk something.

Of course, that's your affair, but you know that risk is often hard on the pocket.

Selling or riding for next year, you will be satisfied if you sell or ride the SOLID STERLING.

Nobody has ever hinted that it was anything but the very finest and strongest bicycle built.

Ask and try.

STERLING CYCLE WORKS,
274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York.

Western Electrical Supply Co., Omaha, Neb.
Logan, Gregg & Co., Pittsburg, Pa.

Applications for agencies for Missouri, Kansas, and Texas should be addressed to the Chicago office.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



R. P. SEARLE.

One hundred miles in 4:22:30, at Louisville, November 13, on a Crescent bicycle fitted with Morgan & Wright tires, happens to be American record and the latest accomplishment of Robert P. Searle, the well-known Western Wheel Works' traveler; but it is not his only accomplishment. Recently he broke record between Chicago and New York, *not* on M. & W. tires. Previously he had used M. & W.'s, and he has used them ever since. He used the other tires on the Chicago-to-New-York ride to pay a debt of gratitude. He paid it well. Fidelity and iron resolution have always characterized Searle. He can ride, write, and sell. He is one of the strong individualities in the trade.

Recently an advertiser reprinted an article by an Irish cycling editor, unfavorable to a pair of American cemented tires. They were not Morgan & Wright tires, which continue to give the least trouble and the most comfort to the most people. For proof, ask the dealers and repair men. Their pocket-books know.

That carload of Morgan & Wright quick-repair tire missionaries continues on its way triumphant. In every city the evening receptions are attended by from 75 to 400 people. The new tire is pronounced a distinct success. We knew it would be. We have known it over a year. R. D. Blakeslee, of the Chicago Cycling Club, in his record ride from New York to San Francisco, had only two punctures. He used the quick-repair tires. He writes: "I have had only two punctures and lost no time at all repairing them." Have the quick-repair strips placed in your inner tubes for $1 a pair, at our factory. Easy to distinguish this tire, because

Its stem is red.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

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MORGAN & WRIGHT TIRES
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BIG INDOOR WORLD'S RECORDS.

Eighth-mile, unpaced, flying start, professional ---------- :14⅜
Half-mile, unpaced, flying start, professional ---------- 1:06
One mile, paced, flying start. professional ---------- 2:10⅛

By J. S. Johnson, on November 26, 26, and 29, at Nashville, Tenn., on his White Flyer Barnes, fitted with M. & W. tires.

Two miles, unpaced, flying start, professional ---------- 4:48⅜
Three miles, paced, flying start, professional ---------- 7:03
Four miles, paced, flying start, professional ---------- 9:35
Five miles, paced, flying start, professional ---------- 12:05

The two-mile on November 29, balance on November 28, by A. F. Senn, at Nashville, on his Remington, fitted with M. & W. tires.

Eighth-mile, unpaced, flying start, Class B ---------- :15

By F. G. Barnett, at Nashville, November 26, on a Fowler, fitted with M. & W. tires.

QUARTER-MILE TRACK RECORD.

Half-mile, paced, flying start, Class B ---------- :58

By H. E. McCrea, at Los Angeles, Cal., November 23, on a Syracuse, with M. & W. tires.

CANADIAN RECORDS.

Two miles, paced, flying start, Class B ---------- 4:20⅛
Four miles, paced, flying start, Class B ---------- 9:01
Five miles, paced, flying start, Class B ---------- 11:23

By Harley Davidson, at Toronto, November 14, on a Brantford, with M. & W. tires.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
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THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

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Makers of "Fowler" Bicycles.
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New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

OPPORTUNITIES FOR XMAS.

Experts on the Christmas-gift business have, after mature deliberation, declared that this year more bicycles will be given as presents to the beloved ones at home than has ever been the case before.

Remember in selecting the machine that all wheels, poor and good, look dazzling to the recipient of the gift as it proudly stands against the candle-lit Christmas tree.

In selecting a wheel, however, the giver should remember that although "bicycles" (?) can be purchased for $39.50 at many of the big dry goods stores, yet such a wheel at even $39 less than $39.50 would be costly, excepting as old junk, in which case the deal would be O. K.

An honest, frank, and outspoken bicycle can not be purchased for less than $100, and it is at this figure that Fowlers are listed.

We will sell you a Fowler, *1896* model (there's not another '95 pattern unsold), for $100, of which amount you pay us but a part down, and the remainder in whatever installments, either weekly or monthly, that you agree upon with us.

We will not charge you one cent over list price for the obligation we grant you and our only aim in making this surely generous proposition is a desire on the part of the Fowler Cycle Mfg. Co. to help swell the happiness and cheer of Christmas morning.

George E. Hannan, 1641 Lawrence Street, Denver, is Fowler agent for all Colorado.
As Columbus discovered America, so also did Hannan discover Harry C. Clark, the holder of ten world's records made on "The Fowler."

BIG AND EARLY SHIPMENTS.

One day last week a party of theatrical friends and "friendesses" called at the editorial office of THE FOWLER TRUTH. They asked to be shown through the factory and, of course, the request was complied with. To be honest in the matter, it was the first time that we had taken the tour through the hustling, rushing mass of men and roaring machinery, belts, pulleys, and lathes for over two weeks, and what a transformation scene met our eyes.

Meyer, Bannerman & Co., 616 N. 6th Street, St. Louis, Mo., are Fowler agents for the greater part of the southwest.

Dealers!

Don't wait for the cycle shows before placing your orders for '96 Fowlers.

We are conservative in the statement that the chances are greatly against our having EVEN ONE FOWLER, ANY MODEL, left for sale at that time.

Take timely warning for your own good.

Fowler Cycle Mfg. Co.
142-148 W. Washington St.
CHICAGO, ILL.

W. S. Emerson & Co., of Philadelphia, are Fowler agents for that territory—and right good agents, too.

Department after department was visited and in each was to be seen thousands upon thousands of finished parts and fittings.

In the *assembling* room—the most gladdening sight of all greeted our eyes; great large stacks of '96 Fowlers here and there—piles of completely finished and ready-to-be-crated Fowler bicycles for next year—ah! such a truly pleasing sight; and in the shipping room the pounding, putting together of crates, rumble of express wagons without, excited cries of the drivers, stern tones of the shipping clerk, ordering this gang of men to do this or that; and about once every five minutes a big wagon, loaded down with Fowlers crated and marked to some fortunate agent who profited by the experience of former years and had applied early for the Fowler agency in his town, would be driven away at top speed to the express office.

What wouldn't many a belated bicycle maker give for a sight in his own factory such as described above?

"Verily, the world do move," and Fowlers are in the lead.

J. A. Johnston, Pittsburg, is Fowler agent for southwestern Pennsylvania.

THAT'S WHERE WE "FILL THE BILL."

Nowadays, when all $100 bicycles look ABOUT alike in general outline, it is in details of construction that the real improvements and superiority of a machine must be sought.

Details and a superb finish over all—that's where the Fowler fills the bill.

Regarding that finish, the Fowler frames and parts are put through exactly the same process as any other high-grade bicycle, but where others would call their finish complete, we have but begun.

After this point every Fowler frame is submitted to a process of polishing and decoration that can result in but one finish—the highest grade possible.

Regarding the truss frame, of which the Fowler bicycle is the first and original user, we can only state that if it were not a sure enough good thing, it would not have been counterfeited in its use, as has been and is the case.

Then there's the vital points of detail that we attend to so particularly—points like the bearings, bearings adjustments, reinforcements scientifically located, alignment—and a myriad of other details that count beyond the realization of the average rider in attaining that recognition so eagerly aimed for by cycle makers—absolute perfection.

"*The Fowler's*" long suit is "details."

Davis Bros., of San Francisco, Cal., are Pacific coast agents for "The Fowler."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

WHY PRICES ARE CONSTANT.

While the public is predicting the reduction of the price of high-grade bicycles in the near future, it may be well to point out a few of the reasons why the general price of $100 will be maintained throughout 1896, at any rate, and probably for a much longer period. In the first place there is good reason to believe that the demand will be quite as large in proportion to the output next year as it was this, and, while great numbers of lower-grade machines will be sold, the call for the best will not be diminished thereby. Then the price of tubing and of leather, and perhaps of other parts, has gone up because of the tremendous demand, and even at the increased value it is not easy to get orders filled. Many new companies have been formed recently for the purpose of manufacturing wheels, and many manufacturing firms in other lines of business are opening factories for the making of bicycles as a side line, but they find it difficult to find good machinery for the purpose, the call for such special machinery having been so sudden and so great that the few concerns who are in that line of business could not turn it out fast enough. Another factor which is still more potent in the maintaining of prices is the fact that the models for wheels are changed every year, as are also the styles of all the fittings. Improvements and changes in almost every part are required each season, so that new designs must be drawn, new machinery and tools brought out for the special work, and expensive alterations made all around. If the bicycle makers could go on from year to year turning out machines on the same lines, fitted with parts whose styles did not change, they could consistently reduce prices, but, as it is, the purchaser has to pay, of course, for all the expensive changes of model, etc., which he demands. Since he does demand them, however, he should not complain.

A CASE OF CAUSE AND EFFECT.

The summer stagnation in the cycle trade is due largely to the fact that manufacturers hold back all the improvements which come up from time to time throughout the year, so as to incorporate them in their new models for the following year, thus creating seasons and encouraging customers to postpone purchasing until the spring time, when they can get a machine embodying the latest improvements and of supposedly better construction. For the same reason it discourages the customer from purchasing in the middle of the summer or in the fall, as he feels that a wheel bought at that time will be a "back number" when the following season opens, and he will not have got his money's worth of riding out of it before having to sacrifice it for a later model.

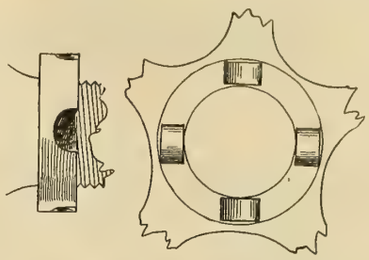
This could all be obviated and the trade kept brisk throughout the year if the manufacturers would make use of the new inventions and the improvements as fast as they are brought out, and by letting it be known that their wheels are constantly kept up to date, the new features being added during the season as well as in the winter. This would kill the big catalogue bugbear, and would give the makers and dealers new points from time to time during the season to advertise and call attention to their particular wheels. It is not difficult to see many other ways in which such a move would affect the trade and the whole cycling world. One of the largest manufacturers in the country is said to have adopted this plan, and it is probable that others will emulate the example.

Vim Tire Output Sold.

The Boston Woven Hose & Rubber Co. has sold its entire output. The plant at East Cambridge, containing 165,000 square feet of floor space, was found too small to fill the orders constantly arriving. It was found necessary, therefore, to hire a new factory, five stories in height. With this increased floor space the company will be able to fill orders which may come in. While the entire output of the original plant has been sold, orders coming will be promptly filled with the aid of the increased facilities. Superintendent Cowen said to a newspaper man, "Yes, it is true that we have sold our '96 output, that is using of the original plant, but with a new factory we shall be able to fill all the orders we get. We are looking for more orders now, and you tell the people we intend to keep up with the demand if money will do it."

THE STERLING AND ITS HOME.

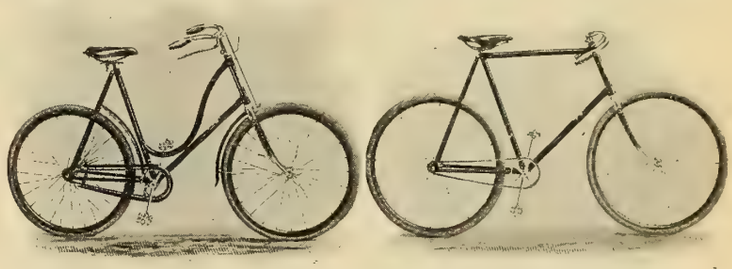
Five models of the Sterling will be built in '96; a road wheel weighing 21 pounds and coming in three heights of frame, 22, 24, and 26 inches; a 19-pound track racer; a 22-pound lady's wheel with a 22-inch frame; and two tandems, a double diamond and a combination. The stock wheel will be made on much the same lines as this year, with an increase in the size of tubing and a change in details of construction. The details of the roadster will be carried out in the entire line and call for a new construction of the sprocket wheel and crank shaft. There is also a different method of setting up the bearing cups in the bottom bracket. The hanger is fitted with two split lugs, which are threaded for square-headed set-bolts, and as the hanger is machined thin between the halves of the lugs it will bind sufficiently to hold the cups in place. The adjustment is effected from one side, but a provision is made for setting up the cup on the chain side also.



Method of setting on Sterling sprocket.

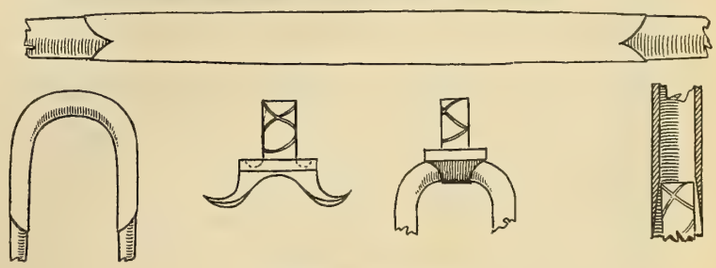
The Construction in Detail.

The radical change, however, will be in the seating of the sprocket, which is fitted on its inside face with four semi-cylindrical lugs arranged at equal distances around the edge of the opening for the reception of the crank shaft. The shaft is machined with a shoulder, which is cut with a corresponding number of seats of the size and shape to fit the lugs on the sprocket. There is a hexagonal set-nut which, when turned home against the outside face of the sprocket, will hold it in positive position. The cranks are put on in the same manner as in '95, which proved so satisfactory on the Sterling. The tread will be narrowed half an inch, making it now 5⅛ inches. The frames will be made up of several sizes and gauges of tubing. The head will be ten inches long, of 1⅛-inch, 22-gauge tubing, the top main tube of 1-inch 22-gauge, the lower main stay 1 1-16-inch 18-gauge, and the seat mast 1-inch 20-gauge. The upper rear stays will be of ⅝-inch 20-gauge, and the bottom of 11-16-inch 18-gauge. The upper stays will be tapered to ½-inch at the saddle cluster, and the lower to ⅝ at the bottom bracket.



A Strong Fork-crown.

The standard color will be an olive green, striped or plain, and the shade used is very handsome. The wheel has many features which are to be commended, prominent among which is the built-up fork-crown. This is made of one piece of tapered tubing, on which is placed a tubing reinforcement; then the whole is flattened to the section in the finished fork, and bent around to receive a forging which forms a seat for the fork-stem. This forging is put on the fork at right angles to the bend of the tubes, so that the ends are hammered around under the nominal crown. As the forging is machined to a taper, the stem is chamfered out to seat down tight, and after it is forced home the whole is brazed. The brazing is done in such a manner that the whole forms one continuous crown and fork. A strong point is the chamfering out of the stem, which leaves an abundance of stock at the point where the greatest strain is found.



The Sterling fork-crown.

A reference to the accompanying drawings will show the construction of the fork-crown, and also the arrangement of the crank shaft and sprocket. Besides the features mentioned, the '96 Sterling will be fitted with barrel hubs, which will be made with their well-known corrugated flanges for





Waver

PRO

THERE ARE OTHER VERY
INTERESTING AND
DESIRABLE FEATURES IN
STORE FOR
WAVERLEY AGENTS.

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Must be Sold at List Price.

TECTION REWARD

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cycle Co., = Indianapolis, Ind.



Waverley
Bicycles
Full Nickel Front Fork



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Waverley
Bicycles
Full Nickel Front Fork

THE BEARINGS OF THE CYCLING AUTHORITY OF AMERICA







Waverley BICYCLES.

Must be Sold at List Price.

PROTECTION REWARD

Do not be alarmed. It's not our intention to discuss politics. We simply wish to assure our agents of our honest desire to protect them against price-cutting, and to that end we offer a

of $10.00 in cash to each Waverley agent in good standing who furnishes us with positive and satisfactory evidence of price-cutting on '96 Waverleys by any agent appointed by us. It is our earnest intention to "weed out" price-cutters completely, and this reward is offered to stimulate the co-operation of agents who have the interests of the bicycle business at heart.

THERE ARE OTHER VERY INTERESTING AND DESIRABLE FEATURES IN STORE FOR WAVERLEY AGENTS.

Indiana Bicycle Co., = Indianapolis, Ind.

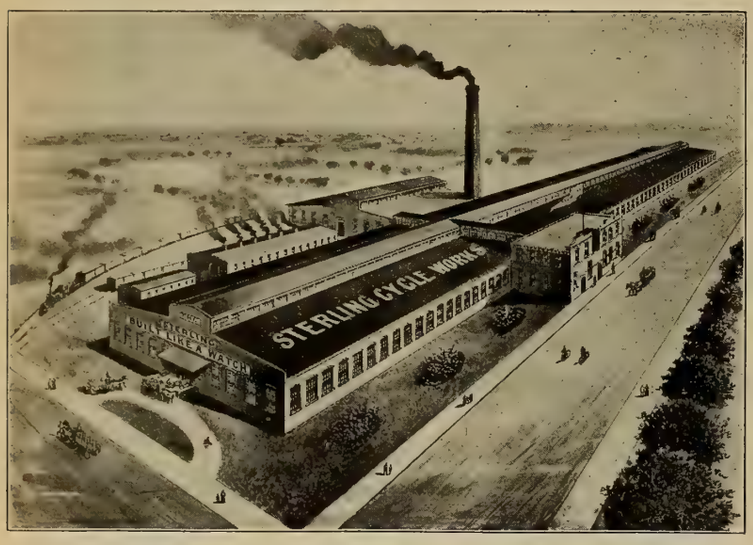




straight tangent spokes. The rear axle is tubular, and admits of oiling from one side.

An Up-to-date Factory.

The new factory of the company at Kenosha, Wis., is probably the only large bicycle factory entirely on one floor, the several departments being so arranged that an abundance of floor space is provided, and the entire plant can be supervised and overlooked by one man, the large building being so planned that every part of it can be seen from one point. The main building is 100x500 feet, with a two-story, 30x72-foot, wing, containing rooms which are put to various uses. On the ground floor are the factory offices and a storage room for the wheels of the men who ride. The second floor is used for a designing and experimental department, and an assembly room for the employes, which is provided with files of newspapers and



trade journals, magazines, etc. In addition to the main building, which is given over to the machining and assembling of wheels, there is a wing at the rear which contains the power plant and the electric light installation. There are two small detached buildings, one being a gas house, where the gas used for brazing is manufactured, and the other an oil house. The enameling is done in a detached building 150x32 feet, equipped with four new-style ovens, 10x14 feet, and 9 feet high. The construction is much on the same lines as that of an ordinary cook-stove oven, with a gas heater below, which is set between the outer shell of the oven and the lining. The shell is of fireproof tile, and the lining of steel plate. Every device is provided to facilitate the quick handling of the work in hand and the easy disposal of the finished product.

RAYMOND SAILS FOR EUROPE.

NEW YORK, Dec. 2.—One of the passengers who sailed last Saturday on the "Umbria" was Howard E. Raymond, the ex-chairman of the L. A. W. Racing Board, and now vice-president of the Sterling Cycle Works. Mr. Raymond's trip is purely for business purposes, and he takes with him a sample of the '96 line of his company. He will be abroad about six weeks, returning in time to attend the New York Cycle Show, and will visit England, France, Holland, Belgium, Germany, and Italy. As Mr. Raymond is not unknown on the other side of the big pond, his pilgrimage should result in much good to the Sterling people.

"Business alone takes me over to the other side," said Mr. Raymond to THE BEARINGS' man, "and there is nothing that would be worth publishing in this connection. Our firm has for some time sold wheels in foreign countries, and undoubtedly will continue to do so. But the American market demands the bulk of our product, and will not permit of any extensive operations abroad."

The "Wanderer" was in New York the latter part of last week, and yesterday left to continue its 6,000-mile jaunt. During its stay here the car was visited by many people who listened to the talk about "good tires" with as much interest as they would to a dissertation by the only Ingersoll. That Morgan & Wright have a very clever advertising plan in this car is apparent to any one who has an idea about what an "adsmith" can do in the way of convincing the public that his particular thing is "the only thing" of the kind. There are a round dozen on the car besides the chief, who is a star in his line.

E. C. Hinck, at 1 Park Place, will hereafter handle the Falcon for the Yost Mfg. Co. in New York. The branch has just been opened.

The Indiana Bicycle Co. has again secured its winter's lease of the Lenox Lyceum for a riding academy. The Waverley is one of the most popular riding schools in the city, and is well patronized every afternoon and evening. A separate hall is utilized for beginners.

The Humber company's uptown branch will be at Fifth Avenue and 42d Street, and will be in charge of H. A. Woodward. The Brooklyn store, at 545 Fulton Street, will be managed by H. R. Davis, a well-known member of the Kings County Wheelmen.

TWO FOWLER MEN.

During the past month the Fowler Cycle Mfg. Co. has established two eastern branch houses to look after its enormously increased business in that part of the country. The Boston branch, which cares for all the New England states, is located at 8 Park Square, under the management of Charles H. Larsen, recently of Chicago, and a man in whom the "Fowler push," so characteristic of that bicycle concern, predominates largely.



C. H. LARSEN.

James H. Robley, formerly of the firm of Maltby & Robley, New York, has been secured to manage the New York establishment, which covers eastern Pennsylvania, New Jersey, and eastern New York state.

With two such men as these in the east and a home force like Frank T. Fowler, F. W. Van Sicklen, and R. W. Slusser, not to speak of H. H. Wylie and C. C. Caldwell on the road, and J. M. Davis and Lyman H. Crandall associated with Mr. Fowler in the direct management of the business, is it any wonder that the Fowler holds today the position it does in the popular mind of the cycling public?



J. H. ROBLEY.

A NEW COMPANY FORMED.

The Eastern Cycle Mfg. Co. was organized in Amesbury, Mass., on the 22d inst., with a paid-in capital of $20,000. There is plenty of money back of the company, as the officers and board of directors include some of the wealthy men of the town. The officers elected at the first meeting were as follows: President, E. Ripley Sibley; vice-president, Frederick W. Merrill; treasurer, W. I. Atwood; directors, James Hume, E. R. Sibley, A. H. Atwood, F. W. Merrill, W. I. Atwood, John A. Douglass, and John A. Mason. At the next meeting a location was selected. The company will build nothing but high-grade bicycles, and will guarantee all that leave the factory.

THE "WANDERER" IN THE EAST.

SPRINGFIELD, MASS., Nov. 29.—This city was given an exemplification of western enterprise Wednesday, when several hundred bicyclists inspected the Morgan & Wright special car "Wanderer," in which Captain Lennie and his assistants are exhibiting the good qualities of the M. & W. quick-repair tire. Quite a number of ladies attended, and each was presented with a rose and some other souvenir. The gentlemen were given A1 cigars.

The press agent of the party, Robert J. Boylan, while in conversation with a representative of THE BEARINGS, said that Boston and Springfield were the only New England cities which the car would visit. It had been intended to take in Providence and New Haven, but a hitch in the railroad's part of the programme necessitated a side trip to these cities by representatives from the car. The party expects to visit fifty cities in forty days, covering the principal trade centers east of Missouri and north of the Potomac, and return to Chicago in time to hang up their stockings for Christmas.

Good Test for Vim Tires.

Alexander Laing and Bert Harding recently started on a tour from St. Louis to Atlanta. They found the roads unusually poor and rough, even for this season of the year and this country, and owing to the miserable roads and accidents they were compelled to take a train from Chattanooga. The balance of the trip, however, was made on the tandem, and although the roads were so bad the condition of the Vim tires at the finish was the same as when they started. They did not find it necessary to open their repair kits during the entire journey, which is saying not a little for the quality of Vim tires.

Windsor BICYCLES

DISCOVERED ANOTHER WILD MAN

He is Seen in the Allegheny Mountains, and is a Supposed Murderer.

A wild man has been discovered on the Chestnut Ridge, four or five miles south of Bolivar, says the Pittsburg *Commercial Gazette*. About a week ago James Shirley, a citizen of that neighborhood, while strolling along the foot of the mountains saw a queer looking individual rapidly climbing the mountain side as though making an effort to run away from some one. His clothing consisted of pantaloons worn off at the knees and an overcoat torn almost into shreds. He wore a slouch hat pulled down over a shaggy face, his hair falling in tangled locks on his shoulders. A searching party was organized and headed by Mr. Shirley, and with Charles Johnson made a tour of the ridge in search of the man. He was seen by the party, but only for a moment. Like a flash the man bounded away and was lost among the rocks and brush. It is the opinion of some that the mysterious man is Brookmire, who killed his father-in-law in Indiana County two years ago and who disappeared after the murder.

HE WENT WILD....

when he clapped his eyes on the beautiful WINDSOR 1896 samples as he passed his rival's store window. The brighter dealer had secured their exclusive sale, and Dennis—that's his name—realized he would not be in it next season, so he took to the woods. Poor fellow!

Dealers, take warning---Write to us about the agency---Don't delay.

Windsor BICYCLES

possess many marked improvements to be found in no other make—large tubing, barrel hubs of the latest pattern, containing the "WINDSOR" oil reservoir; new rims, new sprocket, new and perfect dustproof bearings, new handle-bars, adjustable in every way; new pedals, new lines, superb finish, embracing many new ideas that wonderfully enhance their beauty. In brief, the "WINDSOR" bicycles are the most magnificently constructed, easiest running, lightest steering, fastest, strongest, and in every way superior to all others.

Sieg and Walpole Mfg Co
KENOSHA WIS

BRANCH HOUSES: Chicago, Milwaukee, Los Angeles, Cal., Portland, Ore.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor BICYCLES

THE STANLEY SHOW.

Over 300 Exhibitors and Over 1,300 Cycles Shown—Motor Carriages Exhibited—Some of the Novelties.

LONDON, Nov. 23.—The nineteenth annual Stanley Show of cycles and sundries opened its doors yesterday afternoon at the Agricultural Hall, Islington. Sir Albert K. Rollit, M. P., presided at the inaugural luncheon, which, as usual, was largely attended by the cycling and general press. Sir Albert made a stirring and excellent speech on the show and the cycle industry in Great Britain. The show will continue till the 30th inst. There are 300 exhibitors showing 1,300 cycles. The latter occupy the ground floor, with the horseless carriages, motor cycles, and machinery. In the galleries are the tires—not so numerous this year as in the past—and the countless accessory exhibits.

The usual supplementary attractions are in full force this year. Concerts, assaults at arms, a billiard tournament, a ladies' orchestra; figure skating by the world's champion, George A. Meagher, on the pneumatic road skates; trick riding by Hurst, a photographic display, and a weight-lifting competition, etc.

As regards the machine firms, perhaps the Rudge-Whitworth Co.

Takes the Palm for Variety and High Merit.

Its stand contains the largest exhibit, ranged on a ground of ivory white and seagreen tiles. Here are the weights of its chief types, which will afford some idea of how weights run this year over here: Light roadster, with brake and guards, 30 pounds; road racer, 24 pounds; ladies' safety, 26 pounds; tandem safety. 46 pounds. Its improvements are all in detail. Of course the parallel top tube of large section is retained. Contrary to most firms, the Rudge-Whitworth retains round bottom tubes in preference to adopting D section.

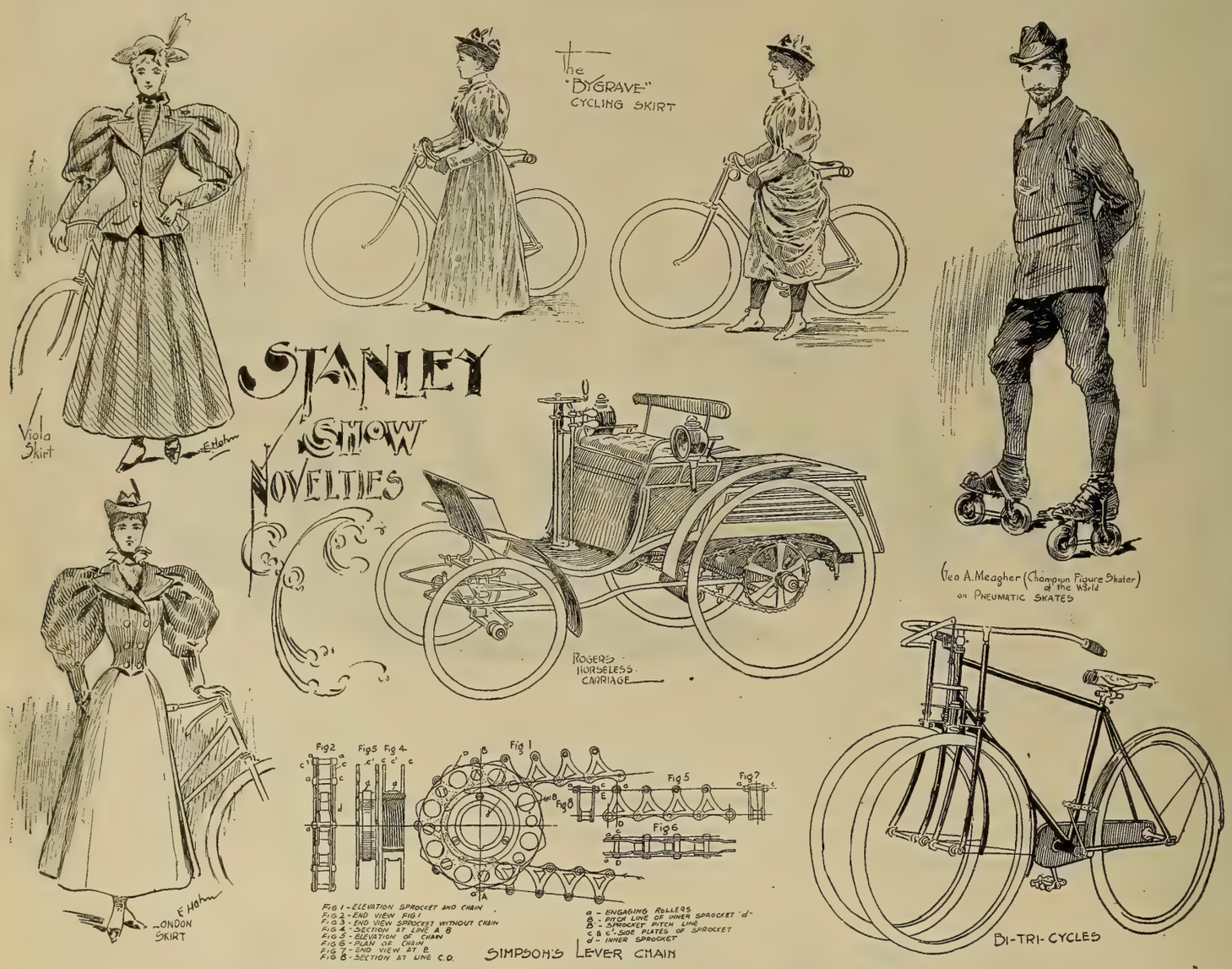
The Elswick (which was until this year at the National Show) has a superb exhibit of narrow-tread specially light racers. Its prices range about $175, which is high for England. The Elswick retains its crossed bottom tubes. The New Ormonde has a fine exhibit. Marriott & Cooper show, among an unusually fine collection, a tandem with the lady's seat at the back, there being a removable top tube in case a skirt is worn. Brakes are fitted to both wheels. Their Humber ladies' safety weighs 28½ pounds complete.

The Mohawks comprise the tandem fitted for war purposes, upon which the 100-mile Volunteer Challenge Cup was won. Their specialty is a 22-pound road or path racer, with 4¼-inch tread, supplied with an extra tire. A triplet shown has specially strengthened forks, and, of course,

The Well-known Mohawk Triple Crown.

The Marvel syndicate shows a spring frame which I can not think is in great demand. Its machines are all made by Humber's. The Boudard people have a good exhibit, and now fit the Boudard gear free of charge, while presenting plain geared machines at advantageous prices, all Humbers. Among the notable foreign firms showing machines are the Gladiator, Paris; Yost Mfg. Co., Toledo; the Pope Mfg. Co., Hartford, and the Western Wheel Works, Chicago. Morgan & Wright have a big tire exhibit.

And now for the novelties, which are numerous. First is the Simpson



lever chain, shown fitted to Humber safeties. Despite the fast times made with the chain, its running on the stand is not suggestive of the reduced friction which is claimed, and where the increased leverage comes in is very difficult to perceive. It well deserves its nickname, the "stickleback" chain, and even when the wheels are suspended and the chain profusely oiled, its action is far from sweet.

The Aluminum Jointless Frame Co. shows the Lu-mi-num cycle, manufactured from an alloy consisting of 96 per cent aluminum.

A French motor tricycle, driven by petroleum essence engines, is shown by Messrs. Dion and Bouton. The engine seems very powerful, but the machine presents a heavy and complicated appearance, and there seems much vibration. The horseless carriages are more interesting and will be shown in motion at certain hours. Rogers' patent carriage has four wheels, driven by a single horizontal motor consuming benzine at a trifling cost. A speed of from eight to thirty miles an hour can be maintained.

It is Lighted by an Electric Spark,

and starts instantaneously. The Hon. Evelyn H. Ellis exhibits his Daimler motor carriage, by Tanhard and Levassor, of Paris, which has already been

THE CLEVELAND BICYCLE

If you see a cycle with large tubing, it's a Cleveland or an imitation.



If you see a cycle with large tubing, it's a Cleveland or an imitation.

1894--We introduced the NARROW TREAD--1894

1895--We introduced the LARGE TUBING--1895

1896--WE INTRODUCE WOOD HANDLE-BARS--1896

We shall exhibit a full line of "THE CLEVELANDS" at the CHICAGO CYCLE SHOW, January, 1896. We will be glad to meet you there. We court correspondence now regarding 1896 agency.

Address for particulars,

H. A. LOZIER & CO., Cleveland, Ohio.

FACTORIES:
Toledo, Ohio,
Thompsonville, Conn.
Toronto Junction Ontario.

BRANCH OFFICES:
337 Broadway, New York, N. Y.
304 McAlister St., San Francisco, Cal.
630 Arch St., Philadelphia, Pa.

thoroughly tested during long road journeys both in France and England. When the roads are clear of traffic it averages thirteen miles an hour over hilly roads, and much higher speeds can be obtained. The four wheels have large flat rubber tires. There are powerful brakes and a folding hood for inclement weather.

There is a curious wood bicycle made in Germany by Max Menzel. Clumsy in pattern, heavy and inelegant, its only claim to attention is the low price at which it can be sold. The pneumatic road skate is shown in its latest form, and an expert demonstrates its action before crowds. Numerous inquiries are being made after this invention—upon which from eight to twelve miles an hour can be made on a country road—not only by the public but by the military authorities at home and abroad.

Viola, the fashionable ladies' tailor, whose patent dresses I lately referred to, has secured extensive stand space. Half-a-dozen young ladies show off as many different costumes, not hesitating to ride round the stand when any one desires to see a dress in action.

These Viola Costumes are not Cheap,

but are very elegant and ingenious.

John Piggott has a distinct novelty in the Gresham sweater, a new and handsome garment with a fancy knit collar which turns up at pleasure, and fancy sleeve ends and fancy topped hose to match. Its most important feature, however, is a pocket or slot running under the collar which secures and conceals the band of the scarf. This apparently trifling detail. improvement will greatly add to the popularity of this useful garment.

The exigencies of the postal arrangements compel me to defer my reference to the novelties in tires, inventions, and sundries until next week

C. W. HARTUNG.

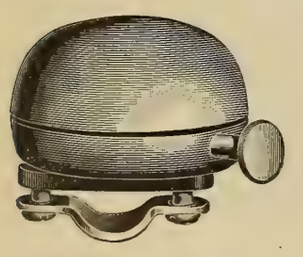
THE SINGER CARRIER.

Some little time ago the rumor was current that the Singer Mfg. Co., which makes the Singer sewing machines, was about to embark in the manufacture of bicycles on a large scale. An inquiry at the office in New York brought forth a denial of the story. The Singer company, which handles the well-known Singer wheel of English make and is located at 6 and 8 Berkeley Street, Boston, Mass., was confounded with the sewing-machine concern. The Singer company, under the guidance of Mr. Ross, is not going to make wheels in this country, however, as it is still enjoying a very good demand for its English make of wheel, having not as yet caught up on its orders for this year. One of the new things that this enterprising company has to show is a parcel carrier of English make. The wheels are fitted with two-inch tires, and instead of the usual chain gear the wheel is fitted with a Crypto gear that greatly reduces the parts in number and arrangement, making it a simple mount to be handled by the inexperienced parcel boy. The body of the vehicle is finished in a fine carriage black and as fine as any carriage in the land. Already a number of orders have been received for this style of vehicle and the prospects are that it will be a big seller for '96.



HARTFORD SUNDRIES.

Probably there is no line of bicycle bells or sundries that is being pushed as hard as the Hartford sundries, made by the Cycle Supply Co., of Hartford, Conn. The line of bells is something extra fine, and for lightness, durability, simplicity, and good ringing qualities can not be excelled. These bells will be sold by jobbers in all parts of the country. The company has a branch house at 317 Superior Street, Cleveland, and will shortly open another in Chicago.



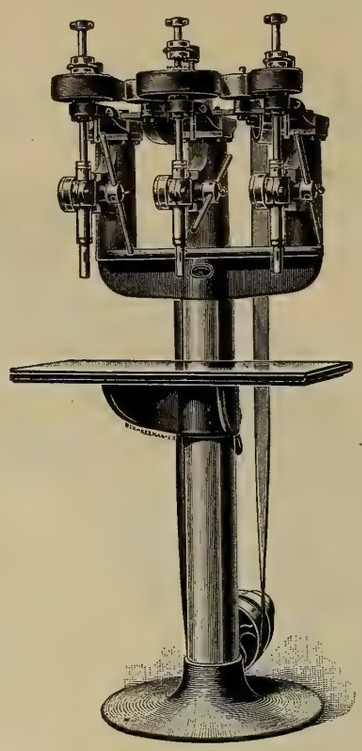
A LEATHER TIRE.

At last a leather tire that looks practicable has been placed on the market. The East India leather tire is from the inventive brains of Charles Knees, of Oshawa, Ont., and has many advantages over the rubber tire, so says the inventor. He claims the following points of superiority for his tire: It looks like rubber and feels like rubber; it is heat proof, water proof, frost proof, and will neither crack nor harden; is asphalt proof, being non-slipping on asphalt or any other pavement; is only two-thirds the weight of rubber or any other tire; is easy to patch or cement and fits and feels like a glove, and will outwear any other tire and costs less.

People interested in carrier tricycles should write to the Tinkham Cycle Co., New York, for the complete catalogue just issued by that firm.

THE BURNHAM DRILL.

Prominent among the many strong features of the drill made by the Geo. Burnham Co., 15 Hermon Street, Worcester, Mass., is the countershaft, independent of and belting to the base of the drill, thereby removing all jar or shaking caused by the unevenness in the belt. This system of belting imparts a perfectly steady motion to the spindle, and, the belts being long, gives great power while running quite loose. The tension of the belt is never on the spindle.



The capacity and dimensions of the drill are as follows: Will drill a ⅝-inch hole to the center of a 13-inch circle 4½ inches deep without moving the table; the greatest distance from the spindle to the table is 36 inches; the diameter of the tight and loose pulleys on the countershaft is 8 inches, 3 face; the cones take a 2-inch belt; the countershaft should make 300 revolutions; the quill has a steel rack and pinion; the spindle is made of the best crucible steel, and is reamed with Morse Taper No. 1; the spindle is counterbalanced with a coil spring, which can be adjusted to any degree of sensitiveness. This drill has three separate heads 10 inches apart. The three spindles are driven by one endless belt, ample means being provided to take up the slack without cutting the belt. The sizes of spindle pulleys are 8 inches, 6 inches, and 4½ inches in diameter, giving nine different speeds in all. Each spindle has an independent stop motion. The two outer spindles will drill to the center of a 22-inch circle; the middle one will drill to the center of a 13-inch circle. The table is counterbalanced by a weight inside the column. The size of the table is 12x32 inches. The drill weighs 550 pounds.

THE ST LOUIS CYCLE SHOW.

ST. LOUIS, MO., Dec. 1.—The Associated Cycling Clubs and the St. Louis Cycle Board of Trade have settled their misunderstanding about the proposed cycle show. The management is to be left to the clubs, but the Board of Trade and the city streets committee are to share in the profits. As the matter now stands the dates originally agreed upon, February 20, 21, and 22, still hold good. The show is to be held in Exposition Music Hall, which is the largest and by long odds the best place in which it could be held, although for a while it looked as it it would be impossible to hold it there on account of the extremely high rent asked. A canvass of the local trade, however, showed that the sentiment was strongly in favor of securing that hall, and that support enough could be relied on to warrant the expense.

The Parquet will be Floored

over even with the stage, and that space, together with the stage, the side aisles to the hall, and the foyer, will give floor space for at least fifty stalls, all of which can be disposed of readily. In accordance with the recent decree of the National Cycle Board of Trade, application has been made to it for a sanction, but, as the show has the support of the local trade organization, there should be no hitch on that point. At the last meeting of the Associated Cycling Clubs the working committees were all appointed, and work will at once be commenced.

The officers of the division and the local clubs are giving their attention to the matter of having the National Assembly held here. President Willison is supposed to

Favor a Western City,

but has decided to leave the matter to a mail vote of the chief consuls, and it is safe to presume that they would prefer a point centrally located to one in the far east, so that is a point in favor of St. Louis; but in the meantime no stone is being left unturned to win the assembly.

A. B. McDonell arrived here the early part of last week, with his trainer, James E. Cunliff, intent on altering the De Soto record figures, but the weather has been most unpropitious, four inches of snow, the first of the season, having fallen the day he arrived. Since then the weather and roads have been miserable. However, he intends to stay a few weeks, especially if the weather will moderate so that he can do some training, and wait for a favorable opportunity to take a whirl at the record.

The National Cycle Mfg. Co., of Bay City, Mich., has issued an advance circular showing cuts of its wheels, and pictures of cycling scenes at Gibraltar and in Africa in which the National bicycle is very much in evidence.

SYRACUSE BICYCLES
Spin to win.

On the road or on the track
it is always the same.

A CRIMSON RIM RIDER
Takes no dust.

New York Cycle Show, Spaces 47-48-49-50.

Chicago Cycle Show, Spaces 174-175-176-177.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

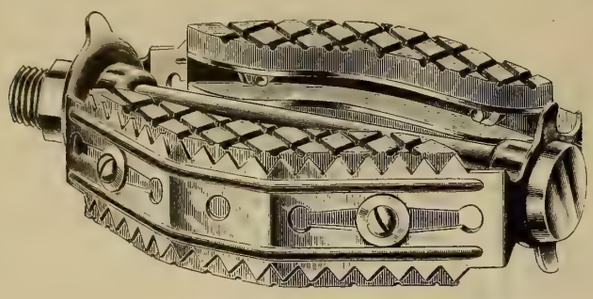
Western Agents,

A. F. Shapleigh Hdw. Co

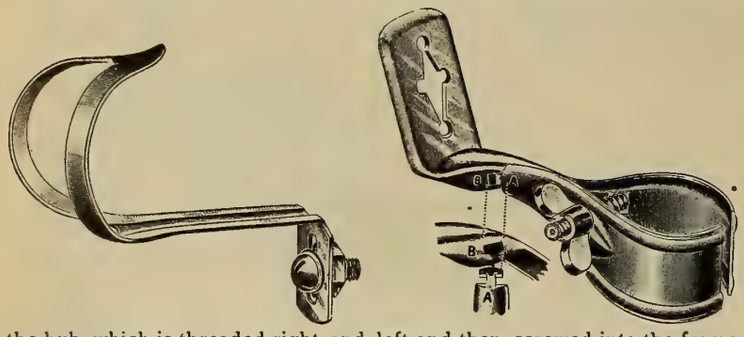
St. Louis, Mo.

THE DIAMOND PEDAL.

Pedals, toe-clips, lamp brackets, and other bicycle specialties are made by the Diamond Pedal Co., of 48-52 N. Clinton Street, Chicago. The Diamond pedal has just been introduced and has already made a favorable impression. It is constructed on new, yet scientific principles. The frame, stamped and formed from one piece of open hearth steel, in its novel form utilizes the elements of mechanics entering into truss or bridge structure, combined with lightness, making one of the strongest and most durable pedal frames known to the trade. One end over-laps the other,



skillfully brazed, through both of which is stamped and threaded the hole for the reception of the shoulder of the hub. At the outer end is the dust-proof cap, drawn from the frame and threaded, remaining a part of the frame, which can not be detached or lost. The pedal pin is made from one piece of forged tool steel, threaded right and left to fit any standard made crank. The cone bearing is carefully hardened and smoothly finished. The cups and cones are made of highest grade of tool steel and carefully case hardened. The ⅛-inch turned balls, carefully sized, case hardened, are "firsts" only, and the best the market affords. The hub or centerpiece is of one piece of seamless tubing, drawn to a taper and swelled for the reception of the cups and cones. The bearings are carefully adjusted in



the hub, which is threaded right and left and then screwed into the frame and firmly held by the shoulder at one end and threaded dustproof cap at the outer end, and can not be released or loosened by any jar or motion in pedaling, thus making a pedal in design, light weight, strength, foot-fitting, and durability that will please the most fastidious cycler.

The Diamond toe-clip is stamped, formed, and corrugated from one piece of open hearth steel, polished and nickel plated. There is no long shank to wear on the instep, or corners to cramp the toes. The Diamond adjustable head lamp bracket is light and most convenient. It can be easily detached or adjusted to any bicycle by a thumb screw. It is stamped and formed from one piece of open hearth steel.

TOLEDO TRADE ITEMS.

TOLEDO, OHIO, Dec. 2.—Toledo trade circles have been rather quiet on the surface the past week, but underneath there are strange rumors of new concerns and changes in the old ones. Last week the Toledo Drop Forge Co. was incorporated for $30,000. Robert Locke is to be president of the concern; James M. Ashley, Jr., general manager; and William Sheridan, superintendent. The latter is the practical bicycle member of the firm. Charles S. Ashley is also an incorporator. The company is remodeling the McLean glass factory building, and the projectors expect to be under way by January 1. They will make drop forgings and other cycle fittings. Their down-town office is in the Nasby block.

Ground was broken Thanksgiving morning for the Maumee Cycle Co.'s building near Yost Station. The same is to be inclosed in thirty days, and the first floor is promised to be ready for occupancy in half that time.

The Brewer Seamless Tube Co.

affairs are progressing finely. The company has office room in the Nasby Building, and Manager W. C. Brewer is cosily settled therein. Julius Touchband has been sent to Stockholm to arrange for an early shipment of steel billets. Engines aggregating 600 horse power have been ordered, and the other machinery is being contracted for. Plans for the factory building provide for a structure 225x135 feet in size. The machinery to be ordered includes tool-making devices, rolls, draw-benches, furnaces, etc., and the plant will present a busy scene when in running order.

The Toledo Tube Co. is also doing well, and Mr. Smith showed THE BEARINGS' correspondent some very pleasing orders. The capacity of the mill at present is about 1,200 feet per week. The brazing is done by a secret process worked out by Mr. Smith after much expensive experimenting and loss of time. From present indications, the company will soon have about all the orders it can fill.

The South as a Market.

E. E. Southard, president of the Toledo Metal Wheel Co., has just returned from a visit to the Cotton States Exposition and from Florida points. He secured some fat orders for Rugby wheels on the side. He was favorably impressed with the south as a wheel market, and cited one city of 30,000 inhabitants, of whom 2,000 ride wheels. All Toledo wheels are represented in the city referred to. A neat name-plate has been designed for the Rugby. The addition to this company's factory is now full of machinery in operation, and the output of the Toledo Metal Wheel Co. now amounts to 300 wheels per week.

The Toledo Mfg. Co. expects to move into its new building December 5. Superintendent George E. Curtis has lately returned from a successful hunt for orders in the west.

The Snell Cycle Fittings Co. is moving new machinery and transferring its tool department to the building just completed for its use.

Will Boom Toledo.

The National Meet Association held an interesting session in the Chamber of Commerce Building last Saturday evening. The competition for a Gendron wheel was extended from November 15 to February. The wheel is to be given to the person securing the most members for the L. A. W. The track question will be discussed at a meeting called for December 4. A local paper has donated a page of its holiday edition to the association, and it is to be filled with Toledo boom.

Frank Chapman has left Toledo cycling circles and is now in Chicago. His absence from the races and club parties in Toledo will be felt for some time. He was Toledo's authority in his line of knowledge, and, aside from being well posted and a good salesman, he's a capital good fellow.

The following concerns have been appointed agents for the Dauntless wheels in their respective cities: Joseph Horn & Co., Pittsburg; Williams & Co., Los Angeles; Woodward Mfg. Co., Parkersburg, Va.; D. S. Malvern, Tex., and Wilson Bros., New York City. The last named firm will also handle the foreign trade in Dauntless wheels.

ALONG CHICAGO'S CYCLE ROW.

Cycle Row, Chicago, is that part of Wabash Avenue north of Harrison Street. There are some changes in the make-up of the Row for next year. New stores are being opened up and there is a possibility of some of the established concerns moving away. A rumor is afloat to the effect that at least two, the Monarch and the Pope stores, will be located either farther north or on some other thoroughfare. A call on Manager Jackson, of the Pope company's branch, failed to verify the report, though the story was neither admitted nor denied. It is probable that Columbias will be shown at some other number than 291 before '96 is very old.

Bliss & Lumsden professed to know very little about a change for the Monarch store, but the present room is not large enough to display to advantage the very large line that is scheduled for '96, and if a move is made it will doubtless be to the northward.

Among the new comers is the Waltham Mfg. Co., of New York City, maker of the Orient. A handsome store room is being fitted up for the Chicago branch. The room will be at No. 268, and the managers, Armstrong & Jameson, say that the decorators will be through and out in time for an opening before the 15th inst. A novel method of displaying the wheels will be seen. Instead of the usual platform, each wheel of the line will be placed on a handsome oriental rug, and the rugs directly on the floor. The decorations of the room will be of oriental type, carrying out an idea suggestive of the name of the wheel. The appropriateness of this treatment is obvious, and the effect will no doubt be very striking. The paper for the side walls has a handsome heraldic design and in color will harmonize with the general coloring of the decorations. Luxurious offices will be fitted up in the store, halfway back, and the rear will be given over to a repair shop, which will be complete and in every way capable of meeting the demands that may be made upon it. The basement will be used for the storage of stock, the Chicago branch being a distributing point for this section of the country.

A CHICAGO REMOVAL.

Owing to the growing demand for the America, the International Mfg. Co., of 192 S. Clinton Street, has been compelled to seek more commodious quarters, and three floors of the large building at 73, 75, and 77 Fulton Street are being fitted up with machinery and appliances for turning out '96 wheels. The floor space will be ample, something like 50,000 square feet, and side wings opening off each floor will provide for future growth In addition to the machinery in the old factory over $80,000 worth of new machinery has been purchased and is now being placed in position. Comfortable offices are being fitted up on the second floor, facing on Clinton Street, and it is expected that the factory will be in full operation in a few days, turning out the Americas at the rate of 400 a week.

WANTED.

Two first-class bicycle salesmen to travel in Illinois and Iowa. Address, stating age, experience, last two employers, and salary wanted, THORSEN & CASSADY CO., 141 Wabash Ave., Chicago, Ill.



George T. Loher

of Oakland, Cal.,

rode from San Francisco to New York, through thirteen states and territories, across five great ranges of mountains, through the Bad Lands, down Wisconsin's sandy valleys—a distance of 4,354 miles—in 62 days of riding,

All on Dunlop Tires

which carried him through without a fluke.

THEY ARE GOOD. THEY ARE BETTER. THEY ARE BEST.

The American Dunlop Tire Company,

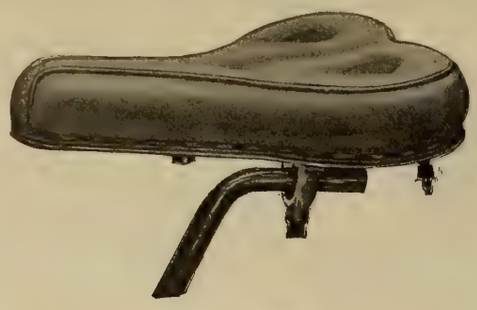
504-506 W. 14th St., New York City.

302-304 Wabash Ave., Chicago, Ill. **36-38 Lombard St., Toronto, Can.**

We exhibit at the New York Cycle Show, Stands 230 and 231.
At the Chicago Cycle Show, Stands 142 and 143.

THE SAGER PNEUMATIC SADDLE.

For a long time J. H. Sager, of Rochester, superintendent of the Sager Mfg. Co., has been working on the idea of air chambered seats, and at last has invented a pneumatic saddle which fills the bill. Pneumatic in principle, it is unlike any other effort. The Sager pneumatic saddle is so made with separate chambers that the air can not roll underneath the rider. This rolling and shifting about of a single-chambered seat caused so much friction as to produce the inevitable "burning sensation" which riders have complained of. With separate air tubes this will not occur, and the lacing of the Sager pneumatic between the chambers will also prevent the slightest pressure on the prostate gland. Another feature to keep the saddle cool is the placing of two circular holes in the rear portion of the seat. They are so placed as to receive the bones which rest on the saddle, contributing further ease, and also aiding the rider to maintain a correct position.



Gentlemen's Saddle.



Ladies' Saddle.

Among all riders who have ridden the Sager pneumatic, and particularly with women, great satisfaction has been expressed. The Sager ladies' pneumatic is shorter in length and broader at the cantle than the gentlemen's pneumatic. Every saddle is a model of perfection. The best quality of rubber tubing is used. The leather covering is carefully formed to the shape which after repeated trials has been found most satisfactory, and, being laced on, can be easily removed. The wooden base of the saddle is three-ply veneer, and thus rendered practically unbreakable. By reversing the spring, the forward or back adjustment is given, a feature of special value when the direct post is used.

THE GENDRON LINE.

Frank A. Kendall, general agent, has been in Chicago showing the line of the Gendron Wheel Co., of Toledo, Ohio. There will be built for '96 trade the well-known high-grade Gendron and a line of medium grades to be known as the Reliance, also a line of juvenile wheels. The Gendron standard roadster will be furnished in two heights of frame, 24 and 26 inches, with 44-inch wheel base; weight 22 pounds. The ladies' wheel will be built with 20 and 22 inch frames, and will weigh 23 pounds. In addition the company will probably build a double diamond and a combination tandem.

The tubing throughout will be of large diameter, 1⅜ inches in the head; 1 3-16 in the lower main tube, and 1 1-16 in the top tube and seat mast; all of 22 gauge with 18 gauge telescoping reinforced connections. No forgings or stamping will be used at the head or crank hanger. The fork-crown is built up in hollow section of 20 gauge tubing, with extra wide blades, and is distinctively a Gendron feature. Barrel hubs with spoke flanges and dustproof caps will be used. Regularly the wheels will be built with wood rims of U section. Nipple washers will be used, which are stamped out with a star-shaped edge and dished with the points facing away from the rim and against the under side of the tire; this, it is claimed, will entirely overcome the tendency of a tire toward creeping, and the Buckeye and other inner-tube tires may be fitted without cementing to the rim. The regular tire equipment will be the Buckeye; but the "999" of the Goodrich company or Morgan & Wright's quick repair will be fitted to order. The cranks are set on with cotter pins. Canoe, rubber, and rat-trap pedals will be used. The tread of the roadster will be 4⅞ inches, measured from outside to outside of crank ends. Black hard-burned enamel will be the standard finish, though other colors will be furnished to order. The same specifications will apply to the ladies' wheel, with such changes as are necessary on account of difference in shape of frame.

The Reliance models will be built on much the same lines as the Gendron, but will be made up of tubing 1-16 inch smaller in diameter all around, and of heavier gauge. Steel stampings will be used for connections, and a double-plate fork-crown, with 20 gauge flattened forksides. The tread will be the same as the Gendron. Akron or Newton tires, as ordered, and Grothe, rat-trap, or rubber pedals. The Reliance will be finished in black enamel with red fork-crown and should prove a popular medium-grade wheel. The juvenile line will be 24-inch wheels in three models—a diamond frame in two heights, and a drop frame for misses.

ABOUT NICKEL STEEL TUBING.

EDITOR THE BEARINGS: In the last week's issue of one of the cycling papers there appears an article on nickel steel, the deductions from which are, to a certain extent, erroneous, inasmuch as they would convey the impression that, to use one of the sentences therein contained, "It seems doubtful if nickel steel offers such marked improvement in quality that it can be employed profitably." And further, it goes on to say, in speaking of comparative tests made between nickel steel and open hearth steel without nickel, "The results are rather disappointing in showing a less superiority of the nickel steel than may be commonly supposed."

While I am inclined to think that the tests made were either not as intelligently undertaken as might have been the case, or else were not carried far enough, I am the more inclined to this impression because it speaks of the figures given as being "records of steel made and tested more than a year ago." Now the manufacture of nickel steel has proved its superiority over any other metal for the armor which protects modern war ships, and it is equally certain that it is gradually finding its way into the industrial arts for more peaceful purposes.

Briefly, nickel steel is composed of an alloy of nickel with steel. A high carbon steel possesses great strength and small ductility; a low carbon steel possesses little strength but great ductility. High carbon steel is strong but treacherous—it will bear a heavy strain, but is liable to break without warning; while low carbon steel is not so strong but much safer, and the addition of a certain percentage of nickel to low carbon steel makes an ideal material with all the ductility and safeness of low carbon and the strength of high carbon steels.

For Bicycle Tubes.

But whether or not nickel steel can take the place of the ordinary commercial steels for general manufacturing purposes, it has been proven beyond a doubt that it possesses marked superiority when drawn into tubing, this value being demonstrable by that arbiter from whence there is no appeal—the unbiased testing machine.

During the past few months the writer has had a number of tests made of the ordinary commercial weldless steel tubing, and tubing rolled from nickel steel, both at the Case School of Applied Science, in this city, and at the United States government arsenal, at Watertown, Mass.; and these results are herewith submitted in tabular form:

CASE SCHOOL TESTS, JUNE 18, 1895.

	Crushing Strain.	*Tensile Strain.*	*Deflection Tests.*
Carbon steel	4,347 pounds.	4,247 pounds.	.207 deflection.
Nickel steel	6,430 pounds.	7,500 pounds.	.043 deflection.

WATERTOWN ARSENAL TESTS, AUGUST 25, 1895.

	Transverse Tests.		*Compression Tests.*	
	No. of Test.	Ultimate Strength.	No. of Test.	Ultimate Strength.
Ordinary steel tubing	8,692	291 pounds.	8.695.	5,230 pounds.
Nickel steel tubing	8,694	358 pounds.	8,697.	6,620 pounds.

	Tension Tests. Tensile Strength.	
	Total.	Per Square Inch.
Ordinary steel tubing	5,470 pounds.	88,150 pounds.
Nickel steel tubing	7,390 pounds.	99,460 pounds.

These tests simply confirm the long and careful experiments conducted by the United States Government Board of Ordinance during its exhaustive search for the best material to be used in the construction of armor and projectiles. The figures are pregnant with meaning, and as they clearly indicate that by the use of nickel steel tubing a bicycle can be built at least 30 per cent stronger than one in which the ordinary tubing is used, weight for weight, the Peerless Mfg. Co. will use nickel steel tubing in its light-weight specials and racing machines for 1896. There are but two tube mills in the country which can roll nickel steel tubing at the present time, it being a process three times as long as the drawing of the ordinary tubing, and, therefore, not only very much more expensive, but also—and what is of much more importance to the average tube mill in the present heavy demand—greatly delaying the regular product. The Peerless Mfg. Co. has secured exclusive control of the output of nickel steel tubing outside of that which one other concern, which is rolling it in its own mills, will use.

CLEVELAND, OHIO, Dec. 2, 1895. H. CROWTHER.

MARRIAGE AND DEATH.

INDIANAPOLIS, IND., Dec. 2.—Three members of the Indiana Bicycle Co.'s staff will be married in the near future. On Wednesday evening, December 11, Harley Craft, traveling salesman, will be married to Miss Jessie Moore, of this city. The nuptials will be quietly celebrated. On January 1, 1896, Lee Greenleaf, territorial correspondent, will be married to Miss Katherine Landis, also of Indianapolis. On the following day John J. Landis, also territorial correspondent, will link his destiny to that of Miss Katherine Gray, of Noblesville, Ind. Mr. Landis is a brother to Mr. Greenleaf's intended bride and the latter couple will take in the Landis-Gray wedding as a part of their honeymoon.

Wm. R. Evans died Saturday, November 30. Mr. Evans was one of the heavy stockholders in the Hay & Willitts Mfg. Co., although he was better known through his connection with the Evans Linseed Oil Co.

Frank Wood, manager of the Indianapolis Rubber Co., has resigned his position. He will organize a new bicycle company with Fred Patee.



BICYCLE DEALERS AND AGENTS

Think of it.

All the improvements of the age are

embodied in

THE WORLD

Agents, an 1897 bicycle for 1896.

A most wonderful claim—the best bicycle built; remember the name.

Don't you want to handle our line?

WE WANT YOU TO.

Say yes, and

THE WORLD IS YOURS.

Arnold, Schwinn & Co.

Pacific Coast Depot,
HOOKER & CO., San Francisco, Cal.

Peoria and Lake Sts.

Mention The Bearings



TRADE HAPPENINGS.

ROCHESTER, N. Y.—The Bettys & Mablett Co. has been incorporated by Freeman H. Bettys, Phebe Bettys, Geo. J. Heys, Agnes R. Mablett, Earle A. Anthony, and others to manufacture bicycles, machinery, and other specialties. Capital stock, $25,000.

MARSHALL, MICH.—The Royal Cycle Works has been incorporated in the office of the secretary of state.

GRAND RAPIDS. MICH.—The Peninsular Wheel Co. has been incorporated, with a capital stock of $10,000.

CAMDEN, N. J.—The Brownie Bicycle Mfg. Co. has been incorporated, with an authorized capital stock of $125,000, of which $50.000 is said to have been paid in.

AMESBURY, MASS.—Eastern Cycle Mfg. Co. has been incorporated, with a capital stock of $20,000, with W. H. Atwood as business manager.

MITCHELL, S. D.—The Bruner Mfg. Co. has been incorporated, with a capital stock of $20,000, to manufacture bicycles.

KANSAS CITY, MO.—The Central Cycle Co. is reported to be preparing to discontinue business.

MEMPHIS, TENN.—C. E. Martling, formerly manager of the Columbia agency, will open a bicycle business in San Francisco, with C. S. Wells as resident manager of the Oakland branch. An order has been placed for 750 Syracuse bicycles, the coast trade of which Mr. Martling will control.

FOND DU LAC, WIS.—The United States Mfg. Co. has been incorporated by J. E. Bean, F. J. Lang, and F. J. Rueping; to manufacture patented bicycle supplies. Capital stock, $21,000.

BRADFORD, PA.—The Bradford Cycle Co. has been incorporated, with a capital stock of $6,000.

KENTON, OHIO.—Columbia Carriage Works is establishing a bicycle factory, in connection with its carriage manufacturing business.

TOLEDO, OHIO.—Thos. D. Cochran has succeeded Frank H. Chapman as resident manager of the Columbia Bicycle Co.'s interests.

MARION, IND.—Allen & Halladay, bicycles, have been succeeded by Allen Bros. Co.

NEW LONDON, WIS.—The Vineyard Wood Rim Co., of Chicago, is preparing to establish a factory at this place.

TOLEDO, OHIO.—Frank H. Chapman is reported to be organizing a company for the purpose of manufacturing bicycles.

KINGSTON, N. Y.—Wm. C. Crossby, in connection with the Kingston Carriage Co., is preparing to open a new bicycle and sporting goods store, January 1.

SPRING CITY, PA.—Harry L. Lewis and John F. Frye will establish a bicycle factory, and have placed their orders for the necessary machinery.

SAN FRANCISCO, CAL.—Frank R. Calder, bicycles, has removed from 701 N. 3d Street to larger quarters, corner 3d and State streets.

WICHITA, KAN.—A. M. Carr, bicycles, is reported to have given a bill of sale for $3,500.

MEXICO CITY, MEX.—H. T. Roberts, bicycles, and agent for the Sterling wheel, has opened a repair department, and will take up a line of sundries.

NEW BEDFORD, MASS.—R. G. Surbridge, bicycles, stock attached, and Surbridge reported to have left town.

NEW YORK, N. Y.—J. S. Barron & Co., at 141 and 145 Chambers Street, have become eastern agents for the Davidson bicycle, manufactured by Davidson & Son, of Chicago.

NEW YORK, N. Y.—Bamboo Cycle Co., bicycles, reported attached for $578.

NORTH INDIANAPOLIS, IND.—Horace L. Hewitt has given out contract for the erection of a bicycle factory, to cost $8,000.

MORAVIA, N. Y.—Ames & Hunt, bicycles, sporting goods, etc., reported to have dissolved copartnership.

SENECA FALLS, N. Y.—The Davis & Stevens Mfg. Co., manufacturers of bicycle pumps, has commenced the manufacture of spoke nipples, and has added a nickeling plant.

KANSAS CITY, MO.—The Midland Cycle Co. is preparing to add a nickel-plating plant, and is otherwise increasing its capacity.

JACKSONVILLE, FLA.—F. Bettelini is making arrangements to open an extensive bicycle exchange on Bridge Street. A rental business will be done. On the second floor will be a riding academy, and a repair shop will also be conducted.

HENDERSON, KY.—Morris, Lockett & White, hardware, bicycles, etc., has commenced business.

PARSONS, KAN.—J. P. Black, preparing to open new hardware store. Will take up bicycles. Propositions from manufacturers of wheels and sundries are invited by him.

BENNETTSVILLE, S. C.—The Bennettsville Hardware Co. has commenced business, and will take up bicycles.

ALBUQUERQUE, N. M.—J. G. White, bicycles, deceased.

NEW YORK, N. Y.—The Betts Patent Head Light Co. has been incorporated by Geo. B. Wilson and G. S. Wilson, of Philadelphia, Wm. H. Crary, L. F. Betts, and Jos. Tripps, of Brooklyn, to manufacture bicycles and hardware specialties. Capital stock, $100,000.

BUFFALO, N Y.—The Buffalo Bicycle Skate Co. has been incorporated by W. R. Moulton, E. L. French, F. D. Lund, and G. H. Chadeayne, of Buffalo, to manufacture and sell bicycle skates and other articles. Capital stock; $10,000.

VERONA, PA.—The Dexter Spring & Gear Co. has been incorporated, with a capital stock of $50,000.

TOLEDO, OHIO.—The Kirk-Young Mfg. Co. has been incorporated by H. J. Young, Ezrah E. Kirk, E. Kirk, Arthur W. Kirk, and W. H. Williams to manufacture bicycles and bicycle supplies. Capital stock, $30,000. This corporation succeeds the H. J. Young Mfg. Co.

COLUMBUS, OHIO.—The Mills-Barr-Ratcliffe Co. has been incorporated by ex-Governor Campbell, his son-in-law John M. Taylor, Edmund M. Hatcher, B. B. Hatcher, and Samuel G. Osborn to manufacture bicycles and other patented articles, among which is improved pneumatic tire. Capital stock, $15,000.

OMAHA, NEB.—The Ak-Sar-Ben Cycle Co. has been incorporated with a capital stock of $5,000.

NEENAH. WIS.—Laas & Burnham is the name of a new firm composed of R. J. Laas and S. E. Burnham to manufacture bicycles.

DES MOINES, IOWA.—The Home Cycle Co. has been incorporated with Francis Shoyer, president and treasurer; Chas. H. Van Cott, vice-president, and Garrett W. Madison, secretary, to manufacture and deal in bicycles. Capital stock, $10,000.

DIXON, ILL.—The Nash Mfg. Co. has been incorporated by John H. Brosius, of Terre Haute; Thos. C. Nash and Lott Becker, of Chicago; John A. McDermott and J. N. Newman, of Dixon, and others, to manufacture bicycles, sewing machines, etc. Capital stock, $250,000.

HARVARD, ILL.—The Fleming & Dobyne Mfg. Co., at present manufacturing neck yokes, etc., is preparing to take up the manufacture of bicycles, and is turning out a 22-pound wheel, to be known as the Shenandoah.

CINCINNATI, OHIO.—The Fisher Carriage Co. has been incorporated by Horace Fisher, Alfred Hill, Lewis P. Frech, W. H. Fisher, and William Marquette, to manufacture bicycles and other vehicles. Capital stock, $25,000.

SPRINGFIELD, MASS.—Cole & Gerald, manufacturers of the Grayhound bicycles, will move their business to East Brookfield, Mass., having accepted a proposition from the board of trade of that place.

MARION, IND.—Allen & Holladay, bicycles, reported succeeded by the Allen Bros. & Co.

JACKSONVILLE, FLA.—Fred Bettelini, bicycles, opened two salesrooms in different parts of the city.

NEW YORK, N. Y.—The Knickerbocker Cycle Co. has been incorporated by Wilber E. Goodwin, of Elmwood, Conn., F. S. Parmlee, Clarence S. Martin, and Lewis Brass, New York, N Y., to manufacture bicycles. Capital stock, $12,000.

CHICAGO, ILL.—The Garside Combination Bicycle Lock Co. has been incorporated by Wm. E. Rothermel, Jno. E. Garside, Wm. A. Bruette, and H. McV. Sharp, to manufacture bicycle locks. Capital stock, $2,500.

COLUMBIA, S. C.—Mixson & Richards is the name of a new firm, composed of J. W. Mixon, and J. E. Richards, which will carry on a business of bicycle repairing. Bicycle sundries will also be handled.

SPRINGFIELD, OHIO.—The Thomas Mfg. Co., agricultural implements, will take up the manufacture of bicycles.

CHICAGO, ILL.—Kelly, Maus & Co., at 184-190 Lake Street, are preparing to take up the manufacture of bicycles, and will have their '96 models ready to deliver after the New Year. Their wheel will be a high grade, listed at $100, and known as the K. M.

OWENSBORO, KY.—J. G. Delker and others are preparing to commence the manufacture of bicycles, with B. B. Clark as manager.

JUNCTION, OHIO.—Smith & Sprague are reported to be negotiating with eastern bicycle manufacturers, looking to the establishment of a bicycle factory.

Recent Patents.

549,917.—Support for bicycles; Justus W. Hellwig, Baltimore, Md.; filed July 26, 1894; serial No. 518,617. (No model.)

550,043.—Ball bearings for vehicles; John L. Dolson, Charlotte, Mich.; filed April 8, 1895; serial No. 544,987. (No model.)

550,116.—Machine for heading down rivets of bicycle chains; William R. Willetts and Robert T. Lewis, Jr., Waterbury, Conn., assignors to the American Pin Co., same place; filed June 26, 1895; serial No. 554,087. (No model.)

550,229.—Cycle alarm; Robert M. McDonald and Alexander McDonald, Dalmuir, Scotland; said Alexander McDonald, assignor of one-third to Edwin Packard, Brooklyn, N. Y.; filed April 6, 1895; serial No. 544,833. (No model.)

550,334.—Sprocket wheel; George W. Snyder, Philadelphia, Pa.; filed August 8, 1895; serial No. 558,639. (No model.)

550,399.—Unicycle; James C. Anderson, Highland Park, Ill.; filed December 17, 1894; serial No. 532,083. (No model.)

550,400.—Unicycle; James C. Anderson, Highland Park, Ill.; filed December 17, 1894; serial No. 532,085. (No model.)

550,409.—Attachment for bicycle pedals; Charles M. Hansom, Peace Dale, R. I.; filed April 18, 1895; serial No. 546,213. (No model.)

550,414.—Tires for vehicle wheels; George H. Mackay, Salem, N. H., assignor of one-half to Charles F. Kimball and Fred C. Buxton, same place; filed February 5, 1895; serial No. 537,330. (No model.)

550,474.—Changeable driving gear; Dan G. Bolton, Cooperstown, N. Y.; filed February 8, 1895; serial No. 537,678. (No model.)

550,490.—Bicycle; William Edgar, Mobile, Ala.; filed June 8, 1895; serial No. 552,143. (No model.)

550,501.—Bicycle attachment; Harry J. Getman, Traverse City, Mich., assignor of one-half to Henry A. Lederle, same place; filed July 3, 1895; serial No. 554,865. (No model.)

550,507.—Bicycle bell; Isaac N. Hopkins, Lockport, assignor to Marcellus Hartley and Malcolm Graham, New York, N. Y.; filed June 10, 1895; serial No. 552,330. (No model.)

550,536—Bicycle lock; James E. Scott, Louisville, Ky.; filed August 29, 1895; serial No. 560,898 (No model.)

550,541.—Drive or sprocket chain, and wheel therefor; William S. Simpson, London, Eng.; filed September 21, 1895; serial No. 563,223. (No model.) Patented in England, August 31, 1895; No. 16,366.

550,560.—Tire repairing tool; Frederick Myers, New York, N. Y., assignor by direct and mesne assignments of one-fourth to Frederick P. Clement, Rutland, Vt., and William A. Gray, Westborough, Mass.; filed June 10, 1895; serial No. 552,219. (No model.)

Trade-Marks.

27,240.—Bicycle skirts; Samuel Oppenheim & Co., New York, N. Y.; filed September 23, 1895; essential feature—the word "Roycelle"; used since September 14, 1895.

27,292.—Bicycles; E. C. Meacham Arms Co., St. Louis, Mo.; filed October 21, 1895; essential feature—the words "Empire Special"; used since September 15, 1895.

27,294.—Bicycles and attachments; Betts Patent Head Light Co., New York, N. Y.; filed October 5, 1895; essential feature—the abbreviation and word "20th Century"; used since April 10, 1895.

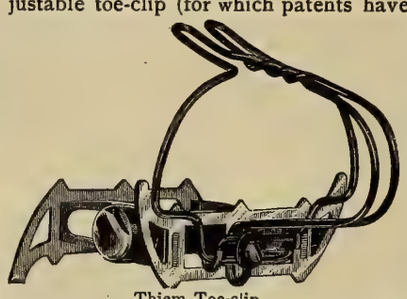
27,295.—Bicycles, velocipedes, and articles accessory thereto; Samuel Snell, Toledo, Ohio; filed October 14, 1895; essential feature—the word "Ouida"; used since July, 1895.

27,361.—Bicycles; Edward C. Berriman, Chicago, Ill.; filed October 2, 1895; essential feature—the word "Defender"; used since August 28, 1895.

27,362.—Bicycles and attachments; Fowler Cycle Mfg. Co., Chicago, Ill.; filed October 24, 1895; essential feature—the words "That Truss Frame Means Fowler"; used since August 20, 1892.

THIEM'S TOE-CLIP.

Thiem & Co., 155 W. 3d St., St. Paul, manufacturers of Thiem's adjustable toe-clip (for which patents have been allowed), are making preparations to place a large number of clips on the market for 1896. Their clip not only holds the foot on the pedal and allows a change of position of the foot but by its peculiar construction takes the place of a brake and is of great assistance in hill climbing. They are recommended for comfort, safety, and speed; weight two ounces, and they will be retailed at 50 cents per pair. They will be packed in neat shelf boxes containing six pair for long shoes and six pair for short shoes, with all necessary bolts and washers; also one set of screws for the '96 pattern of rubber pedal, and one set of clamps for attaching them to the regular style of rubber pedals. A. A. Hansen, who on November 3 broke the twenty-four-hour road record, was paced by riders using this clip.



Thiem Toe-clip.

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, has added fully $50,000 worth of machinery to its immense plant during the past ninety days, but is yet unable to supply the wonderful demand for bicycle machinery. It has been working a large force of vise hands and erectors for some time at night, but is now arranging to run all departments night and day.

73 - 75 - 77



No, this is not a "policy row," any more than it is the number of the patent which we own and control on **"truss frames,"** but it is the numbers of our new factory, located on **Fulton Street,** where we will turn out, as in the past,

NOTE OUR NEW ADDRESS.

THE AMERICA



and continue **"pro bono publico"** the construction of "honestly-made goods." We are shy a few good **retailers** yet, so that if you write us at once we will be very pleased to fix you up, if possible. **E. K. Tryon, Jr., & Co., Philadelphia,** will be our means of looking after Pennsylvania, Delaware, and Central New Jersey next year, so dealers in that section had best write them quickly.

THIS MARK THE SYNONYM OF HIGH-GRADE CONSTRUCTION.

INTERNATIONAL MFG. CO.

CHICAGO

73-75-77 FULTON STREET

SOLD LOTS OF WHEELS.

Louisville Dealers Have had an Excellent Season—Prospects for Next Year—New Firms.

LOUISVILLE, KY., Dec. 2.—Louisville dealers have many things to be thankful for in this season just about finished, more especially in the large number of wheels sold. The selling season started out briskly, and when the factories found themselves unable to supply the demand the local men felt the blow very severely with only one exception, that of Jefferis Bros., who had enough foresight to place their orders for early delivery. For several weeks during the rush of the season this firm had the only wheels in stock in the city, and it was very fortunate for them. In the early part of the season a number of mushroom concerns started up, but they have "gone by the board," and only the regular established agencies of two seasons or more are left. Rumors are now rife that there will be

Several New Firms for Next Spring.

and so far two are publicly announced.

Jefferis Bros., corner 3d and Chestnut streets, handle the Victor and Pierce lines, as well as a full supply of the Victor sporting goods. Since the G. N. Pierce company has abandoned the manufacture of juvenile wheels, this firm is on the hunt for a good line of juvenile wheels and wants to hear from the manufacturers of them for their next season's supply.

During the past season this firm has sold the largest number of bicycles of any local agency, due to having had a stock on hand all through the season. Three full carloads, as well as many smaller shipments too numerous to mention, is a sample of the receipts from the Overman company, and when the shipments from the other firms are counted the firm feels that it has done a very good business.

G. M. Allison & Co., 422 W. Main Street, are the Columbia agents, and Allison and Columbia are synonymous with the readers of local papers. It is safe to say that they

Will Confine Themselves to the Columbia Only

in the coming season. This firm suffered greatly from the manufacturer's inability to furnish wheels as ordered. At one time they had orders for fifty wheels on their books and could get no machines. In spite of such a disadvantage, their trade has been very satisfactory.

Prince Wells, 632 Fourth Avenue, has had no very great cause for complaint except inability to get wheels to fill his orders. He has the state agency for the Rambler, which means that that wheel is well pushed. Every one knows his pushing abilities. He also handles the Western Wheel Works' line, and has manufactured for him the Speed, to sell at a low price. His '96 Speed, however, is

Quite Different from Former Patterns,

and if he does not keep the factory busy turning them out, every one who has seen it will be very much disappointed. He carries a full line of sporting goods, and will have the state agency for the Barlock typewriter to occupy his time during the long winter months.



J. W. KISER, PRESIDENT OF THE MONARCH CYCLE MFG. CO.

Kentucky Cycle Co., 545 Fourth Avenue, will handle the Stearns, Crawford, and Ide lines in '96, as they did this year. The members of the corporation have been changed during the year, Charles H. Jenkins and Charles Speed disposing of their stock to G. A. Wright and M. A. Herbert, in order to devote their entire time to their other business. The whole management is in the hands of George W. Herbert, who also had charge under the old regime. They did a very satisfactory business during the year, and will

Redouble Their Efforts in the Future.

R. C. Whayne Mfg. Co., 560 Fourth Avenue, assemble a wheel that they call the Southern. They had the same trouble during the summer that every one had—lack of supplies—and had to decline many orders. As it was they sold more wheels than they expected. Mr. Whayne is the practical man of the concern, and has had considerable success in originating and patenting new ideas. He is now in the east showing his lantern-bracket, and so far, in a trip of only two weeks' duration, has sent in orders aggregating 200,000. His handle-bar has been described heretofore, and he is now demonstrating his claim that he can furnish it to manufacturers at the same price the materials for a bar made under the old plan would cost them, and his is a reversible one.

Indiana Bicycle Co., 350 W. Jefferson Street, was the first firm to open a local branch, and its success has been beyond expectations. In R. F. Maxwell the company has one of the best salesmen in the city, and one who takes great pride in his business. He has certainly put the Waverley in the front ranks among the many wheels handled here.

Martin & Dressing, 626 Fourth Avenue, will make the Napoleon, Munger, Henley, and Overland lines their complete list for '96. Henry Martin, of the firm, is assisted by his brothers Charles J. and George L. Their business during the past year has been very successful, and they are looking forward to the coming season for an increased trade.

Denhard Mfg. Co., 235 W. Market Street, with W. A. Rubey as manager of the cycle department, expects

To Largely Increase Its Business in '96.

It will push the Spalding, Halladay-Temple, Ajax, and Rubey wheels, and will carry a full line of sundries. The past season was only intended as a trial in the business and was very successful.

The Dow Wireworks Co., 728 W. Market Street, will handle the Orient, Fenton, and Grayhound in '96, as they did this year, and they expect to do a very largely increased business.

Harbison & Gathright, 709 W. Main Street, are the only local jobbers, and the past year was their first in the cycle line in connection with their saddlery business. They were caught with a lot of traveling men out on the road, and were unable to furnish the wheels ordered, but still held on and did a very large business. They are now making their

Arrangements to Increase Their Trade

the coming year, and will push the Tribune, Fenton, and one or two others in their southern territory. The wheels handled by them will receive the best attention in the entire southern country, as their traveling men visit every town from the Ohio River to the Gulf.

Griffith & Semple, 430 W. Main Street, had their first year's experience in the cycle business during the past season, and report that it was a very satisfactory one to them. Up to the present year this firm has been recognized as the leading sporting-goods house in the south, and the cycle business has helped them in their other lines. They made the mistake this year of taking too many high-grade wheel agencies, but that will be rectified next season. They will confine themselves in '96 to the Cleveland and Barnes wheels.

C. C. Nolting & Co., 531 1st Street, will make his bid for the '96 business with the Sterling and Eclipse wheels and will be satisfied with the same amount as he did this year, which is a good sign of a good business.

W. A. Thomas had charge of the cycle department of Griffith & Semple during the past year and

Has Determined to Open for Himself

in the early part of the spring. He has already taken the agency for the Syracuse, and if present plans are successful he will add another. He has not yet decided upon the location.

The Fowler Mfg. Co. was greatly disappointed by the failure to push its wheels during the past season and now holds the agency to await a decision on the plan of a local branch. Several local parties have been in communication with the company, but so far without any result. Exclusive attention in the local field can be secured only by the establishment of a local branch.

E. B. Dye & Co. started out in the early part of the season with a flourish, and they soon had a good business worked up, but lost the advantage gained, by a poor set of employes. If a probable customer came in and talked to one of the men, he was advised to take a Keating; the next time he came in another talked the March, and then the Smalley, Union, or Falcon was talked to him until he was so bewildered that the sale went to another house.

The Firm Made an Assignment

in August, and the assignee has closed out the stock of wheels and sundries and under the reorganization of the firm they will stick to the old paper business and let wheels alone.

A. C. Mead, who was bookkeeper for E. B. Dye & Co. before the assignment, opened up a repair shop and rental department on 3d and Green streets. When the riding season was over he closed his place.

The Syracuse Cycle Livery, 623 Fourth Avenue, did a very satisfactory rental business during the summer, but has closed up the place for the winter.

M. T. Callahan had a livery and storage place in the Macauley Theate



A HUMBER AGENCY MEANS

Reputation, Profit, Satisfaction

These feats were accomplished on the world-famed

HUMBER CYCLES

GEORGE BANKER, the champion of Europe, wins the Grand Prix de Novembre 4, 2,000 meters, at Paris, France, November 3. Time, 3:26 1-5.

C. M. MURPHY wins four quarter-mile races in succession in the one-mile post race at Los Angeles, Cal., November 22. Also breaks the world's paced mile record at the same place, doing it in 2:01 3-5, the half in :56 4-5.

HUMBER QUALITY MEANS SPEED.

HUMBER & CO., AMERICA, LTD.,
WESTBORO, MASS.

Chicago Cycle Exhibit, January 4 to 11, 1896, Stands 160, 161, 182, 183.
New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms { 318 Broadway, Fifth Ave. and 42d St.

Mention The Bearings

Building, but closed it last week to go on the road for the *Southern Cycler*.

W. C. Mann, 6th Street and Broadway, made an assignment during the season. He did only repairing on a small scale.

Hinds & Wrocklage, 8th and Jefferson streets, have recently dissolved partnership, J. K. Hinds taking the business. They had the agency for the Thistle, but are too far from the business center of the city to do a large business.

Bishop & DeLang had a very good location at 4th and Jefferson streets in the early part of the season, but made the mistake of trying to work up a business with a very limited capital, and soon made an assignment.

Every one of the firms and individuals noted in the above will be at the Chicago Cycle Show in January to place their orders for their next season's supply of sundries, and some may take a fancy to some wheel and take the agency for it in this section. A large number of local riders and enthusiasts will join the crowd, and it is likely that Louisville will be as well represented this time as it was last. At the last show more Louisville people registered than from any other city outside of Chicago and its suburbs.

BUFFALO MOVEMENTS.

BUFFALO, N. Y., Dec. 2.—The Iroquois Cycle Mfg. Co., composed of W. H. Mansperger, M. F. Dirnberger, Jr., Jacob Schlenker, and R. C. Wright expects to be ready for business shortly. The first wheels to be turned out are to be called the Cayuga and Oneida, and as the business increases the new models will be named for others of the tribes of the Six Nations of Indians that formerly populated this part of the country.

W. G. Schack has decided to join the army of movers and will soon move into a new store at 641 Main Street right in the middle of Bicycle Row. Mr. Schack is one of the oldest dealers in western New York and he has a large following that would as soon think of eating a canvas back that did not come from the Chesapeake as ride a wheel not purchased from him.

Lutz & Son have decided to give up the agency for the Stearns wheels, and soon will run in a stock from the factory of Davidson & Co., of Chicago. The father and son have worked hard for the "Yellow Fellow," and the success the wheel has achieved in this vicinity is due largely to their efforts in pushing it to the front.

The Remington Arms Co., of Ilion, N. Y., is expected to open a store here for the sale of its wheels. Arrangements are not yet completed for the new agency, but a surprise is expected.

The Orient is to be boomed here this winter and spring, with an idea of making it a favorite next summer. The wheel is made by the Waltham Mfg. Co., of Waltham, Mass., and the model looks like a winner.

ROYAL PLANS.

A BEARINGS' representative recently visited the Royal Cycle Works at Marshall, Mich., and was surprised at the extensive additions that have recently been made. From what he saw it is evident that they will be heard from in no small degree during the season of 1896. The factory has been entirely remodeled, and can be summed up in a few words—an ideal factory, New machinery of the latest type is now in full working order, their 1896 work is plainly to be seen, and they can supply, if necessary, 1,000 bicycles before the end of the year. Contracts have been entered into whereby the greater part of their proposed output of 8,000 bicycles is disposed of, but Manager Harry Chapman is now studying plans and making estimates so that an additional 4,000 will be made during the busiest time of the year.



HARRY CHAPMAN.

Their business will be chiefly a jobbing one during this season, and they have been fortunate enough to secure representation by some of the finest business houses in the country. The Lockwood-Taylor Hardware Co., of Cleveland, Ohio, will represent them in Ohio and Indiana; Studley & Barclay, of Grand Rapids, will represent them in the northern part of Michigan; Hamilton & Mathews, in Central New York state; the Johnson & Field Co., of Racine, in Wisconsin and Iowa; Dean & Co., of Minneapolis, in Minnesota; F. R. Grannis & Co., in California; Harbison & Gathright in the south; Hobbs Hardware Co., in Ontario, and the Park Row Bicycle Co. in New York City, Brooklyn, and Long Island.



C. W. A. LEWIS.

C. W. A. Lewis is the latest addition to the Royal traveling staff. He started out in their interest on December 2. Mr. Lewis has for several years been an ardent cyclist, and a noted Michigan rider. He has until recently been agent for the Columbia in Marshall. He is a bright, intelligent young fellow, and it is anticipated he will make hosts of friends in the bicycle business. He is thoroughly posted in all details of a bicycle, is also an ingenious mechanic as well as a reliable salesman.

UNUSUAL ACTIVITY IN THE WEST.

SALT LAKE CITY, UTAH, Nov. 23.—Bicycling as a sport has about ceased in this section until spring rolls around again, but the activity at the cycle stores and clubs is on the increase. Usually at this time of the year but little interest is taken in cycling matters, but the early appearance of new models this season is responsible for the present unusual activity.

In talking with prospective customers for the '96 trade, THE BEARINGS' representative found that weight seems to enter very little into the question with the buyer, and upon this fact the manufacturers and dealers have cause for congratulation. Heretofore almost the first question asked of the salesman was as to the weight of the wheel, and many sales were made in '95 solely on the fact that the wheel was a few ounces lighter than any other without the probable durability or the substantial character of the article being taken into consideration.

Last year to tell a prospective customer that the wheel weighed 24 pounds was virtually to kill a sale, and yet some riders who had feather-weight mounts last year and would ride nothing else will now have nothing weighing under this figure. Instead of weights, the questions now are gauge of tubing, weights of tires, size of rims, etc., and few wheels will be sold unless these parts can be shown to be of a sufficiently substantial character.

Although the riding season will not be on here until next March or April

Many Orders are Being Booked,

as riders fear a repetition of last year's experience, and are calculating on having their orders for their favorite mounts in in time to have them filled early. There is a gratifying absence on the part of the buyer of a desire to wait and see what the new models are like, as there seems to be a general feeling that beyond the change to big tubing there will be no change in models except in minor details.

The plan of one of the largest factories in the country to improve its models and add new features during the season as fast as approved, is one which, if followed by the rest of the manufacturers, would give great satisfaction to the dealers and jobbers. It would practically put an end to the "seasons," and trade and sales would depend only upon the conditions of the weather and climate. At the present time trade begins to drag during the summer months and almost ceases in the fall, owing solely to the fact that the purchaser argues that as long as he has missed the spring riding months he might as well wait and purchase the "new model" next year. If he could be shown that improvements were being made all the time, and that no new and great changes were being saved for the "new model," he would not miss the fall riding, but would invest during the latter part of the summer as willingly as in the spring, and sales would be more evenly distributed throughout the entire year.

Rumored Trade Changes.

There are but few new departures in the trade at present, but rumors of new firms and changes are thick. It is given out on good authority that the Columbia agency will change hands. The policy of the Pope Mfg. Co. has kept their wheel moving very lively the past two seasons. A. W. Caine & Co. had the agency in '94, but had other wheels in connection, and in the spring of '95 the agency was transferred to the Co-operative Wagon & Machine Co. Now it is rumored that the Salt Lake Hardware Co. will represent the Columbia. No reason is given for the change, as the "Co-op." people did a good business, but in all probability they could not see their way clear to drop other wheels. The Salt Lake Hardware Co. is a solid business firm, and has handled wheels for several years, but with only moderate success, as they had no experienced men in this department. It is understood, however, that they will engage a good man for this branch of the business.

The Intermountain Wheel Co. has added the Andrae to its line of Napoleons and Unions, and it is also understood that it will push the Henley. The firm will also assemble a wheel of its own called the Spencer.

The Salt Lake Cycle Co. is building a 19-pound special on the latest lines, and has booked a number of orders. It will handle the same lines of wheels as in the past—Clevelands, Sterlings, and Crescents.

PHILADELPHIA TRADE CHANGES.

PHILADELPHIA, PA., Dec. 1.—It is said that the manufacturers of the Orient wheel will have a branch of their own here next year instead of being represented by an agent as heretofore, although no formal announcement has yet been made to that effect. The Orient has become a very popular mount among Philadelphia riders, and there is no doubt that with better facilities last year's sales will be greatly augmented next season.

W. J. Walker & Co. will shortly remove from their present store, 923 Arch Street, to new headquarters at 828 Arch Street. Here the business will be run as a branch house of the Eclipse Bicycle Co., and in addition to catering to the retail trade will be a distributing point for agents in this section. W. J. Walker, head of the present firm, which acted as the agents for the Eclipse and Wilhelm wheels last year, will be the manager. The new store will afford lots of room and when alterations are completed will be one of the best-fitted-up establishments in the city.

Mr. Barsuglia, who for the past fifteen years has been connected with E. K. Tryon & Co., has severed his connection with that company and will hereafter look after the interests of the Wilhelm Bicycle Co., of Hamburg, Pa. Mr. Barsuglia will have a responsible position with the latter company, and his services should prove very valuable, as he is one of the best-known trade men in this section.

"Bob" Garden went to Atlanta last Thursday with R. L. Coleman's party. Before going he and his partner, Mr. Brewster, received an advance catalogue of the Crescent line of wheels for '96. The different models are of beautiful design and can not fail to add to the already good reputation the Crescent has in this city. Crescents were among the leaders last season in the number of sales.

Ayer & Wolf, 919 Betz Building, this city, are now the general United States sales agents for Maxfield's bicycle grease. It is a much-needed improvement over other oily substances used on bicycles, and commends itself to the cycler at once. It drives out the dust and acts as a dustproof lubricant, instead of coaxing the dust in. In appearance it resembles cosmoline, and is much easier to handle than liquid oils. It is a good addition to the sundry line and promises to become very popular.

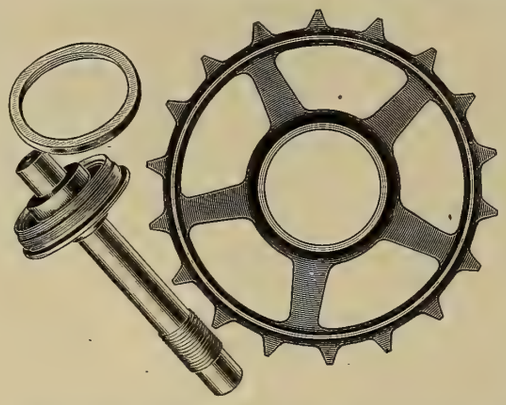
A CHEAP ENAMELING OVEN.

A. U. Betts & Co., of Toledo, manufacturers of Red Cross specialties, are making a small, cheap enameling oven which will just hit the pocket-book of the repair men. The oven is well built and has a thermometer attached, selling for $20. It is built so that gas, gasoline, or kerosene may be used. It is small and does not take up much room. The material used in the construction of the oven is strictly first class in every respect. The base or frame is of the best quality of smooth castings and double side walls of steel. The side walls are double, and the space between filled with asbestos. The greatest care has been taken in the proper distribution of heat, the selection of material, and the space caused by the great heat, thus obviating the danger from warp dust. With this oven and the instructions carefully followed out, a successful baking can be done in one hour.



THE ROYAL DETACHABLE SPROCKET.

The accompanying cut shows in detail an original detachable sprocket wheel, for which it is claimed that it can never work loose. The axle is a forging with a large boss, which is recessed on the inside to allow of its working over the crank bracket, and directly over the balls. The boss has turned upon it right and left hand threads. The sprocket wheel screws on up to a flange with a left-hand thread, and is checked by a right hand thread lock nut. The sprocket wheel is one-fourth inch in depth, equidistant on each side from a center line, therefore should the teeth become worn on one side it can be taken off and reversed, thereby saving the expense of a sprocket wheel whenever one becomes worn. The sprocket is made by the Royal Cycle Works and used on all their wheels.



Concerning the Olympic.

The Olympic Cycle Mfg. Co., of New York, has already placed a large portion of its '96 output of 10,000 wheels. Its $100 wheel will have a number of new features, among them being a patented crank axle, a chain adjustment, and an oiling device. The 1896 models are now ready and orders are being filled. The line of juvenile wheels seems to have hit the public fancy, judging by the orders coming in. To the already large number of models being handled by this company has been added a combination tandem, details of which will appear in the catalogue now on the press. The Olympia, Olympus, and Niantic are new names given to three of the wheels.

Bean & Lang, of Fond du Lac, Wis., have organized and incorporated the United States Mfg. Co. to succeed to the business heretofore conducted by them. The company will make the United States cyclometer and lamp bracket.



NEW CLIPPER, NO. 20, FULL ROADSTER....

Our business bicycle, designed and intended for business men who want a stanch road wheel for everyday use. Experience has taught us that business men do not care for extremely light mounts, preferring a wheel weighing from 26 to 30 pounds, fitted with comfortable road equipment, such as raised handle-bars, 1¾-inch tires, and rubber pedals. To such we offer our New Clipper, No. 20, and with it we give our unqualified recommendation. We do not hesitate to indorse this wheel and to recommend it to all who desire a neat, strong, serviceable bicycle for all-round work. We believe those who select this wheel for these purposes will be well pleased. The very best material is used throughout. Price $75, and worth every cent of it.

BICYCLES BUILT FOR BUSINESS

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Mention The Bearings

Highest Award



At Atlanta Exposition

THE PEERLESS MFG. CO. - - CLEVELAND, OHIO.

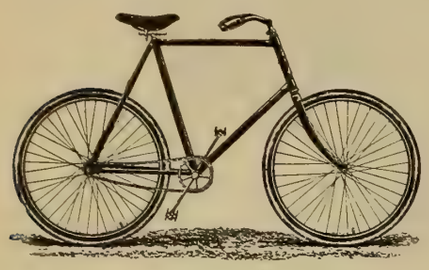
MAKERS OF PEERLESS AND TRIUMPH BICYCLES.

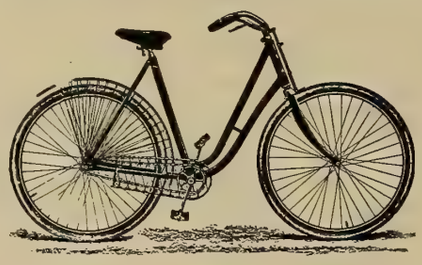
Send for advance catalog, now ready.

Mention The Bearings.

THE LIBERTY LINE.

The 1896 line of the Liberty Cycle Co. will consist of ten models. There are five models of men's wheels, including the racer, weighing from 18 to 23 pounds, in four different heights of frames. The three ladies' wheels weigh from 22 to 24 pounds. There are two styles of tandems, a diamond frame and a combination. The single wheels list at $100 and the tandems at $150. The men's wheel shown in the accompanying cut is Model 26 and the ladies' wheel Model 30. The weights given are for machines complete, except brakes, and fitted with 3½-pound tires. Five styles of handle-bars will be furnished—ram's horn, medium drop, up curve, extreme up curve, and adjustable. The Liberty hubs will be supplied in regular patterns, as heretofore, or in barrel pattern as desired. The Liberty hollow fork crown, which proved so popular this year, has been retained, as has also the Liberty detachable sprocket. A new pedal is offered for 1896, both in men's and ladies' patterns. The chain adjustment is the same, the Liberty company feeling that it can not be improved upon. The bearings will be constructed on the Liberty dustproof principle and have the famous "glass cutting" cups and cones. The Liberty detachable tire will be the detachable tire, and the Morgan & Wright quick repair tires the inner tube cemented tires used. Larger tubing, 1⅛ and 1¼ inches in diameter, will be a feature. A new oil conductor is introduced in the wheel hubs and crank axle bracket, which effectually feeds the oil directly to the bearings. The tread on the road wheels is five inches; on the track racer, 4¾ inches, and on the ladies' wheel 5¼ inches.





THE HUNTER.

From an advance catalogue issued by the Hunter Arms Co., of Fulton, N. Y., the following points concerning the '96 Hunter are gleaned: The bearings are constructed of the finest of tool steel, hardened in oil by a secret process known only to the manufacturers of Smith guns, ground to a gauge and polished until they look like a mirror. The famous Crown steel tubing, and imported especially for the Hunter Arms Co., is used in the frame, which is made in three heigh s, 22, 24, and 26 inches. The head connections are steel thimbles, and all others are made from drop forgings. The cranks are forgings made in the company's own forging department. Cotter pins are dispensed with, the patented fastening allowing the removal of the cranks with only the use of a wrench. This fastening makes the crank perfectly rigid, The tread is 4¾ inches. The Model A, man's roadster, weighs from 22 to 24 pounds and lists at $100; Model B, ladies' roadster, weighs from 22 to 24 pounds and lists at $100. The Model C Special weighs from 18 to 20 pounds and lists at $125. The Model D, ladies' special, weighs from 18 to 22 pounds and lists at the same figures. The tandems weigh from 32 to 43 pounds and list at $150.



The Hunter.

OVERCOME BY GAS.

KENOSHA, WIS., Dec. 3.—Six men were overcome by gas at the plant of the Sterling Cycle Works Wednesday evening, and one of them, it is believed, will not recover. One of the burners in the brazing department went out, and it was from this pipe that the gas escaped. Why the workmen failed to detect it, either by its odor or otherwise, is not explained, but the six men were found utterly prostrated. Medical aid was summoned at once, and five of the victims were brought around after much work. The sixth, John Bock, is in a precarious condition, and his recovery is very doubtful.

Stearns and Palmer Make a Deal.

E. C. Stearns & Co. have made arrangements with the Palmer Pneumatic Tire Co. whereby they will be licensed to manufacture the Palmer tires, and the Palmer will be the principal tire used on Stearns wheels in '96, though options on other makes will of course be given as heretofore. Under this new arrangement tires on Stearns wheels can be repaired by sending them direct to the factory, a great convenience to the rider.

THE TRUMAN LINE FOR '96.

Inside information about the Truman bicycles is given to the public in the advance catalogue of Chas. Truman & Co., of Toledo, Ohio, who take "No nonsense" for their motto, and publish on the second page of the pamphlet a guarantee of their wheel for one year. They claim to make "good wheels, but no 16-pound freaks for the road," and they make prominent the fact that instead of putting out extravagant racing teams, giving away bicycles as prizes, and expending money in other ways, as they say, "to whoop 'er up," all that outlay goes into the make-up of the machines, no expense being spared to make them as absolutely perfect in every detail as possible.

The line consists of a 26-inch frame for the six-footer, a 24-inch frame for the mass of riders, a 23-inch frame for the small men, and one of the same height with shorter cranks for ladies, and a 21-pound roadster of any desired height for racing man. The frame of the Truman is constructed of weldless steel tubing and drop-forged connections throughout, the gauge of the large tubing of the main frame being 20 in the men's wheels and 18 in the drop-frame ladies' machine, the upright tube of which is reinforced twelve inches up from the bottom, making it strong and rigid. Tubing of 17 gauge is used for the rear forks, which are subjected to severe strains. All bearing parts are of tool steel, oil tempered. They are practically dustproof and require almost no oiling. Cranks and sprockets are drop forged from special steel and are subjected to 1,200 pounds torsional strain.

The special features are the pedals, hub, and crank-hanger. The pedals are made under the Grothe patent, the spindle being cut from a solid bar of tool steel, hardened in the bearing parts and soft in the threads. The frame is of oil-tempered spring steel, braced to resist strain in any direction. The balls in the rear hub run on solid spindles and are in a vertical position. The adjustment is so effected that it is not interfered with by the tightening of the rear forks, and the pull of the chain on the sprocket comes directly over the balls, just as it does in the crank-hanger, the large sprocket wheel being dished for the purpose. The crank-axle is solid, the cones being made on the axle, and the axle, crank, and sprocket wheel are in but three pieces, easily detachable. All the models list at $100 each.

TO TRAVEL FOR MEACHAM ARMS CO.

A. L. Randall, of the Randall Cycle Co., Fort Wayne, Ind., whose portrait ornaments this paragraph, will this winter cover all of Indiana, southern Michigan, and eastern Ohio for the E. C. Meacham Arms Co., of St. Louis, which is on the market with a line of no less than thirty-one models of bicycles, which Mr. Randall will push with his accustomed vigor in the section mentioned.



A. L. RANDALL.

Will Build Bicycles, Too.

Cutting & Kaesmer, of Chicago, are building a new wheel to be called the Cutting Special. The following are the specifications: Diamond frame, 1⅛-inch tubing, three-quarter-inch rear forks, five-eighth-inch back stays, 5¼-inch tread, tubular crank hangers, barrel hub, celluloid tip grips. The standard color will be maroon with gold stripes, although they will give choice of any color. The wheels will all be fitted with the Cutting saddles. Weights from 16 to 25 pounds, frame 22 to 26 inches. They are also making a lady's drop frame with the same specifications; also a 22-inch diamond frame, weights ranging from 19 to 26 pounds.

"ZIMMY, OF CALIFORNIA."

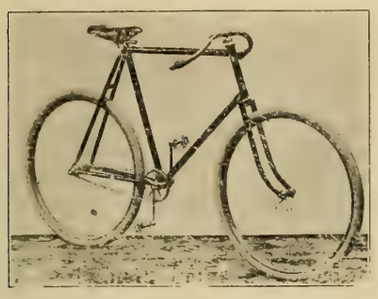
Floyd A. Macfarland is the Class A king of the Pacific coast. His riding in the national circuit has attracted much attention. He won the third-mile open and the one-mile open races at San Jose on November 8, setting a new mark of 2:05 in the latter event. He also won the two-mile lap race at Los Angeles, November 22, in 4:57, on the same day making world's record for one mile on a quarter-mile track in 2:10⅘. In the Santa Ana meet he won the half-mile and one-mile open races, these being the only Class A races of the day. Macfarland has been riding a March wheel since last July.

KANSAS CITY'S BOARD OF TRADE.

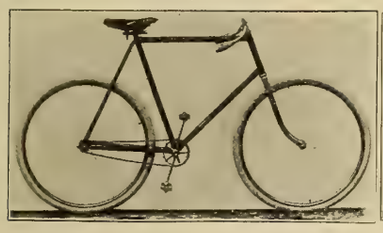
KANSAS CITY, MO., Dec. 2.—A local Cycle Board of Trade has been talked of for some time, and at a meeting held on November 29 a permanent organization was effected, under the name of the Kansas City Cycle Dealers' Association, by the election of C. J. Schmelzer as president; C. H. Clarke, vice-president, and O. C. Hutchinson, secretary and treasurer. Twenty-one out of the twenty-five dealers in this city were present. The objects of the association, generally stated, are harmony and good feeling among the dealers, in a social as well as business way, and the furtherance of the business and sport of cycling.

HIGH-ART BICYCLES.

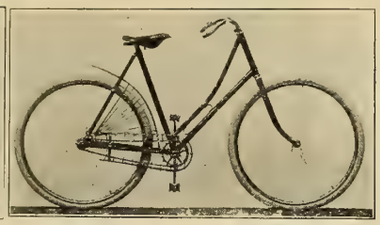
B. F. Norris, Allister & Co., 113-115 State Street, Chicago, are interested n the output of the El Dorado Cycle Co., 327-329 Dearborn Street. A high-grade and a medium-grade line will be put on the market, the El Dorado listing at $100, and the Paragon at $70. The specifications call for the best grade of tubing, tool steel bearings, solid turned hubs, drop forged connections, and high-grade materials throughout. The El Dorado will be built with 43-inch wheel bass, 5-inch tread, and with the main frame of 22 gauge, 1⅛-inch tubing. The head will be 1¼-inch. The rear stays will both be ¾-inch, with drop-forged fork ends. A solid forged fork-crown is used, and the fork sides will be 1-inch tube, flattened and tapered. Barrel hubs with spoke-flanges are fitted. The spokes will be tied with the sheet-metal tie of the Aurora Automatic Machinery Co.'s make; Olds Wagon Works rims, and, for regular stock wheels, M. & W. quick-repair tires. Other tires will be used only on order. Adjustable and bent bars will be fitted, and frames will come in three heights, 22½, 24, and 26 inch. Quarter-inch balls will be used for all bearings except in the head and pedals, which will be fitted with 3-16-inch.



The Paragon.



The El Dorado



The El Dorado Ladie's.

A good arrangement for setting on the sprocket is used. It embodies a sprocket and crank, on the chain side, in practically one piece. The crank is milled with a square-cut groove one-half the width of the shaft, running in line with the crank, and seating a square-cut key, machined on the face of the sprocket hub. The crank and sprocket are bored for the crank-shaft with a slightly larger opening than the diameter of the shaft. After setting the sprocket against the face of the crank, and seating the key, a piece of eighteen-gauge tubing is driven into the opening, and the whole brazed together. The combined sprocket and crank is keyed onto the shaft with a cotter pin, and the part is furnished at such a price that a change of gear can be made at about the same cost as in wheels fitted with detachable sprocket rims. As the change can be effected so quickly, and the device is so simple, it is sure to be a taking point. The El Dorado will be furnished with drop frame for ladies, weighing 24 pounds.

The medium-grade line will be built after the model of the El Dorado, but in some places stampings will be used instead of drop forgings, and instead of a solid fork-crown a double open one will be fitted. The frames will come in one height only, 24 inch, and the weight will be 24 pounds. It is not the intention of the company to build any tandems or track racers, and the factory will be run full time on standard models.

"THE WINTON IS A WINNER."

For '96 the Winton Bicycle Co. will offer a departure from its line of this year, the standard models being built with frames of the usual diamond type, and an absence of the Winton brace is to be noted. The tubing will be 1¼ inch for the main frame and all connections are to be drop forged with flush finish. A feature of the wheel will be a one-piece drop forged head. The crank on the chain side is made in one piece with the shaft, and both cranks are round at the shoulder so that no sharp corners or cotter pins will be found to catch on the clothing. Three heights of frames will be furnished; weights from 22½ to 23½ pounds; the racer will weigh 2 pounds less, and will come with 24 and 26 inch frame. A lady's wheel weighing 23 pounds is to be made with 20 and 23 inch frame. Two tandems, a double and a combination, complete the line. The standard finish will be black hard burned enamel, and but one other color will be supplied, a wine color with gold striping.



The Winton.

J. W. Murphy, of R. H. Wolff & Co., of New York, has been in Chicago in the interests of his firm for some days.

What Constitutes a High-Grade Bicycle.

This is a question we often hear asked. Is it the shape? the size of tubing? the wheels? the tires? the enamel and nickel? or what? We do not wonder that some people say, "All bicycles are about alike; we can buy one for $50, just as good as you can sell us for $100." The value of a really high-grade bicycle does not necessarily lie in either its shape, or its enamel and nickel finish, although these features are apt to be more modern and of superior quality in the better wheel. The real difference, and what constitutes the value of a high-grade machine, is its running qualities, the accuracy and fineness of its bearing parts. These are details that are usually appreciated only by experienced riders; the novice or beginner, in his delight at finding that he can ride a wheel, is certainly hardly qualified to judge its comparative merits. The $50 wheel he has bought will probably make him just as happy as if it had cost a hundred, until he learns from experience to appreciate the fine points of cycling. and has had occasional opportunities to try his friend's high-grade wheel in comparison with his own Then he will begin to realize that he might have done better. The apparent difference in bicycles is not so great, it is the results that count, and for which wise buyers are willing to pay. Good bicycles will never be cheap. Look at other articles watches, guns, sewing machines, carriages, and scores of other necessities that have been manufactured for the last forty years, have they all become cheap? Well, hardly; there are cheap makes of course, so there are in bicycles. A watch that will keep fairly good time can be bought for $5 to $10, but no one would expect it to be as good a time-piece or as fine and accurate in its movement as one that cost from $75 to $150. The difference in bicycles is almost as great as in watches or any other article of manufacture; double the labor and expense may be put in the bearings alone, and would only be appreciated by actual use. Send for catalogue and study the construction of a Tribune bicycle, and you will understand what constitutes a high-grade wheel.

Spaces at Chicago Show, 137 and 138.
Spaces at New York Show, 180 and 181.

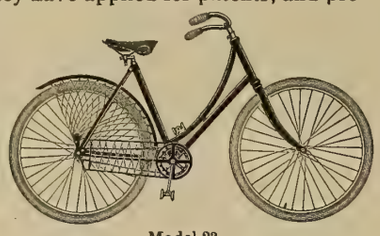
THE BLACK MFG. CO.,
ERIE, PA.

LOZIER'S '96 WHEELS.

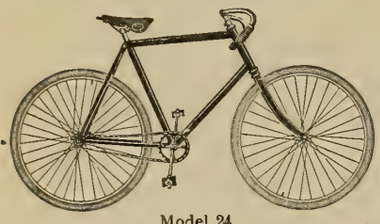
H. A. Lozier & Co. have certainly established for themselves an enviable reputation in relation to modern ideas in the construction of cycles, and the trade generally look for something that is strikingly new and novel on the Cleveland each succeeding season. Last year, at the Chicago Show, they set the pace in the large tubing idea that is now so popular. At the coming shows they will make a radical departure in handle-bars, by presenting upon their new 1896 designs a bar constructed entirely out of wood. In an ingenious way it is bent into a graceful design, and unquestionably presents the combined features of strength, durability, and lightness, which are essential requirements of this important part of the cycle. Lozier & Co. have spent months of time, thought, and experiments upon this new bar, for which they have applied for patents; and pre-



Model 22.



Model 23.



Model 24.



Model 25.

sent innumerable arguments that make it preferable to the tube bar of the past, but the principal claim made is the great reduction in the vibratory motion conveyed to the hands and arms in riding over the city pavements and rough country roads.

The advance pamphlet of the 1896 Cleveland wheel shows a line of cycles well calculated to meet the requirements of the trade—the Swell Special for men, a beautiful wheel for ladies, a light racer of strength and durable qualities, convertible to the much demanded light roadster; a tandem for men, and a combination tandem for ladies and gentlemen complete the line.

The designs are particularly "swell," the finish black and nickel, the specifications indicate up-to-date ideas as well as many features of advanced mechanical construction. Strong claims are made for the improved construction of the Burwell bearings; an entirely new pedal of their own manufacture is expected to find great favor with their patrons; a wide option in tires is given; a choice of handle-bars, of new and novel design, and also new saddles are shown.

They argue sensible weights and claim great strength and durability, and in the improved bearings unequaled running features. We illustrate the several styles excepting the combination tandem, No. 26.

Annual Half Rate Excursions to Canada Via The Chicago & Grand Trunk Railway.

The Chicago & Grand Trunk Railway has arranged for the usual half rate holiday excursions to principal points in Canada for season of 1895. Thursday, December 19; Friday, December 20; Saturday, December 21. Tickets good to return up to and including January 9, 1896. Avail yourself of this opportunity to visit Canada and spend the holidays with the folks at home. All through trains of the Chicago & Grand Trunk Railway pass through the great St. Clair Tunnel, one of the wonders of modern engineering skill, and is the only line offering the public advantages of through Pullman car service to Canadian points. Tickets may also be purchased reading via Detroit if desired. Excursion tickets on sale at all stations. For further particulars apply to Ticket Agent, 103 S. Clark Street.

Eclipses Them All. Thirty-Five And One-Half Hours Chicago to Jacksonville, Fla.

The Monon Route with its customary enterprise has put on a new fast train that makes the run between Chicago and Jacksonville in thirty-five and one-half hours. This train is composed of elegant Pullman perfected safety vestibuled, open and compartment sleepers, including drawing room and buffet sleepers, as well as comfortable day coaches, with Monon celebrated high-back seats. This train leaves Chicago daily at 8:32 p. m., arriving at Cincinnati next morning 7:30; Chattanooga 5:50 p. m.; Atlanta 10:40 p. m., reaching Jacksonville at 8:20 the second morning, in ample time to make connection with all lines for points in central and southern Florida. This is the fastest time ever made by any line between Chicago and Florida.

Frank J. Reed, General Passenger Agent, Chicago.

City ticket office, 232 Clark Street, Chicago.

For time cards, pamphlets, and all other information address L. E. Sessions, Northwestern Passenger Agent, Minneapolis, Minn.

WANTED.

A local agent wanted in Chicago for the Pneumatic "Corker." A rider who is familiar with wheels preferred.—ANSON SEARLS, Newark, N. J.

WANTED.

Manufacturers to quote price on 100 high-grade wheels. Address:
CO-OPERATIVE CLUB, Box 336, Schenectady, N. Y.

TRADE NOTES.

The Sherman Cycle Co., of Chicago, has removed to 133-139 S. Clinton Street.

The Peoria Rubber & Mfg. Co., of Peoria, Ill., has disposed of its output to the Patee Bicycle Co., of Indianapolis.

The Indiana Rubber & Insulated Wire Co., of Marion, Ind., has removed its general offices to its new office building at the factory at Jonesboro, Ind.

W. W. Supplee, president of the Supplee Hardware Co., of Philadelphia, has been re-elected to the presidency of the National Hardware Association of the United States, an association of 116 of the leading jobbers from all over the country. Another victory for the Crimson Rim!

The Excelsior Cement Co. is booking some very large orders for its celebrated Waterproof wood rim cement, which, in addition to its great elasticity, has the advantage of being waterproof, which prevents the water working through it, making it crumble and allowing the tire to creep.

E. K. Orr, sales manager of the Standard Cycle Works, Chicago, has just returned from Detroit, where he closed with L. W. Thomm & Co. Mr. Thomm will open one of the finest bicycle stores in Detroit. It will be located on Woodward Avenue. He will make the Standard his leader.

The Warwick & Stockton Co. has spent thousands of dollars in perfecting the hard rivet with which all of its chains are made. Its hubs and pedals are very beautiful, and seem to attract great attention from the trade. The company is trying to keep pace with its orders by working day and night.

Jimmy Shone, the popular young man from Rochester, has been in the east the past few weeks, and as a result the Shone-Hanna Co., of which he is a partner, will be actively engaged in shipping goods to the east for the remainder of the season. Mr. Shone is one of the best hustlers on the road, and has a record of never leaving a concern until he at least sells them something.

M. N. Sweet, of Battle Creek, Mich., representing Studley & Jarvis, of Grand Rapids, left last week for Louisville, Ky., from which point he continues south and west taking in the principal jobbing points. His line consists of Cycloids in high grades, S. & J's. in medium priced, "45" Specials—the latter being cheap—and juvenile wheels, something at an interesting price and light weights.

The Waltham Mfg. Co. writes: "After giving the matter of name—which is really a very important item—a great deal of consideration, we have at length decided to christen our $75 men's machine the Saracen. We are satisfied that the name is original with us as applied to a bicycle, and at the same time is oriental in its meaning, and it will be our policy to follow out our ideas in advertising on the 'oriental' lines."

The Grand Rapids Bicycle Mfg. Co., of Grand Rapids, Mich., will make between 1,000 and 1,500 wheels the coming year. The company has a complete plant at Grand Rapids, Mich., and will turn out a machine which will capture the hearts of every one who sees it. The wheels will sell for $100 and will be built in six styles—two men's, two ladies', and two tandems. The tubing will be 1¼ inches and the popular Boucher barrel hubs will be used. J. J. Boucher, the inventor of the hub, is an old Chicago man. His device is a very clever one, and will be a valuable improvement.

The Lu-Mi-Num people of St. Louis report that the English Lu-Mi-Num is catching on at a wonderful rate and that it seems to be just the novelty that the English market has been waiting for. So great is the demand in both England and France that both factories have cabled to increase the order for 1,000 sets of castings to keep them going until they can commence work themselves; in other words, this, on top of the 1,000 sets already ordered for each factory, shows a total of 4,000 sets required for the foreign market during the next few weeks until the foreign foundries can be got running.

At the annual meeting of the stockholders of the Hay & Willits Mfg. Co. the capital stock of the company was increased to $60,000, and the following officers elected: President, Thomas Hay; vice-president, W. R. Evans; secretary-treasurer, George. R. Evans; manager, V. B. Willits. The Outing factory has been enlarged, additional machinery placed in position, and the factory is now running night and day. The company is satisfied with the first year's record of the Outing, and one of the most pleasing features of its business is the fact that all of the old Outing agents have renewed their contracts.

The Diamond Machine Co., of Providence, R. I., is at present enjoying a trade in bicycle machinery that is limited only by its ability to fill orders. The quality of the goods has of course had much to do with the success of the firm in this branch of the business. However, not a little of the credit is due to Mr. Swift, who, in addition to being one of the stockholders of the concern, has looked after outside interests for a number of years, and as a result is a well-known and welcome visitor to every cycle concern in the country. Mr. Swift has just returned from a western trip with orders enough to keep his concern busy for some time to come.

WANTED.

The management of a branch store in Los Angeles, Cal., by a young man with five years' experience as dealer and branch store manager; references and bonds.
Address, S. H., "The Bearings" office.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 20
CHICAGO, DECEMBER 12, 1895.

A REPORTER FROM TOLEDO.

A Man Representing Himself as Such is Abroad in A. G. Spalding's Interests—Details of an Alleged Conspiracy—A Scheme to Injure Western Cycle Journals Shown Up.

A few hours before the Chicago cycle papers go to press there arrived in that city a circular letter from the offices of the Board of Trade in New York, containing grave charges against the promoters of the Chicago Cycle Show, which, unless promptly refuted, would tend to injure the show. Briefly, the circular, which is venemous in its language and ridiculous in its construction, charges that the promoters of Chicago have entered into a conspiracy to disrupt the National Board of Trade of Cycle Manufacturers. The basis for these charges lies in the fact that the Waif's Mission attempted to give a cycle show as an adjunct to a cycling carnival which it is giving in Chicago at the present time. It charges that the promoters of the Chicago Cycle Show have fathered the Mission Show

With the Hope to Ruin the Board of Trade.

How such a show—it provided for only twenty-four exhibition spaces—could ruin the Board of Trade the circular does not state. The members of the Chicago cycling press are held accountable for the utterances of the Chicago daily press. It says that these same men secured for the Mission Show the endorsement of the Associated Cycling Clubs of Chicago.

The members of the National Cycle Exhibition Company—the writer is one—denounce these charges separately and as a whole as utterly untrue.

The spirit of the circular is shown in its concluding paragraphs, which are as follows:

"To unite in one attack the sympathies for 'sweet charity' with the hatred for the hydra-headed trust, is a unique proceeding, yet this appears to have been the scheme of those who engineered this plot to place the Cycle Board of Trade where it must break its solomn contract or be publically lampooned as violently opposed to an entertainment that looked to sheltering, clothing, educating, and elevating a lot of motherless children.

"These Brilliant Diplomats

should have lived a few centuries ago. They have no place in the last decade of the nineteenth century outside the pages of a sensational dime novel.

"The members of the various cycle clubs of the country are made up of people of sense, who will see nothing in the programme of the Cycle Board of Trade to the smallest extent detrimental to their interest. On the other hand, they will know that it works to their decided advantage. Chicago people do not believe that its bicycle manufacturers are so hard-hearted as to deliberately stand in the way of providing a little child with a home. In all probability the efforts of an organization of showmen to overthrow the Cycle Board of Trade will prove in the nature of a boomerang."

Spalding's Newspaper Reporter.

As if this were not enough to make the author of this Board of Trade circular ridiculous, he employed a "reporter" to "interview" T. E. Daniels, superintendent of the Waif's Mission, in regard to his opinions. The "reporter" represented himself as coming from Cleveland. In the course of his "interview" he suggested to Mr. Daniels the advisability of contradicting statements made in one of the Chicago daily papers (the *Tribune*), and suggested that he (Daniels) visit the *Herald*, which would print anything he said. The "reporter's" familiarity with the Board of Trade, his knowledge of Chicago daily papers, and his frantic interest(?) in behalf of the Waif's Mission,

Made Mr. Daniels Suspicious.

As he afterward stated to a BEARINGS' man, he was not looking for newspaper controversy and declined to talk further.

In an interview with three Chicago cycle press men Mr. Daniels stated plainly and emphatically that until about two weeks ago he had never met or known of any of the members of the National Cycle Exhibition Co.; that he had received no suggestions or help from them; that the idea of holding a miniature cycle exhibition in connection with his cycle carnival was his own idea; that the members of the National Cycle Exhibition Co. had nothing whatever to do with securing the help of the Associated Cycling Clubs, and that the idea that any conspiracy had been entered into was the merest rot. He moreover offered to make affidavit to these facts.

And Spalding Blushed.

Mr. Spalding was interviewed in regard to the circular, and reluctantly admitted that he "knew something about it," at the same time blushing violently. When asked what his reasons were for thinking that the members of the National Cycle Exhibition Co. were conspiring to disrupt the Board of Trade he declined to make any positive statements, but said articles in the cycling papers owned by members of the company, articles in the Chicago *Tribune*, and the fact that there was attempted a cycle show in connection with the Waif's Mission carnival, had led him to believe that there was a conspiracy, and that he maintained his right to draw his own conclusions from what he had heard. He said that he believed that "disgruntled" cycle makers outside the Board of Trade were interested in a scheme to ruin the board. When pressed he admitted that he believed that the Overman Wheel Co. was responsible.

The Animus of the Circular

is easily understood when the threat made by Spalding in an interview printed in the *American Cyclist* is remembered. This interview was reproduced in the last issue of THE BEARINGS. At its conclusion Mr. Spalding is quoted as saying that the Board of Trade intended "to call to account" some of the journals.

This, then, is the manner in which he is going to "call to account" the western cycling papers who have worked for the interest of the trade, when Spalding knew as little about it as his "reporter" knows about real newspaperdom. He is willing to imperil the success of a national cycle show, to make the Board of Trade that has honored him with its presidency ridiculous in the eyes of all thinking men in the trade, and, last but not least, to use that office to wreak vengeance on the papers who have had the independence to make him the subject of fair criticism. Whether he will be able to whip other members of the Board of Trade into his scheme remains to be seen.

THE PROFESSIONAL LEAGUE MOVEMENT.

MINNEAPOLIS, MINN., Dec. 9.—The formation of the professional league continues to be the absorbing topic of conversation among the fast wheelmen in the Twin Cities and the northwest, and the promoters of the scheme are confident that the L. A. W. has exercised jurisdiction over racing matters in this section of the country for the last season. There is no doubt that all the racing men in this city and St. Paul are virtually pledged to give the new scheme their support, and letters from others all around, in support of the measure, are being daily received.

Will A. Whitelaw, who has been prominent in racing circles in the past, is now traveling for one of the commercial houses in the city, and has seen most of the racing men in northern Wisconsin, Iowa, South Dakota, and Minnesota, and he says that all of those with whom he has talked are

Heartily in Favor of the Plans

of the new league, and are ready to go in with the others. Particularly is this true of the wheelmen of Sioux City, all of whom are more than enthusiastic over the prospects.

Joe Griebler, the St. Cloud crack, who has been credited with having most to do with the movement, caused something of a sensation last week by an open letter to the sporting editor of the *Journal* of this city, in which he stated that while he still believed it would be more agreeable for all concerned to have professional racing in the future, he did not think the time was ripe for cutting loose from League control, and that it would be more prudent to wait and see what action the League would take in regard to races next season. There are some who profess to see in this a move on the part o Griebler to

Square Himself with the League,

but whether he goes on with the work he has begun or leaves it for others to complete, will make little or no difference. Professional racing, independent of League control and under the direction of a racing board of its own is all the cry.

GIVES UP THE FIGHT.

Syracuse can not Find a Club to Manage the League Meet—Bowe Interested in a Cash Prize League.

SYRACUSE, N. Y., Dec. 9.—Syracuse cyclists seem to have given up all hope of securing the L. A. W. meet for 1896. Immediately after the last meet at Asbury Park, the chances of the Salt City were of the best. It had the support of Chief Consul Potter, and was the only city in New York state that was making any determined bid for the honor. The party of gentlemen who were interested in the project, however, met with an unexpected, and up to this time an apparently insurmountable obstruction, for, although funds enough, and to spare, had been pledged by the makers of this city, no club could be found which would undertake the management of the affair. The fact that Chief Consul Potter demanded an increased membership in the L. A. W. of 300, which was not forthcoming, had nothing whatever to do with

The Displacement of Syracuse in Favor of Brooklyn.

The necessary members would have been secured easily enough had the promoters been able to make the other arrangements. It was simply through the apathy on the part of the various clubs of the city that no effort has been made to secure the meet. And this in spite of the fact that the club managers received assurances from the local makers that funds would be found to give this city a meet such as the L. A. W. has never before seen. The election of officers of the city clubs are so arranged that the management of a meet of the importance of that of the national meet of the L. A. W. would have to be assumed by another administration than that which assumed for the club the responsibility of the affair and this fact had much to do with the refusal of the clubs to undertake the charge.

Will Support Teams.

Syracuse manufacturers are at variance on the proposition put forward by the Cycle Board of Trade to do away with racing teams. The Stearns people would unquestionably support such a proposition, but the Syracuse Cycle Co. says that it will have a team in the field next year, in any event. The Barnes Cycle Co. does not intend to be represented by a Class B team, but their professionals will ride as usual. Arthur Peck, the manager of the company, told a representative of THE BEARINGS that if the other manufacturers decided to withdraw their teams, the Barnes people would do so, but that he doubted the power of the Cycle Board of Trade to enforce such a ruling if it were made.

President J. C. Bowe, of the Syracuse Cycle Co., is one of the prime movers in the scheme

To Organize a Cash Prize Cycling League.

Last week he was in consultation with A. G. Spalding in Chicago and although he says that he has not as yet anything to give out for publication, he admits that he is interested in the project and says that it will surely be a go. "Tom" Eck is said to be interested in the plan also and hopes in this way to bring John S. Johnson again into the prominence from which he has partly fallen.

From letters written to friends in this city, it seems certain that Chief Consul Potter will persist in his intention to present to the National Assembly his proposition to divorce racing and the L. A. W. Mr. Potter says in his correspondence that he has by no means given up the idea and will bring all his efforts to bear upon the legislative body of the L. A. W. to adopt his resolution. He says that in the National Assembly he will point to

The Largely Increased Membership in This State,

and will explain that not one of the new recruits was secured in any way through interest in racing.

Syracuse is to have a first-class cycle track next season. It will be built at Pleasant Beach, a summer resort three miles from the city, by a party of Philadelphia capitalists, who are interested in beautifying the resort and will be of the latest design.

E. C. Stearns & Co. are having built in their factory a sextet. As soon as it is completed the machine will be shipped to Santa Monica, Cal., where thirty or more of the Stearns riders will make an onslaught on the existing bicycle records. Earl Kiser is the bright particular star on whom the Stearns people will depend for success.

JOHNNY BULL'S DOINGS.

LONDON, Nov. 30.—The Stanley Show has monopolized cycling interest during the week, and has proved a greater success than ever as regards the quality and number of the visitors and the volume of business transacted. The weather was fine and dry from the opening until Thursday and Friday, which proved wet. Nevertheless, an undiminished crowd thronged the Agricultural Hall, and the gate receipts are over a day ahead of record. Trick-rider Hurst, though not so engaging as the popular idol, Nick Kaufmann, has delighted crowds, supplemented by George A. Meagher, the world's champion figure skater, whose show upon the pneumatic road skate was a surprise to most persons. On Wednesday, W. Prance set up his usual annual series of weight-lifting records, hoisting 198¾ pounds straight above the head with his right arm—a stupendous feat. The billiard tournament has progressed merrily, and the assaults at arms, gymnastic displays, etc., have all proved as attractive as of yore. On Friday the Lady Cyclists' Association held its annual general meeting and decided to abandon its crusade against women racing, except as regards its own members.

The Society Craze for Cycling

has made a big difference to the show and the trade. During the week many orders have been booked and a large number of distinguished persons have visited the building. Here are a few names gleaned from inquiry among the leading exhibitors: Duke of Newcastle, Earl Craven, Marquis and Marchioness of Ailsa, the Duke of Richmond and Gordon, the Duchess of Sutherland, Countess of Roxburgh, and Lady Spencer Churchill. The Duke of Edinburg placed an order with Marriott & Cooper, who expect further orders from even higher quarters. Quite a number of judges, fashionable doctors, and military men have also been interested visitors.

On Monday the glad news came out that Sir Michael Hicks Beach, the chancellor of the exchequer, would not impose a tax upon cycles in any form in his forthcoming budget. It has subsequently leaked out, however, that though averse to an impost for imperial purposes, Sir Michael looks with no unfavorable eye upon the proposal to tax cyclists for the benefit of county funds to enable the roads to be maintained. So we are not yet safe, after all. Petitions are lying for signature at the Stanley Show against any tax upon cycles, and these memorials will be taken on to the approaching National Show at the Palace.

The Six-Day Race for Women

at the Royal Aquarium concluded last Saturday. Miss Harwood, the nineteen-year-old English girl who was leading throughout the week, maintained her advantage to the end, beating Lisette handsomely for first place. Seventeen riders finished and the twelve highest aggregate scores, ignoring laps, were as follows: Miss Harwood, 371 miles; Mdlle. Lisette, 368 miles; Mdlle. Cannoe, 355 miles; Mdlle. Marcell Voutro, 352 miles; Mdlle. Ettogella, 348 miles; Miss Lane, 343 miles; Miss Gamble, 343 miles; Miss Blackburn, 334 miles; Mrs. Grace, 327 miles; Miss Hutton, 325 miles; Mdlle. Reillo, 322 miles; Mdlle. Solange, 295 miles. As the total number of hours of riding was twenty-three during the six days, it will be seen that the winner's average pace slightly exceeded sixteen miles an hour.

During this week a series of scratch races and handicaps have taken place, which have not failed to attract crowded attendances daily. A twenty-mile and a fifty-mile race fell to Mrs. Grace; Miss Blackburn won a twenty-five mile handicap; Miss Bailey won a twenty-five mile consolation race and a two-hour handicap; while Solange has also won a twenty-five-mile consolation race. Next week another six days' competition is announced to be held, in which Miss Harwood, Lisette, and several others will ride. Yesterday Sir William Harcourt, Lord Londesborough, and several noblemen were present during the afternoon.

A meeting of those interested in

Self-propelled Traffic and Horseless Carriages,

at which Sir David Salomons, Bart., will preside, will be held at Cannon Street Hotel on December 10, for the purpose of considering the advisability of forming an association to deal with a subject which closely affects agricultural trade and private interests.

In an amusing article entitled "Links in the Simpson Chain," *Bicycling News* publishes some interesting facts concerning W. S. Simpson and his previous inventions, all of which, it appears, have met with little or no success.

It is stated that a new cycle track, an indoor velodrome in fact, is at present in course of construction at Olympia, Kensington. This locale has the advantage of being in direct touch with the west end of London, and should prove favorable for such an enterprise.

On Wednesday H. H. Cunynghame read a paper before the Society of Arts on "Locomotive Carriages for Common Roads," and his remarks were illustrated by the temporary presence on the platform of the Gladiator motor tricycle, specially lent from the show.

Michael and Lisette were at the Stanley Show last night. The former was in earnest conversation with W. S. Simpson. Will he ride the lever chain in his match with Johnson?

Humber & Co., it is rumored, will be barred from the National Show, having nearly 100 machines on various stands at the Stanley. Fancy the National Show without the Humber cycle and the Dunlop tire!

C. W. HARTUNG.

RACES AT HOUSTON.

HOUSTON, TEX., Dec. 7.—The races held at Comb's Park, November 28, were very poorly attended because of threatening weather. The first event was a one-mile novice race, which was won by T. B. Scott in 3:02, A. V. Kellogg riding in second place. The Class A quarter-mile race was a dead heat between Roy Spore and E. J. Nichols, run in forty seconds. The run-over was won by Nichols in thirty-seven seconds, with Spore second and Swinford third. Brock and Scott also ran. A professional match for one mile between Tremaine and Tackaberry was won by Tremaine in 2:41. The Class A one-mile lap race was won by Brock, Nichols finishing second, and Swinford third. Time, 3:02. Tackaberry won a two-mile professional match race from Tremaine in 5:53. The Class A two-mile event went to Nichols, with Brock in second place, and Spore third. Time, 6:13. The last event was a ten-mile race between Bird and Gill. Bird won in 32:52.

PACIFIC COAST HAPPENINGS.

Ziegler Returns Home and is Tendered a Reception—Wheelman Killed by a Reckless Driver.

SAN FRANCISCO, CAL., Dec. 2.—Otto Ziegler, Jr., who has been on the national circuit for the last seven months, arrived home on Thanksgiving night, at least he arrived in this city, where he was met by his father and mother who came up from San Jose. Otto was also met at the depot by a delegation from the Olympic Club Wheelmen, who escorted him to their clubhouse, where an informal reception was held.

In conversation with THE BEARINGS' man, Otto said that he had had a splendid time while in the east and that only for that fall, at a time when he was just commencing to show up well, he would have had nothing to regret. Otto says that when he was joined by Charley Wells and Bob Terrill, of the Syracuse team, he seemed to improve in his ridlng and general health and thinks that their joining the circuit was the only thing that kept him from coming home,

He was so Homesick.

He was particularly well pleased to meet Bob's brother, Harry, after Wells and Bob had left for the coast. Ziegler thinks Harry Terrill the peer of any Class A man in the country and that he can give the Class B cracks a good stiff brush, especially in the quarter and third mile races.

Otto went to San Jose on Saturday morning with his parents and will rest a little while before going for records, He expects to go for records on the Garden City Cyclers track and will have some Chicago racing men out here to do his pacing. The Olympic Club Wheelmen are to give a theater party in Otto's honor on Friday night.

Last Sunday, John McMenomy was run over and fatally injured by a man in a buggy, who it is said

Deliberately Drove into McMenomy.

Eye witnesses say that McMenomy was riding in front of the horse, and this exasperated the driver, who lashed his horse into a run, upsetting McMenomy, who received injuries from which he died the next day. The brutal driver did not stop to see what injuries McMenomy had received and a policeman who was near by did not have sense enough to give chase, but instead went to McMenomy's side to see how badly he was injured. Had he left McMenomy in the hands of his friends, the driver, who surrendered himself the next day, would have suffered severely at the hands of the cyclists who gathered around the injured man. The driver's name is Casey and he says that he was driving along the road when McMenomy came out from behind a buggy and before he could stop his animal the deed was done and not wishing to get into trouble he drove on. He was

Released on His Own Recognizance

after a charge of manslaughter had been entered opposite his name.



Theodere and Eddie Kragness, of Minneapolis, arrived here on Thanksgiving eve, having ridden from Minneapolis along the lines of the Union and Southern Pacific railroads in the fair time of fifty-six days, of which eighteen days were spent in rest, owing to weather conditions and other things. They averaged seventy-five miles a day after leaving Omaha and had to fight a head wind most of the way. They had one adventure on the journey which is vividly impressed on their minds. Near St. Peter in Minnesota three men held them up after an interchange of shots, but they were permitted to go on their way without other interruption. On the journey they subsisted on a variety of health food which they carried with them, and ate no meat whatever. They were caught in three snowstorms, and suffered much from the intense cold, particularly on the Nevada plains. Their wheels and baggage, which consisted of tents and food, weighed sixty pounds each. They will remain on the coast during the winter, and in the early spring expect to return home on their wheels.

The next meeting of the board of governors of the California Associated Cycling Clubs will be held in San Jose next Saturday night and the meeting, to which seventy-five delegates have been appointed, will be one of the most important ever held by the association, on account of the great importance of several questions that will be brought up for discussion. Among other things it is more than likely that the board

Will Change the Course for the Annual Inter-club Relay Race

next year. As it is now the course leads the riders through some of the principal streets of San Jose and Oakland and is always bewildering to the riders besides stopping a great deal of traffic in the towns named. It is hoped that a course can be used which will obviate the necessity of riding through the principal streets of San Jose at least. A scheme is now on foot to have the relay race finish at San Leandro instead of in Oakland, as heretofore, and the people of San Leandro offer good inducements to have the board change the course so that the great race will end on the San Leandro triangle, the best course in this part of the state.

It is said that the board will decide on giving three annual open road races instead of two as heretofore. The first road race of the year is the annual twenty-five-mile race on Washington's Birthday and

This Race Practically Opens the Riding Season

in this part of the state, though riding can be had on and off all through the winter months. The next race is the annual relay race which is open to clubs which are members of the association, in which ten principals and ten trailers from each club compete, and then on September 9 (Admission Day) comes the ten-mile road race from Oakland through San Leandro to Haywards; this is the last race of the year conducted by the association. It is now proposed to run off a race during June or July. The question of a paid board of timers to act at these races will also be discussed and will no doubt be favorably acted upon, as it is almost an impossibility to get a competent corps of timers together under the existing conditions, and it is said that poor timing is responsible for many of the coast records made this year in road races.

The Suspension of Murphy, Cabanne, and Titus

came in the way of a great surprise to California wheelmen and the opinions on the justness of the decision vary greatly. Some believe that the three men have not been given a square deal and that the sentence was too severe; others think that the men got exactly what they deserved and that the board did the only thing that it could do if it hoped to keep trickery and deception out of racing. Murphy and Billy Young went east last night, having come up from the south. They did not come to this city at all, but transferred their baggage and things from the Los Angeles train to the overland.

Hamilton, of Denver, and his party of pacers did not arrive here last night as expected, but instead continued on to Los Angeles and from that place will go to Santa Monica and try for records on the Southern Pacific railroad track which is now being put into condition for record breaking. Almost all the record breaking that will be done in this state this winter will be done on the Santa Monica track, as the Southern Pacific is offering good inducements to teams on record breaking bent.

ACCUSED OF ACCEPTING PAY.

MILWAUKEE, WIS., Dec. 7.—Edward Roth and Harry Crocker, the fast Milwaukee riders, are being investigated by Fred Gerlach, western representative of the League Racing Board. Both are charged with accepting money for pacemaking throughout Wisconsin, and one affidavit sets forth that Chief Consul W. A. Brown paid the two $5 each for setting pace during the state meet at Marinette. The charges are made, it is understood, by Ernest Fails, who trained Crocker, Roth, and Zerbel during the past season. It is stated that he and Crocker had a falling out, and that, as a revenge on Crocker, Fails made the affidavits to Gerlach. Chief Consul Brown has been asked regarding the charges so far as they affect him, and he has stated that he did not pay either of them any money for setting pace at Marinette.

The Associated Cycling Clubs officials held a conference with H. D. Quinn, owner of Athletic Park, to secure a track for the cycle meets next year. Mr. Quinn offered to rebuild the track, making it one of the finest in the United States, providing the cyclers will assist him in recovering the money expended in the work. The track at the park is a quarter mile in length and was built four years ago, when the professional cycling league was formed. The track was made of cinders and cost over $2,500. The matter will be brought up at the meeting next week.

One of the most important duties of the new board of officers of the Wisconsin L. A. W., at its coming meeting at Marinette on December 20 will be the appointment of a new chairman of the Racing Board. It is probable that a Milwaukee man will get the place if a good man can be found. D. D. Warner, the official handicapper for the state, does not want that office again, so that a handicapper will have to be appointed at the meeting at Marinette. There will also have to be appointed new committees on road improvements, rights and privileges, and railway transportation, as the present members of the committees go out of office with the old board.

The Waltham Track to Go.

It is rumored that the old Waltham track in Boston will be turned into a trotting track next season, owing to a change in the ownership, caused, it is said, by the attitude of a certain bicycle club, which wanted a cycle track of its own, where it could hold big race meets. If this change is made, it will leave Boston, with her 50,000 wheelmen, without a bicycle track.

Reports have come from San Francisco that the Japanese are booking orders there for $12 bicycles as fast as they can write them down, the wheels being "just as good as those for which we pay $75 to $100." The truth of the matter seems to be that the machines made by the Japs are children's wheels, which, after having paid import duties and freight, will retail in this country for about $30.

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GEO. K. BARRETT, EDITOR.

SPALDING'S GRAVE CHARGES.

A. G. Spalding has admitted, if not the actual authorship of, then the responsibility for a voluminous circular letter that has emanated from the office of the National Board of Trade of Cycle Manufacturers in which the promoters of the Chicago Cycle Show are accused of a conspiracy to disrupt the board, and other crimes as ridiculous. In an interview, Mr Spalding admitted that he had no definite knowledge as a basis for his charges, but that a number of statements have come to his hearing which led him to believe that he was correct in making such charges. We have no right to doubt his word, and do not do so, but we opine that it would have been far better to have made certain that he was right, than to have jumped at conclusions and made charges that are impossible of substantiation.

In another column will be found the substance of the circular letter as well as the statements made by Mr. Daniels and by Mr. Spalding. In the circular are expressions couched in language that would do credit to the *Police Gazette*, but which, in polite society, would find no place. From the statements made by Mr. Daniels it will be seen that the charge of conspiracy is ridiculous. From the statements of Spalding himself, it will be seen that, at the best, he had nothing more than vague rumors on which to base his charges, and that he assumed the right to jump at conclusions. In fathering a circular of this nature Mr. Spalding has placed himself in a ridiculous light. Had a meeting of the directors of the board been called on to pass on the circular, we feel safe in saying that it would never have gone out. It makes groundless charges; it uses ungentlemanly language; it makes the Board of Trade a laughing stock.

If any refutation of the charges were necessary we would need but to call the attention of our readers to the fact that the interests of the promoters of the Chicago Cycle Show, all owners of bicycle trade papers, are identical with those of the trade which they represent and serve. If the Board of Trade makes mistakes it is the duty of the papers to call attention to them. Conspiracy to disrupt the board would result only in injury, soon or late, to those who were responsible for it. The cycle trade will not believe that the papers that have grown up with the trade, and whose first aim is the welfare of the trade, have entered into a conspiracy to injure the Cycle Board after being responsible for the larger part of its membership.

GLORY WORK FOR THE LEAGUE.

Of necessity there must be more or less glory work done in running the machinery of the L. A. W., but there are some offices the occupants of which must receive remuneration. Very few men can afford to sacrifice their time without reward for any extended period. The welfare of the national cycling body demands that more paid officers shall be established; it is not a question of creating fat berths, for which there will be a scramble, but the urgency of providing for what has become essential to the continued prosperity of the L. A. W. In each division of any account there should be a salaried official who would devote all his efforts to furthering the interests of the organization, and a paid and conscientious worker could earn many times over what he would receive. The secretary-treasurers of the divisions would seem to fit into this essential niche very nicely. Take such an official for a division of the magnitude of New York, with its 10,000 members, figure out how much his time must be occupied if he does his duty with credit to himself and his state, and then ponder whether an "allowance" repays him for his laborious task. Glory work is usually the most satisfactory when done by an enthusiast; but isn't there such a thing as asking too much for nothing? Any division should at its discretion be allowed to employ an agitator, solicitor, or whatever you care to call him, to attend to its affairs as they should be attended to. The L. A. W. has become a monstrous machine, and more cog-wheels are necessary to have it run smoothly.

AMERICA BEHIND THE TIMES.

The advent of the rear-driver found the makers of bicycles deep in the problem of dustproof bearing construction. They are at it yet, but they have wholly ignored the chain and gear wheels. Great progress has been made in bicycle construction—in lines, weight, and in detail—but with American made machines the driving gear has been sadly neglected. In England and on the continent a gear-case is as much a part of the equipment as a saddle or pedals, except in the fitting of a track racer, and even these are sometimes provided with this desirable adjunct. We have taken points from our English neighbors and improved on them, and we should do so with the gear-case. A better one can be devised in this country than anything on the foreign markets, and still these are all far and away better than our plan of leaving bare the chain and sprockets to gather dust, mud, and dirt from the road. Every rider has had his chain tighten, grind, and perhaps snap. On a dusty road or in the mud it is always likely to happen with any unprotected chain. We would like to see some manufacturer of bicycles or sundries devise and put on the market an acceptable gear-case. To be entirely acceptable it must be light, noiseless, sightly, easily detachable, and reasonable in price. Celluloid could enter largely into the construction and the finish could be in conformation with that of the machine which it would fit.

HORSE RACING AND BICYCLE RACING.

That the owners of horse tracks still continue to look upon cycling as something which may prove a remunerative speculation and will save them from boarding up their gates, may be shown very plainly before another season is set in motion. The National Trotting Association was in session in New York last week, and the question of a cycle racing circuit on the horse tracks was discussed very vigorously and enthusiastically among many of the members. But, as was the case this year, nothing may result in this direction in spite of the hopes of Tom Eck and a few others. Even if it is tried, the chances for success are not very roseate when everything is taken into consideration. In the first place the horse track is out of date for cycle competition. The dirt surface has been superseded by cement and wood, and a third of a mile track is far superior to one of larger circumference. In order to get into the game properly new tracks would have to be built, necessitating the outlay of considerable money. But the most convincing argument is the simple statement that horse racing and bicycle racing do not mix well, and each sport is patronized by a different class of people. For reasons very obvious the better class leave horse racing severely alone, and though there are some very estimable gentlemen connected with the turf the people would not have confidence in an association run by horsemen.

"Aunt" Lucindy Bell, a colored woman of Fort Dodge, who claims to be 105 years old and has a number of great grandchildren attending school, rides a bicycle. She is as spry and active as a young girl, and is intensely interested in the "new woman" question. She had great difficulty in persuading her nephew to let her learn to use his machine, and in getting other members of her household to provide her with a pair of bloomers, but she was successful at last, and astonished the Fort Dodgers one day by riding down the main street of the town.



GIDEON HAS HIS HANDS FULL.

PHILADELPHIA, PA., Dec. 8.—The result of the Cabanne-Titus-Murphy case seems to have aroused the cycling public to an unusually high pitch of excitement, if events of the past few days can be taken as a criterion. Evidently Chairman Gideon anticipated quiet repose after he had rendered a decision, but in this he has been much mistaken, for if anything he is busier than ever. And he is likely to be for some time to come, if interest in the case does not subside, and it is not likely that it will. During the past week he has been kept busy answering telegrams and letters bearing on the case, and in arranging the evidence in a presentable manner, so that it can be forwarded to Fred Gerlach, the League's attorney. Gideon's principal correspondent has been A. G. Spalding, but, strange to say, the Board of Trade man received little or nothing for his trouble. In one of his messages he requested Gideon

To Make Public the Evidence

in the case, and, failing in this, he sent a similar communication to President Willison, of the L. A. W., at Cumberland, Md. Willison coincided with Gideon in the matter, and stated that he could not see the advisability of publishing the testimony, whether the decision of the Racing Board be right or wrong, such unsavory news matter being invariably void of any good results. He, however, quoted a letter from Gideon, in which the latter stated that Spalding, as president of the Cycle Board of Trade, could inspect the evidence, but that it should not be made public.

This course does not meet with popular favor among prominent cyclers in this city, many of whom do not see where any good comes of keeping the evidence so secret. In fact, everything has been kept so close that it has been almost an impossibility for the men to defend themselves, knowing so little about the evidence and their accusers. In an interview, Cabanne says that he

Was Suspended by Telegram

on September 2, and on September 10 received a letter from the Racing Board which declared that he and Titus and Murphy had agreed to divide the honors in the Class B races of the St. Louis Cyclists' Club, on August 24. The document which Cabanne shows does not include the name of his accuser. Cabanne says he called on Spalding and protested his innocence. "Repeated attempts," he said, "were made to get copies of the alleged evidence against us, and it was suggested to Chairman Gideon that we have an open trial, with all the evidence on both sides open." This only brought the following response from Gideon: "This is not an open court of law, and as I have other business of my own to attend to, I can not possibly set aside a day to devote to

"A Trial in Open Court

of every protest case or disagreement that comes under our rules."

Cabanne says that after repeated attempts the only assistance Gideon would give him was a synopsis of the document in his hands, which was of an indefinite character.

Gideon has not received notice of any proceedings at law as yet, which may be brought about by the accused men, and does not seem to think there will be any, notwithstanding rumors to the contrary.

AMERICA'S GREAT TRAINERS.



W. J. Hyland. W. J. Corcoran. Asa Windle. Frank Lyman. E. H. Tellam.
W. B. Young. E. W. Moulton. T. W. Eck. D. G. Shafer. A. E. Webb.
H. B. Gleezen. A. J. Stackpole.



Records at Santa Ana.



World's Two-Mile Handicap Competition Record.

Out in California, that land of sunshine and flowers, they produce racers to suit the emergency. At Santa Ana, on the 27th of November, Old Hoss Taylor put aside his duties as superintendent of a cement works, donned his racing clothes, and won the time place in the two-mile Class A handicap in 4:24 1-5. This is a world's competition record in any class. Taylor rides Palmer tires. As has been said before, Palmer tires are fast. They win races.

California State Record.

Earl Kiser's legs were pictured in last week's "Referee" and the correspondent said they were in mourning. His knees were covered with court plaster. They are covered with glory now. On Thanksgiving Day, at Santa Ana, in the mile open, he ran away from Bald and Cooper (on his "Yellow Fellow") and made a new record for California—2:01 1-5. He rides Palmer tires. They are good for sore knees.

Prizes Won at Santa Ana.

More than half the prizes at the National Meet at Santa Ana, November 27 and 28, were won on Palmer tires. Kiser, Kitchen, McFarland, Freeman, Yeoman, Old Hoss Taylor, Bastian, Campbell, Hewitt, Tabor, Wood, and Whitman all won prizes on their Palmer tires. Palmer tires win prizes.

Our New Catalogue.

We expect to have our new catalogue ready for distribution at the cycle shows. It will be somewhat different from previous catalogues, and we hope it will interest you. We have hunted Europe and America over for a souvenir novelty for distribution at the cycle shows, and we have finally found something that will please and amuse our friends. Ask for it at Booths 187-188-189, Chicago, and Booths 185-187, New York.

THE PALMER PNEUMATIC TIRE CO.

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CHICAGO.



For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
66 Reade St., New York, and 159 Lake St., Chicago.



UNPARALLELED!

A mile in one minute and twenty-five seconds—a half in forty-one and two-fifths seconds! That is what a rider of Palmer tires did in Cheyenne, and his name is

John Green

Half Mile ..... **:41 2-5**
One Mile **1:25**

Flying start, straightaway course.

Green made this wonderful ride on the third of December, in the presence of a number of Cheyenne's most reputable cyclists, and we are assured the record is absolutely authentic. Every precaution was taken to assure the correctness of the time. He rode a Syracuse wheel.

Palmer Tires are the Fastest Tires the World ever saw.
Johnny Green has proved it.

Another remarkable ride was made on the same day and at the same place by that Cheyenne Indian,

Chas. S. Erswell

Half Mile ..... **:51 2-5**
One Mile **1:40 1-5**

Standing start, straightaway.

These records eclipse all former attempts against time in any class and of any kind. Erswell rides Palmer tires and a Syracuse wheel.

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Why waste your energy and time fooling with other tires? You know Palmers are fast—absolutely fast—and so lively. It's the Palmer fabric that does the business. It will do for you what it has done for others—put you in front.

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133-139 South Clinton Street,

CHICAGO.

WILL ATTACK FATHER TIME.

The Stearns, Syracuse, and Barnes Teams will go for Records at Santa Monica.

SANTA MONICA, CAL., Dec. 5.—Two sextuplets, three quintuplets, three quadruplets, several triplets, a dozen tandems, men to man them, men to follow them, and a good track on which to ride them, good weather all the time, little chilly weather, rain once in a while, fifteen days only of rain in a winter, little wind and that prevented from coming on the track by high fences—all will combine to make more history in the cycling way during the coming winter. The record battle is on in earnest now and will be continued to the start of racing. There are the Yellow Boys, the Crimson Rimmers, and the White Flyers—the latter only probable—who, with their trainers and managers, will number fifty in all. There will be, in rough numbers, eighteen of the former, eighteen of the Crimson Rimmers, and twelve of the White Flyers, all in action and probably all on the same track. And what adds interest to the affair is the fact that

All Hail from the Same Place,

that lively city of Syracuse, whose manufacturers are alive to all forms of good advertising and who never let up in their efforts.

To make matters more interesting the three teams use two different tires and appearances are that they will live together and fight good honest battles in harmony. The Stearns use the Palmer, the Syracuse the Morgan & Wright, and the Barnes the Morgan & Wright. It is not at all certain that the latter team will be seen in action on the same track as the others, but reports are to that effect and Captain Steer is making every arrangement possible to secure the full attendance of the cracks. Captain Steer is connected in an official way with the Southern Pacific Railroad and is interested in the track, which is

Owned and Managed by that Great Corporation.

Captain Steer has worked hard to secure this attraction for the sake of the money it will bring in from the people who will flock there from everywhere to see the fast work, to see the multicycle machines in action, and to see the records go.

There are now on the spot the Stearns and the Syracuse teams. Ziegler with his string is in the north, but is coming down within a few days, so say reports from the north. San Jose track is far from an attractive place in the winter owing to the cold chilly weather and rains which are more severe there than here.

This mobilizing of the clans will come as a surprise to most of the makers and the people, for things have been kept very quiet as regards matters and work has been going on in secret for some time. But all are in the fight to stay, and as the men will winter in California, they might as well be kept in action as to be allowed their liberty, as it were, to get out of condition. The expenses of keeping a team at Santa Monica are light as compared to the expense of some tracks.



H. E. McCREA.

It is very prboable now that the national circuit will start in California and in this section and the men will then be here to start and will not have to be brought here. This fact will bring numbers of the men from the east to this point early in the spring or in the middle of winter and Santa Monica will become the center of interest for some time to come, in fact until the opening of racing for another year.

The fact that the Stearns team was going for records was not allowed to let slip until permission to let go was secured by wire during the past week. The matter has been no secret in these parts for some time owing to the fact that

Men have been Signed from Time to Time

during the past month. Randall, of Rochester; Schefski, of Salt Lake, and Campbell, of Spokane, have been added to the team for this purpose and Edwards has been signed for some months past with this record work in view. Edwards has been lying quietly at San Jose, working when he could, his accident to the knee resulting in his withdrawal from the circuit. Edwards is able to follow any pace and will be a strong factor. Kiser will also figure strongly, as will Randall. Kiser is one of the quickest men in getting away ever seen on the path, and especially so when shoved by the good right arm of "His Dad" Gleezen. Randall is also good at following pace and will have his chance in the work, as will others who may develop. For the pacemaking machines—and this team will have the best supply on the track—Randall, Campbell, Schefski, Moody, Delmas, Kitchin, Ulbricht, Hatton, and others of the southern and northern California flyers will be available, and in fact are already signed. Training will be taken in hand at once but it will be the first of January or later before anything will be done, as the pacemakers will be specially trained.

The Stearns aggregation will consist of the following: The unknown quantity is the quint team, of which only Kitchin is selected. The sextuplet team will consist of Ulbricht, captain and steersman; Hatton on the second, Moody and Delmas third and fourth, Campbell and Schefski fifth and sixth. This will make a very light team for the work, some will say, but the records of the men give good promises. Ulbricht and Hatton are conceded to be

The Fastest Tandem Team in the South of California,

and both are fearless riders and riders who never give up. These two men have paced most of the contests in this part of the state, many of them in record time. Moody and Delmas are to the northern part of the state what Ulbricht and Hatton are to the southern part. Moody and Delmas paced the state record mile of 2:01⅘ at San Jose, and Ulbricht and Hatton paced the mile that broke the record at Santa Ana on Thanksgiving Day. Moody and Delmas are light fellows, but just as plucky as the other two. John Campbell is a native of Detroit and a resident of Spokane. He is the champion of Oregon and of Washington, and is also light in build and of the same stature as Kiser. Schefski is the best man in Salt Lake and is strong at unpaced work. He will swing the end of the big machine.

Schefski will also go for all Unpaced Records

at some time during the winter from the mile to the hour. He is a man with magnificent build and has one of the best chests of all the racing men now on the path. Edwards has selected the quint team, but at the present writing the make-up of this is not known. The record breaking will include tandem, triplet, and quadruplet work, and these eleven men will man those machines. Kiser, Randall, and Edwards will be the men for the record work. This entire team will number twenty-five people with the rubbers and will be quartered in twenty-two rooms at the Hotel Jackson at Santa Monica. Training work only will be done for the next month and it may be that not an attempt will be made for records for six weeks.

In all of this record breaking there is going to be no poor pick-ups by untrained pacemakers, for these men will be specially trained together for the work which they must accomplish. The Syracuse team will have two quad teams, including the Denver quad team. This team made a mark for itself at the late Denver meeting through its fine half mile in :51, and its mile time of 1:47⅗. The team consists of Captain Stone, Swanbrough, Conibear, and Smith, and at the time of those trials was untrained. They had been riding together but a month and were chewing tobacco all during the meet and in other ways abusing the laws of goods training. With good care the team can pull six seconds off their mile. The quint team of this aggregation will consist of McCrea as captain; Terrill, who was one of Dirnberger's pacemakers; Washburne, and others. Hamilton, the unpaced king, whose record was tied by Sanger, will be with them, as will also Rigby. It is also said that a man who has been prominent on this circuit will sign with them the first of the year.

Manager Shafer is looking for men for this team to man the extra quad and for other work and has a number of good men in view. He is expecting a number from the north of the state and says that if necessary he will send to the east for the men he needs to capture the records. He is going to start his work at Santa Monica, but is not at all certain that that will be the ultimate place where he will lay for actual record work. His men will need considerable training to be placed in shape.

Some work in the record line is promised in a very short time, in fact this week.

Hamilton is Anxious to Start for the Unpaced Mile

at once and will be given the chance Saturday perhaps. Shafer has not yet seen the track that will suit him, so he says, and furthermore declares that he will shift and keep shifting, if to the end of the earth, to find the right place on which to land a clean string of records. Frank Rigby is well known through his good work at the close of the past season at Springfield, and prior to that in the Canadian circuit. McCrea, of Los Angeles, has been riding so steadily of late that he will be given a chance to go for records.

The Barnes team, if it comes, will consist of Ziegler, the kindergarten quad team, with an additional man for the quint. There may be others in this party. Things are in the dark as regards them at the present time, but

THE POPULARITY OF THE SINGLE TUBE.

There is a somewhat amusing side to the now almost universal adoption of the single-tube form of tires. When they were first introduced upon Columbia bicycles they met with the fiercest opposition from the very manufacturers who are now advocating the use of that form of construction. They laughed at them, derided them, dubbed them "hose-pipes," declared them a failure, said they could not be repaired, and endeavored in every way to discourage their use.

But here, again, Columbia thoroughness made itself manifest. They had been thoroughly tested and tried before they were finally adopted; it had been practically demonstrated that they were faster and safer than any other, and that they could be more easily repaired than those then in use. Riders, however, were offered the opportunity to judge for themselves, having the option of either a single or double tube. The inevitable result was the rapid, and now almost complete, displacement of the double-tube form. Always anticipating the public moods, instead of waiting to be forced into new methods by the demands of the riding public, the Pope Mfg. Co. was thus the first to introduce the much derided "hose-pipe" upon its bicycle.

Slowly but surely the other manufacturers had to follow. The change first made itself apparent in the lessened outcry against the new tire, gradually diminishing until it ceased altogether. Then began, one by one, to appear new tires embodying the single-tube idea, and finally working up to the point where they were claimed to be "just as good" as those used on the Columbia bicycles.

The Hartford Rubber Works Co., which furnishes the tires to the Pope Mfg. Co., owns the patents for the single-tube tire under which certain other manufacturers have been given license to construct them. Less scrupulous manufacturers have, however, proceeded to make them without first obtaining the legal right to do so. The patents owned by the Hartford Rubber Works are broad, and the company will undoubtedly maintain them.

The demand for simplicity in everything pertaining to cycle construction has established the single-tube tire in popular favor. The practical utility of this method of construction has been so clearly emphasized that the lesser manufacturers are hastening to follow the lead of the more progressive ones in adopting the same principle for those to be used on their own wheels, claiming them to be equal in every way to those of the standard Hartford make, and furnishing no other kind unless specially ordered.

The well-known non-bursting quality of the single-tube tires of standard make is simply the result of their superior strength of construction, which renders them capable of sustaining tremendous air pressure. The manufacturers of these tires can test them as a whole, because they are a combination of both air chamber and shoe in one piece. With the inner-tube variety it is different. They can only be tested as a whole by inserting the inner tube in the cover and inflating, which is in reality no test of the capacity of the former, as it only distends to the size of the latter. The inner tube as a single article could never stand the pressure to which the combination composing the single-tube tire is subjected, and as a consequence a bursted single-tube tire is an almost unknown quantity.

ABILITY TO FURNISH SEPARATE PARTS.

A point that the buyer of a wheel of other than standard make seldom takes into consideration is, what guarantee he will have that he will always be able to obtain new parts when it becomes necessary to refit, either through breakage or ordinary wear and tear. He may buy a wheel now which, in two or three years, may be wholly unlike the wheels then issuing, at least in minor parts, for it is quite improbable that there will be any radical departures from the standard model of today. The question then is, can these smaller concerns that have sprung up within the last year or two, which certainly can not lay claims to "years of experience," be depended upon at any time in the future to furnish separate parts of their machines upon instant demand, no matter when the machines were made? As a matter of fact, it is well known that these new concerns have had all they could do to turn out complete machines, to say nothing of manufacturing an excess of separate parts.

One of the features of the Pope Manufacturing Company's factories at Hartford is the Supply Room, where are arranged row after row of cases and compartments, all in systematic order, filled with parts of bicycles. It is the proud boast of this concern that the Columbia bicycle never wears out, for it is possible at a moment's notice to duplicate any part of any wheel issued from its factories in the last eighteen years. The visitor, upon being conducted through this department, smiles in contemplation of the parts of the old high wheels, and, turning to the guide, is apt to ask: "Can it be possible that you actually have orders for parts of these old-timers?" to which the venerable guide is sure to reply: "Why, sir, the Columbia never wears out. When people buy a Columbia they buy it for a lifetime, and they know they can always get any part that may become worn, at any time."

It is this feeling of security that prompts the thoughtful buyer to turn to the standard make when he invests his money. He knows that he will never find his wheel wholly disabled through the breaking of some part that can not be replaced because the builders have gone out of business, or neglected to make provision for supplying separate parts in the future.

STANDARD STANDARD

Hartford Single-Tube Tires

The unanimity with which makers of so-called Single-Tube Tires assure the public that their goods are "just as good as Hartford tires" ought to convince everybody that there is just one make of tires worth having—those made by

The Hartford Rubber Works Co.

HARTFORD, CONN.

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it is apparently a fact that they have not come to the coast to loaf. Ziegler has done some very noteworthy work of late and should be able to do better with a little more training and in his own country. Coulter may also be here. However, it is also reported that Coulter is under contract to Geo. Webb Alexander at 'Frisco, and that he will settle down as manager of the retail store of that gentleman or of

The entire Bicycle Business.

Coulter has a very particular lady friend in 'Frisco, and if he does race another year will be added to the fast growing team of benedicts in the bicycle racing business.

Captain Steer is going to build a high board fence to shield the entire stretch of the track from the winds that blow from the same direction always and is also going to spend $1,000 in reconstructing the turns so the multicycle machines can hold them within a hairs' breadth. His engineer is on the ground and intends to proceed as soon as he can see the machines in action. This will take but a short time and will not interfere with training on the single machines.

About Santa Monica.

And now a word about the climate of Santa Monica. It is said to be the very best on the coast. But fifteen days of rainfall occur during the winter and those are warm rains. The air is said to make work pleasant



like the meets of the east. The men reached the city and stayed at their hotel until time for the races. No special entertainment was provided for them in this city and the surrounding country remained a mystery. As a rule California cities are proud of their surroundings and anxious to show the visitors around. Los Angeles, Riverside, and Redlands were so, as were the points in the northern part of the state. Those three miserable days in Santa Ana will never be forgotten. The city is badly in need of a good hotel, at least the one the men occupied being far too small, with the added discomfort of no hotel office in which the men could spend the time between races and training hours.

Riverside took hold of the Men

when they arrived in the city and gave them a long tally-ho trip into the country on Sunday. There are fifty-six miles square of orange groves surrounding the center of the city and all within the city limits, for Riverside is like Chicago. Over thirty men took the trip out into the country for ten miles and then returning via the Magnolia Avenue, a boulevard, which, placed down in the center of the city of Chicago, extending to the suburbs, would make a fortune for a toll road company. This drive is the favorite haunt of the local wheelmen. It is fifteen miles in length and double all the way. On the left side are great eucalyptus trees, along the center beautiful pepper trees, and on the right side great palms twenty

and to support this claim is the story of the men who worked on this track. They say that the mules used for the carting of the dirt worked faster here than in any other part of California, and that, with a load on, they would often trot. They say that the atmosphere made them more willing to work. Santa Monica is located on the ocean, and is summer-like all the time. Flowers are everywhere and the water in the ocean is warm enough for bathing the season round.

The Winds are Never very Hard,

and when they do blow they come on at the middle of the day and die down at about the time trials would be made.

The Southern Pacific has made arrangements for board at a very small figure, about one half of what was paid at Louisville, and has promised that the men shall have good eating and all they want of it. The hotel is less than a block and a half from the track and the surroundings are very pleasant. Los Angeles is a half hours' ride on the cars. There are amusements for the men in Santa Monica, and should they go to Los Angeles the return must be made early or trains can not be found. From an inspection made, the place seems the ideal place for record work and San Diego, where the finest mile track for bicycle work in the world can be found, is but a couple of hours' ride.

THE SANTA ANA MEET.

SANTA ANA, CAL., Dec. 2.—The trip through California received a setback for a couple of days at Santa Ana, the meet in this city being much

years old. The houses to either side are palatial and are located in the midst of great grounds filled with rose bushes in bloom.

Orange Grooves are Seen Everywhere

with occasionally English walnuts and lemons or prunes. For miles on the sides of the road were seen olive trees, the ripe fruit of which was pronounced more bitter than a dose of the Racing Board's medicine. Packing houses, where the oranges are sent to be shipped, were visited. Near here the local men secured permission and the entire party scoured an orange fold for the early fruit, for the oranges are not generally ripe as yet. Altogether the trip was most enjoyable. At the hotel all was comfort, for the Glenwood tavern of the old days (the Glenwood Hotel of today) is noted for its homelike comfort. The weather has always been pleasant and the entire stay in Riverside was one of pleasant sunshiny weather,

Too Warm for Comfort at Times.

Redlands sent a committee over to induce the men to leave the day after the races that they might see Redlands from a tally-ho. Redlands is also preparing to give the pilgrims a closing banquet in honor of the close of the circuit. The circuit closes with nearly forty men in the party, some of whom are men who have come on from the east for the record breaking, and some who have been in this country for years, but who are in reality eastern men.

It has been said by a correspondent of THE BEARINGS that the attendance at the race meets out in this country was poor and that the meet pro

A Chapter of Don'ts....

Don't ride a saddle that vibrates.

The Mesinger Saddle don't.

Don't ride a saddle that injures.

The Mesinger Saddle don't.

Don't ride a saddle that impedes free action.

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Don't ride a saddle that looks crude.

The Mesinger Saddle don't.

Don't ride a saddle that loses shape.

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Don't ride a saddle that presses the perineum.

The Mesinger Saddle don't.

Don't ride a saddle that detracts from the grade of your wheel.

The Mesinger Saddle don't.

Don't ride a saddle that breaks.

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IT COSTS A LITTLE MORE, BUT——.

Liberal discounts to the trade.

Rattan first, to make the seat firm but elastic; then felt, to soften; then leather, to waterproof and make durable; and a "V" shaped aperture cut through both felt and leather to relieve any injurious pressure.

Samples sent on 10 days' approval at our expense.

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moters were disappointed in not securing the presence of all the eastern cracks promised in letters from the eastern promoters of the circuit. It is not true that all the cracks were promised, and it is true that

A Surprising Number was Secured for the Trip,

in view of its length and the expense. Had twenty men been present at the meets, the results would have been much the same as they have been, in witness of which note the division of the prizes for the year and the results of the mile open, and in fact all open races of the season. Bald, Murphy, Cooper, Kiser, Wells, and Terrill were present and when the local men joined these men in the races heats had to be run to settle who should go into the finals. Bald, Cooper, Murphy, Kiser, Wells, and Terrill have qualified for the finals in all the races, with the addition of Randall of late, and it is very probable that these men would have qualified any way, if twenty more men had come from the east. Cabanne and Titus looked like members of the party at one time, but the Racing Board would not settle their case and they did not care to race for fun and without prizes.

Murphy was in the Same Box,

but went for the reputation he would gain by increasing his percentage and points, took the prizes he won at every place, now has $2,000 more in prizes in his possession, and will hold onto them, for the racing men will not demand them, feeling that he has won them fairly and that they are his, not theirs. Murphy has gained the half-mile competition record of the world, tied for the mile, won the mile exhibition record out, besides stepping away ahead in his percentage and in his points, all through coming on the trip. The people of the west have seen some of the gamest fighting of the year in the races of this circuit, and some of the greatest surprises. The tracks have been good, the attendance good in some places, fair in other, and surprising in one place. The trip has been one of the most enjoyable ones in the history of the sport and the advertising done has been of the highest grade.

THE END OF THE CIRCUIT.

REDLANDS, CAL., Dec. 4.—The last race meet of the national circuit for the season of '95 was the source of not a few surprises, in fact things of a surprising nature seemed to come from every turn. Bald was twice defeated by Tommy Cooper, who suddenly regained his form. Bald had also to look at the rear wheel of Kiser in both of the open contests. With two defeats to his credit he went on the scratch mark in the five-mile handicap and quite redeemed himself by as plucky an exhibition of handicap riding as has been seen this season and against some of the very best handicap riders of the year, the men of southern California. In this race Cooper and Bald made a game ride, catching the field only after

Four Miles of Hard Plugging.

The long-mark bunch changed paced in an endeavor to keep the scratch men out of the finish by tiring them out.

In both of the opens Cooper rode his races as he was riding them when on his successful jump for the top up through Wisconsin, at Mt. Clemens, and in Canada. He jumped out of the bunch much the same and gained the front at the turn, when he could not be headed. Kiser was in front of Bald rounding the turn in the half mile and made things so warm that Bald quit ten yards from home. In the mile Bald again quit and Kiser jumped for second, gaining it by but an inch or so.

The race meet in this city was given by the association that has made such a plucky up-hill fight for the past three years to gain a track for the city of Redlands. At the head of the association, while making the fight for recognition, was a Chicago man, named Luther, who used to be a member of the Lincoln Cycling Club in the old days. The business men finally took the matter up and

The Track has Just Been Finished.

It was heavy today, but the men fought every finish so hard that the slow time was not noticed.

The day was like one of the Indian summer days in the city of Chicago, warm, sunshiny, and pleasant. This racing in such weather in the month of December and on the national circuit is considerable of a novelty. All of the men felt well and rode hard, much to the delight of the large crowd present, which entirely filled the large grand stands. In the heats Cooper also defeated Baid, so that his record for the last day of the circuit was not a bad one by any means and will boost his value for another year.

Tonight the men are all at banquet given by the wheelmen and business men of the city and of the association in honor of the closing of the circuit. That

It Will be a Fitting Finale

is assured by the many "glad hands" offered in the hotel and in the town all day. Redlands is in the center of one of the finest orange countries in the state, and that is saying a great deal. Yesterday all the party was taken in tally-hos to the top of Smiley Heights and saw tuere a scene which they might travel all over the world to find and not duplicate. The great valley is seen from one of the finest orange groves in the world, the property of the two Messrs. Smiley, owners and proprietors of many hotels in the east, who come to this heaven they have created for their amusement to spend the winter. Flowers are seen in profusion and the surroundings are apparently a natural park, although created by irrigation, water being king in this country.

The Races.

Bald, Cooper, Kiser, Wells, and Campbell started in the half-mile open, representing Buffalo, Detroit, Dayton, Spokane, and San Francisco—a representative field. Campbell did the pacing through the others forcing him to keep to the front, and the pace was slow. At the start of the last bank, Kiser and Cooper had worked to the front, side by side, and Bald, with Wells fighting at his side, was back of them. It was a poor position for Bald, and when Cooper let out, with Kiser fighting at his side, Bald had the pole in the rear. In the stretch he wriggled hard, but Cooper was in the race to win and came with one of his old-time sprints into the lead by a half length at the tape, over Kiser, Bald sitting up ten yards from home and coming into third a little ahead of Wells, who had slightly the best of Campbell, all being in a hard finish.

In the Class A mile open, with the best men in—with the exception of Freeman, who had his collar-bone broken at Santa Ana—a tandem paced and

"Old Hoss" Taylor Secured the Position.

Macfarland ran by the tandem and, dropping back, secured the place. In the finish there was a warm fight, Cromwell, Macfarland, and Hewitt finishing so close together that the judges became mixed and gave the race to Cromwell, Macfarland being the real winner. The grand stand yelled for Macfarland. The tandem pacing punctured a tire and was called out of the contest. The referee notified the men when the tandem dropped that it was no race, but they did not hear and finished strong. He decided it a race. It was all he could do.

The two-mile handicap, Class A, had eighteen starters, and was warm all through. Macfarland, the scratch man,

Worked Through the Bunch

and well to the front. On the finish, the peculiar sight was seen of four riders of one wheel, and all in well matched suits of pink, finishing in the first four positions. These were all March riders, Macfarland, Whitman, Hewitt, and Wing, and all at the front of the entire field.

The mile invitation had five starters, Bald, Kiser, Cooper, Wells and Burke. A tandem manned by two of the Syracuse quad team, Smith and Conibear, paced the race. Bald caught the machine and Kiser dodged by, and falling back secured only second position. The tandem dropped on the backstretch, and Cooper started by with a rush, Kiser after him. Around the turn these riders had formed much the same as they did for the half mile, with Cooper and Kiser side by side and Bald and Wells to their rear.

Bald Again got that Wriggle,

but Tommy Cooper was just a little bit strong and came strong all the way. Bald saw he could not win and sat up, just as he did in the half. Kiser jumped and nipped the second position by an inch. Wells was a close fourth. This was the second race of the day to show the same finishing order.

Hamilton followed with a paced mile, doing 2:03, good for the track which was very heavy. Hamilton rode a 96 gear and pushed hard all the time.

The five-mile handicap, Class B, was the last race of the season and Bald was carried to his wheel by Cooper and Temple for this last race. He started alone on scratch and Cooper had 25 yards, Wells and Randall were at 75, Ulbricht and Hatton at 100, Schefski, Kitchin, and Campbell, 150, the limit mark. Bald caught Cooper, who started to pace him. The others were a half lap ahead, a half of a stretch and Bald got out and

Took Cooper Along for the Second Lap.

They were gaining. The field was in three parts, Wells going out of the middle and closing with the long markers at the mile. Bald and Cooper were then 100 yards to the bad. The men at the front started to set pace and pace about, and opened a gap between Bald and Cooper, but the latter started and closed again before the second mile, being then 100 yards to the bad as before. Hatton got out and opened the gap, but at the close of the second mile Bald and Cooper had picked up Wells, who was struggling hard, and the three seemed to be losing ground. Cooper took the front and made a game run toward the bunch, which had again opened the gap of 100 yards. It was a game race all through. Then Bald took hold of the pacing for the back men, and Hatton again started the limit men to going.

At Three Miles They had Closed the Gap

and across the tape were riding single file with some ragged openings in the line, but not to any extent. Ulbricht paced the back men and held them back so Hatton could jump and open a gap. The scheme failed. Bald and Cooper were tired and held the rear of the bunch for a time. At four miles, seven of the nine starters were still in and the pace was still warm, kept so by the long-mark men. It was the pluckiest race Bald had ridden at long distance this season. On the last mile Hatton made a jump and Cooper jumped after him. They were worrying Bald, who quickly worked to the front and held the side of Cooper at the rear of Hatton. The men were now loafing. Bald worked out and won gamely; Cooper second a length back and Campbell a pretty third. Time, 12:45⅕.

Summaries.

One-mile novice.—L. S. Freeman, first; Graser, second; Jonah, third. Time, 2:20⅕.

Half-mile open, Class B, final heat.—Cooper, first; Kiser, second; Bald, third; Wells, fourth; Campbell, fifth. Time, 1:18⅕.

One-mile open, Class A, final heat.—Cromwell, first (judge's decision); Macfarland, second; Hewitt, third. Time, 2:25⅕.

One-mile invitation, Class B, final heat.—Cooper, first; Kiser, second; Bald, third. Time, 2:13.

The March BICYCLES

ARE GOOD BICYCLES.

Invisible Frame Joints, Detachable Sprockets, Internal Seat-Post Adjustment, no Handle-Bar Clamps, no Crank Keys.

Models Are Ready:

Light Roadster, 22, 24 and 26 in. Frames, Drop Frame, Ladies', Drop Frame Tandem, Double Diamond-Frame Tandem,	1 1-4 in. Tubing.
Track Racer, Track Tandem, and Ladies' 20 in. Diamond Frame.	1 in. Tubing.

WE WANT GOOD AGENTS EVERYWHERE.

THE MARCH-DAVIS CYCLE CO.,

FACTORY AND OFFICE: WEST NORTH AVENUE AND WEST 44th STREET,

Or Hermosa Station on Chicago, Milwaukee & St. Paul R. R., Union Depot.

CHICAGO, ILL., U. S. A.

The March-Davis Cycle Co., 739 Market St., San Francisco, Cal.
The March Cycle Co., 431 South Broadway, Los Angeles, Cal.
Phillips & Buttorff Mfg. Co. (Southern Agents), Nashville, Tenn.
F. M. Smith & Bro. (Agents for Minnesota), St. Paul, Minn.

Two-mile handicap, Class A.—Macfarland, scratch, first; Whitman, 50 yards, second; Hewitt, 50 yards, third. Time, 4:47.

Five-mile handicap, Class B.—Bald, scratch, first; Cooper, 25 yards, second; Campbell, 150 yards, third. Time, 12:45⅕.

CHANGES IN THE PERCENTAGE TABLE.

In proving up the percentage tables during the past week, taking off the many sheets used during the long season to a larger sheet, errors were found where scores had been carried forward from one page to another, and these errors, although slight, change the positions of some of the men very considerably. Sims is reduced by the change to .563, an error of ten having been made in carrying forward. With Rigby a like error was made and he is brought down several positions as the men were bunched about him. The final scores are given below with number of starts of each man. Through his ragged riding the last day of the circuit in the open races, Bald did not regain the .900 mark he was aiming at. Cooper rode well, but could not gain the position ahead of Murphy which Murphy has held all the season. Cooper falls but 8-1000 short. Ziegler advances one position through the displacement of Rigby, and Sims drops to just ahead of Kiser, who regained on the last day, the ground he had lost and was fighting so gallantly to regain. Bliss goes forward one position and Rigby follows him. An error in Jenny's score places that rider at the .500 mark. He was two points only below this on the score as it stood.

The Final Score.

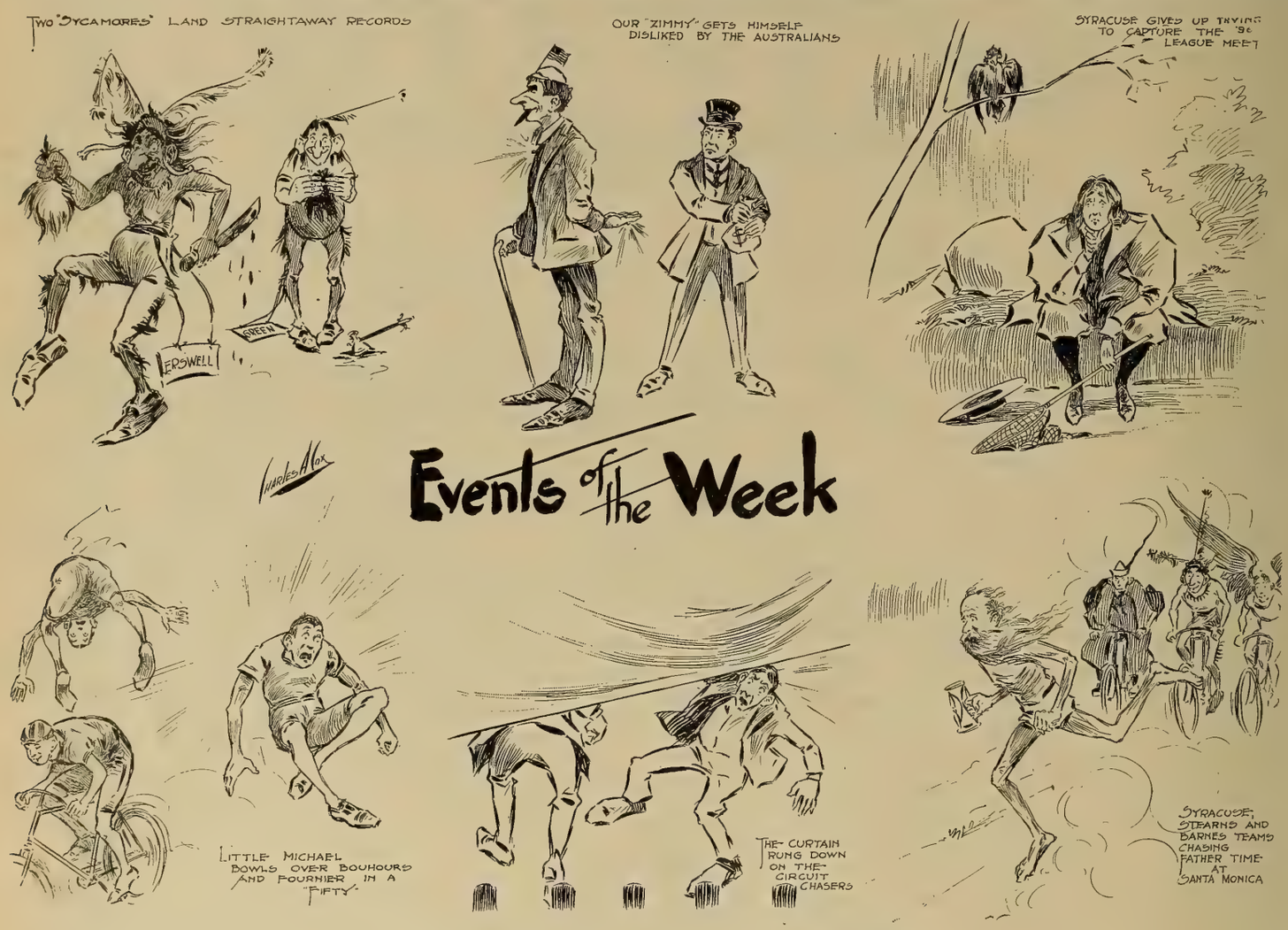
NAME.	TIMES STARTED.	PERCENTAGE.	POINTS.	PRIZE VALUE.
Bald	88	.891	207	$7,390
Cabanne	48	.747	84	3,255
Murphy	84	.712	125	3,893
Cooper	86	.704	158	4,573
Titus	33	.672	55	2,246
Gardiner	35	.662	47	1,764
Ziegler	34	.592	35	1,170
Sims	19	.563	27	750
Kiser	49	.561	66	2,010
Maddox	36	.557	40	1,295
Bliss	39	.545	48	1,451
Rigby	23	.533	19	686
Callahan	13	.529	11	425
Coulter	37	.522	30	860
Jenny	29	.500	45	1,688

The wheelmen of Kansas City are making a vigorous protest against the present method of sprinkling the streets, and are demanding that the asphalt and brick-paved streets be flushed at night to carry off the dust and dirt, instead of being sprinkled arbitrarily without regard to the weather.

BARNETT IS BREAKING RECORDS.

NEW ORLEANS, LA., Dec. 6.—Tom Eck and his string of racing men are here and are trying for records on the new track. The team arrived last Tuesday, and visited the track the next day. The general opinion at first was that not much could be done on a quarter-mile track, but after a few trials the men became satisfied that the records were not only in danger but that some of them would be broken.

The weather for the last few days has been unusually cool for this city, but it has begun to warm up a bit, and today Barnett came out for a trial for the Class B unpaced, standing and flying start records from one to five miles. He rode twenty-one laps in the presence of properly selected officials, and succeeded in getting the unpaced, standing start times from three to five miles, and in tying the best two-mile time. At the start he encountered a stiff wind down the stretch, but on the backstretch he used it to the most advantage, and finished the five miles in 12:22, breaking all the American records for the distance. His time for the three miles was 7:18, and for four miles 9:50, both times being inside of Harry Clark's Class A records made in Denver.



Lowers his Louisville Time.

NEW ORLEANS, LA., Dec. 7.—Today Barnett went for the two-mile, unpaced, standing start records for one and two miles. He finished the two miles in 4:39, thereby breaking his own record of 4:42⅖, made at Louisville, May 25, this year.

Johnson will go for his own records as soon as he feels himself in better form, although he is not ill by any means now. The general expression of the racing men now is that the new track "is a cinch," and it will probably not be long before all the cracks will be here.

William L. Sachtleben, who went to Erzeroum in search of Lenz, the world tourist whom the Kurds murdered last year, has written to his father in Alton, Ill., that he has been compelled to give up the idea of finding Lenz's body, as the men under arrest for the crime refuse to divulge its burial place, and because his own life is endangered by the recent massacres and the knowledge the Kurds have of his mission.

The wheelmen of Tacoma, Wash., have petitioned the city council to impose a tax of $1 a year on bicycles, the proceeds to be used for laying out and maintaining a certain road in the city as a cycle path. The council has agreed to the proposal.

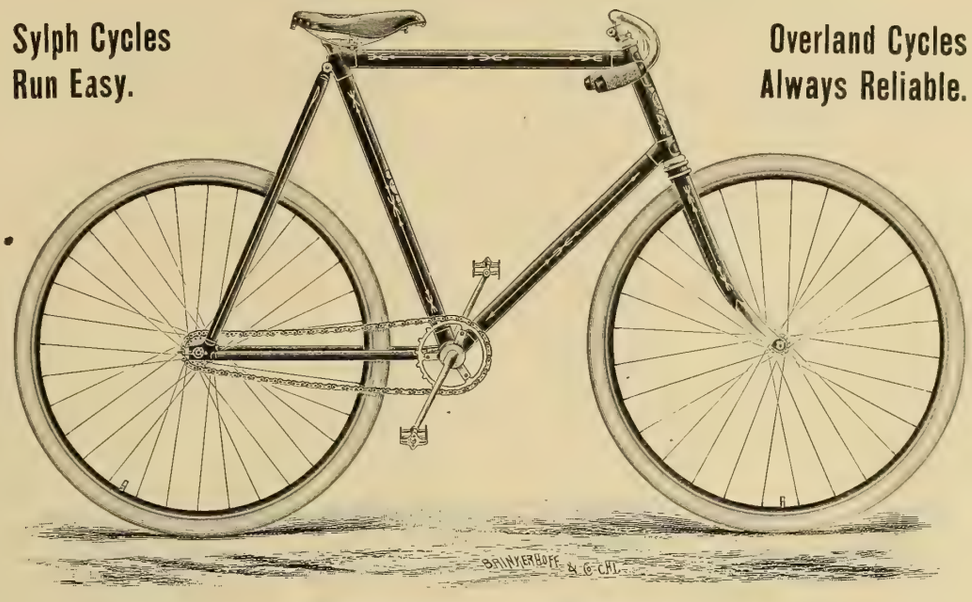
SYLPH CYCLES RUN EASY
ROUSE HAZARD
OVERLAND CYCLES ALWAYS RELIABLE

A FULL LINE

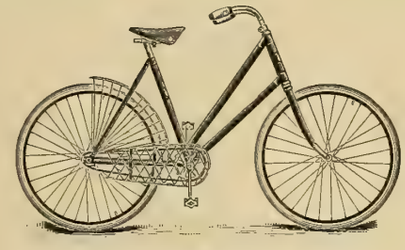
TEN MODELS---$45 to $100.

Sylph Cycles
Run Easy.

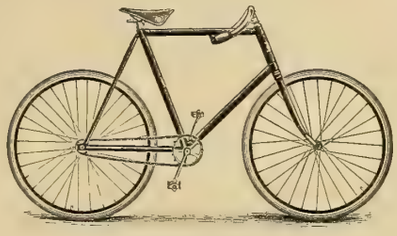
Overland Cycles
Always Reliable.



Model P Sylph, 21 1-2 pounds, $100.



No 16 Overland, 24 pounds, $65.



No. 12 Overland, 24 pounds, $75.

Dustproof, bar stock, tool steel bearings, adjustable handle-bar, large tubing, strongly reinforced; detachable cycloidal sprockets, nickel plated; genuine Perry-Humber chain, Torrington double-swaged spokes, double fork-crowns, nickel plated; hollow bolts, Boston laminated wood rims, Mesinger saddle, one-piece cranks, Record pedals, superb finish, etc. The handsomest, highest grade, and easiest running bicycle ever offered to the cycling public. Our Sylphs, in connection with our high-grade, medium-priced 24, 26, and 28 inch Overlands, compose

THE BEST AND MOST COMPLETE LINE

of wheels offered the cycle trade for 1896. The territory is fast being taken up. Our advance announcement is just out. Dealers apply without delay. Exclusive territory given.

ROUSE, HAZARD & CO.,

142 G Street, Peoria, Ill.

Chicago Cycle Show, Spaces 101-102. New York Cycle Show, Space 59.

Mention The Bearings

DOINGS IN ZION.

Utah Working to Have the National Circuit Start in the West—State Records in Doubt.

SALT LAKE CITY, UTAH, Dec. 8.—S. T. Durrant, who reduced the century record of the state from 8:06:00 to 7:32:00 last month, has been unable to have the time accepted by the Century Road Club, as he had failed to have the performance witnessed by the proper number of representatives. Durrant is well known and there is no question but that he made the run in the stated time. Unless the Century Club changes its decision the former record made by Senior, in 1894, will stand until lowered. Durrant says if his record is not accepted he will reduce the time to 6:30:00, or better, in the spring, as he is confident of being able to do so. Durrant also claims the twenty-five-mile state record of 1:26:00 made during the century record ride. W. W. Hewett holds the official record of 1:30:00.

The Zion Wheel Club has organized a football team which is an aspirant for the football championship of the territory. The team is captained by A. E. Hyde, the Class A flyer, and numbers among its members George Weiler, the Class B champion of the state; Morley Hassard, Carl Holzel-Fred May, and other well-known racing men. C. A. Emise is manager of the team, and a game has been arranged for with the University of Utah eleven. Football is the rage in Zion and is the topic of conversation at the clubs.

A Growing Club.

The Zion Wheel Club is experiencing a healthy growth and has practically absorbed all the other organizations. Improvements are constantly being added to the clubhouse and gymnasium, which will be the scene of many merry gatherings this winter.

Utah is working hand in hand with California and Colorado to have the national circuit start on the coast in the early spring and work east instead of commencing east and reaching the west at the tail end of the season when the excitement in cycling matters has practically died out. The Becks Hot Springs track has been blacklisted by the National Racing Board and the Zion Wheel Club expects to conduct all race meets in the future or at least have them conducted in the name of the club, which will prevent a repetition of the disgraceful occurrence of the national meet fiasco here in October. As erroneous impression has gone out in several directions that one of the local clubs was to blame for this trouble, but the racing men themselves know the circumstances of the case and if the races are run by the Z. W. C. they will be satisfied that everything will be conducted in a most satisfactory manner.

A Chicagoan in the West.

The members of the Chicago Cycling Club, especially the members of the famous "push" of '91 and '92, will remember Ralph Buckley, who was one of the stars of the organization. Buckley came to the west last year and eventually landed in the Deep Creek mining country, 160 miles west from Salt Lake City across the Great American desert. He located a number of mining claims and at present owns a one-third interest in a group of five gold mines within four miles of the Nevada line, worth at the present time about $70,000. Buckley, however, considers his richest find a native flower of the desert, who is now known as "Mrs. Ralph Buckley." His Chicago friends would hardly recognize in the spurred and booted miner, attired in cowboy "chaps" and mounted on his Mexican mustang, the former member of the C. C. C.

DAYTON GETS THE OHIO MEET.

CLEVELAND, OHIO, Dec. 9.—The L. A. W. state meet for Ohio will be held in Dayton next year, by vote of the board of officers of the Ohio Division in annual convention in Dayton December 7. The Cleveland delegation went to the board meeting with flying colors, confident of securing the meet for this city, as they had been promised the support of the Dayton representatives, but they came back a crestfallen lot. They were badly thrown down by the Dayton crowd, who at the last moment voted to hold the '96 meet in that town, no intimation of whose candidacy had reached the Cleveland delegates until they arrived in Dayton. Only seven votes were cast for this city, while Dayton received eighteen. Cleveland has asked for the meet only once in eleven years, the one time being three years ago, when we were also defeated by Dayton. The argument this year was that the meet should go south, as it was held in the north this year. The meet will be held early in July. A resolution was passed favoring Toledo for the meet in '97, and promising all available aid. Toledo was well represented at the meeting.

New Year's Cycle Reception.

The Association Wheels, the cycling contingent of the local Y. M. C. A., will give a reception and exhibition of wheels on New Year's Day. It will be held in the Y. M. C. A. building and will continue through the entire day. Most of the leading manufacturers, through their local agents, will have exhibits. The different tire and saddle men will also be in evidence. An interesting event in the reception will be a prize drill on wheels, by several members of the club, under the direction of Mr. Kinnicut, the physical director of the gymnasium classes. A polo contest between Sid Black and Instructor Hazleton, of the Lozier Riding Academy, has also been arranged.

The Wheel in Church.

Manager Smith, of the Biclorama, must certainly be awarded the plum for successful advertising. He entertained a large audience one evening last week at the Hough Avenue Congregational Church with a lecture upon the history and construction of the bicycle. The pleasures and benefits of riding were fully described, and the wonderful changes and improvements in wheels shown, and the '96 Winton of course came in for a full description, illustrated with various parts of the "winner." This is not quite getting the wheel into the pulpit, but it is certainly under the same roof.

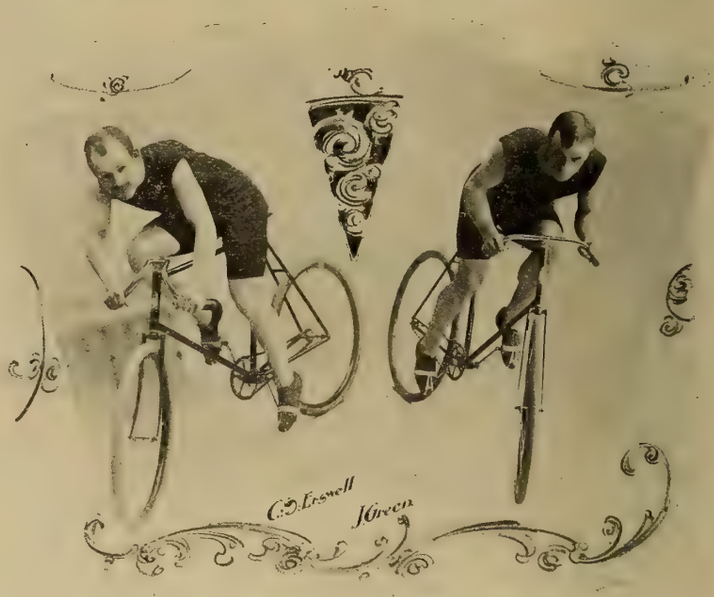
The New Bicycle Ordinance

proposed by Councilman Case, which has been hanging fire for over a month, has become a law. Under its provisions the speed is limited to six miles an hour in the downtown districts, and to fifteen miles an hour in other parts of the city. Lanterns and bells must be carried, and riders are required to ring at every street crossing. Riding on sidewalks is forbidden except when entering a yard. The clause requiring the sounding of an alarm upon the approach of another vehicle of any description was, happily, eliminated.

The *Amusement Gazette* came out in a new dress last week and is now called the *Cycling Gazette.*

WONDERFUL PERFORMANCES.

John Green and C. S. Erswell, of Cheyenne, Wyo., are the latest claimants for fame in the cycling world. Their recent straightaway performances on the road at Cheyenne are worthy of more than passing notice. The record breakers rode Syracuse wheels fitted with Palmer tires. Green made two trials against the straightaway flying mile. The first time he did not take the turn at the first quarter and ran into the prairie. He did the first half in :50⅛ and the mile in 1:34⅜. On the second trial he did the first half in :41⅜ and the mile in 1:25. Erswell's first half in the standing mile was done in :51⅜ and the mile in 1:40⅛. A government certificate from the weather bureau states that the highest wind during the entire day blew at the rate of twenty-eight miles an hour. The record breakers also have a surveyor's certificate proving that the course was the required distance. Green and Erswell will soon go for the tandem record over the same course.



MILLER REFUSES TO RUN AGAIN.

SPRINGFIELD, MASS., Dec. 5.—The Springfield Bicycle Club's popular president, D. Edward Miller, has declined to serve another year. Mr. Miller's decision is due to business reasons, and will be received with universal regret by all with whom he has come in contact during his six years of service. Mr. Miller is one of the best-known cycling men in New England. L. H. Adams will probably be the new president of the club.

The Massasoit Cycle Club has passed a vote of thanks to Councilman Cavanaugh for securing the passage of an ordinance forbidding tacks, broken glass, etc., being thrown into the streets.

MURPHY'S CASE IS PLACED.

NEW YORK, Dec. 9.—Elliott Burris, of the Hunter company, today placed the case of proving the innocence of Charley Murphy in the hands of Charles H. Luscomb, ex-president of the L. A. W., who will bring it before the National Assembly. Should redress not be secured in this direction, resort will be taken to the courts. Mr. Burris is firmly convinced, after conversation with Murphy, of his innocence, but has nothing to say in regard to Titus and Cabanne.

It is said that one of the chief physical conditions to which Zimmerman owes his wonderful racing power is the abnormal development of the heart, which the doctors declare to be two inches longer than the average.

A MILE UNPACED IN 1:25 ON A SYRACUSE.....



GREEN.

At Cheyenne, Wyo., December 4, John Green, a gallant Sycamore, mounted on a Crimson Rim SYRACUSE Wheel, fitted with "Good" Tires, made the fastest mile ever ridden in the world on a bicycle. His time was 1:25 for a mile straightaway, unpaced, flying start, thus breaking all previous world's records by several seconds. Johnnie is a Dublin lad, and is full of Irish ginger, and his Crimson Rims carried him on to victory.

SYCAMORES ON M. & W. TIRES



ERSWELL.

On the same day Charles S. Erswell, another good Sycamore and a Crimson Rim rider, rode a mile unpaced, standing start, in the exceedingly fast time of 1:40; also breaking the world's record. Charlie, like his brother Johnnie, is a good Indian, and is full of Sycamore blood and ambition.

These wonderful feats were timed and judged by L. A. W. officials, and are authentic.

THERE IS BUT ONE CRIMSON RIM--- IT IS THE SYRACUSE!



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

NEW YORK'S STUPID CORONER.

The Gotham Official Exonerates a Man who Killed a Woman Cyclist—Other News from the Metropolis.

NEW YORK, Dec. 9.—This city is blessed—or rather cursed—with a coroner who is either incompetent or else lacks common sense to a degree that is painful. His name is Hoeber, and his conduct of inquests has been marked by the most extraordinary proceedings. Recently a woman was run down and killed by a brewery wagon while riding her wheel on Fifth Avenue. The carelessness of the driver was plainly evident, but this brilliant coroner exonerated him from all blame. Chief Consul Potter thought that it would be a wise move on his part to attend the inquest, and the result has been apparent in several of the big dailies, which have scored Hoeber unmercifully. Mr. Potter was amazed at the manner in which Hoeber conducted his court, and he discovered something which has placed the official in a very bad light. As the driver of the wagon was a German and unable to speak English it was necessary to use an interpreter. Hoeber selected for this purpose the employer of the driver. It was no wonder that a bill was not found against the fellow; but the end of the matter is far from being reached.

Didn't Wear Their Bloomers.

Nothing more successful, brilliant, and enjoyable than the fair last week of the Liberty Wheelmen has been seen in this vicinity for some time. The arrangements were made on a lavish scale, and the attendance was a succession of jams during the six nights. Announcement was made that Thursday night should be known as "bloomer night," and in consequence the crush was tremendous. But the fair sex did not care to exhibit themselves in rational costume, and those who had come in the hope of seeing a "leg show" were very much disappointed. When out for a ride the wearer of bloomers does not call for any comment; but this regalia is neither suitable nor modest for an indoor entertainment. The Liberty Wheelmen find themselves several thousand dollars richer as a result of their effort, and the organization will soon be second to none in Brooklyn.

Mounted Policemen are Useful.

According to a dispatch from Chicago, the police officials there are awaiting the result of the experiment of mounting policemen for boulevard purposes in this city. The chief of police in your city need not hesitate, for the innovation here is sure to have beneficial results. During the past season the Coney Island cycle path has been patrolled in this manner, and "scorching" accidents have been greatly lessened. Buffalo has used mounted "coppers" for some time, not only in its principal park, but also on Main Street. Many an unfortunate who has been unable to down his predilection for fast pedaling has paid the penalty in greenbacks at the station house. One is sorely tempted now and then to lay over the handle-bars and hump, and in order to cure us of this failing mounted policemen have become a necessity.

Should Publish the Evidence.

Hereabouts the opinion prevails that Chairman Gideon would show excellent common sense by giving out for publication the entire evidence in the much discussed Titus-Cabanne-Murphy case, which has become somewhat tiresome and monotonous from a news point of view. We have had all kinds of statements and protestations of innocence from the men, and the printing of the testimony would either silence their outcry—and also the more rabid utterances of their greatly disturbed friends—or else show that the Racing Board was guilty of a stupendous blunder. There is no clause in the L. A. W, constitution which prevents Chairman Gideon from following this course, though he may have private reasons which influence him in withholding the full evidence from the press. The proceedings of nearly all courts are public property, and the inner findings of the Racing Board should be as much as possible open to inspection.

An Untold Tale of Atlanta.

The escapades of the participants in the recent enjoyable trip to Atlanta are gradually being divulged. One that is very funny involves three newspaper men. One is the editor of a bicycle paper, another is on the staff of a similar publication, and the third is the sporting editor of a local daily. The hour was somewhere between midnight and sunrise, and the two last named were returning from—well, somewhere. Their gaze—which was not as clear as in the daytime, but still clear enough—fell upon a line of garden hose attached to the hydrant. Of course, one of the windows of the sleeping car was open, and, as easily as two and two make four, the pair of peace disturbers figured out where the hose belonged. With fiendish delight they supposedly turned on the water, and then wandered away to seek other diversions. But inside the car. The editor was dreaming of a fat advertising contract at a substantial price when a snake-like object punched him in the back and once more made him of this workaday world. With rare intuition—he only drinks apollonaris water—he comprehended what might happen, and, seizing the hose, turned the nozzle out the window. But no stream came, for the villains had not turned the hydrant key far enough.

All will Charge except One.

It was officially announced the other day that all the members of the Trunk Line Association except one have agreed to exact a charge for the carrying of bicycles after January 1. The Baltimore & Ohio is the single exception, and 'tis said that the reason this road declines to enter the combine is because it does so very little bicycle business that it is not worth the trouble. The Trunk Line Association is composed of these roads: New York Central, Pennsylvania, Reading, New York, Ontario & Western, Erie, Lackawanna, Lehigh Valley, Central of New Jersey, West Shore, and Baltimore & Ohio.

It is not altogether improbable that the meeting of the National Assembly in February may be held in New York. Chief Consul Potter is agitating this city, for the reason that he wants to have the day devoted to the good roads movement a monster success, the echo of which will be heard throughout the country. As the vote of the chief consuls is going to decide the place, and New York is always an enjoyable city to visit, the decision may be in favor of the metropolis.

BICYCLES AND TAXATION.

An ordinance providing for a tax upon wheels and tires has been prepared by Alderman Kahler for introduction into the Chicago city council. It includes bicycles, which are to be assessed $1 each per year, on the ground, probably, that most of the people who ride them do not otherwise contribute to the support of the municipal government. Other vehicles, such as drays, wagons, and buggies, will be taxed according to their uses, the width of tire also entering into consideration.

The proposition to tax bicycles has nearly always met with opposition whenever introduced, and this will be no exception. It would be manifestly unfair to tax bicycles without imposing a tax on all other vehicles, including baby carriages and wheelbarrows and push carts, in proportion as they injure the streets or incumber the streets and sidewalks. The bicycle is less of a nuisance on the streets than the baby carriage is on the sidewalks, and the former with its pneumatic tires, and rubber-tired carriages, damage the paving of the streets and boulevards inappreciably, whereas the narrow-tired drays and the iron-tired carriages tear up the paving badly and necessitate the expenditure of large sums of money for repairs, which come out of the personal property tax. If tires are to be taxed in proportion to their width, it is to be supposed that the narrow ones will be assessed most heavily, because of the injury they do to the pavements, but unless weight is also considered this will also be unjust to cyclists, as the bicycle has not a wide tire except in proportion to the weight it bears.

The bicycle has always been exempt from taxation of any kind, whereas household goods, sewing machines, watches, horses and carriages, and other personal property must bear their percentage of the burden of taxation. There is no apparent good reason why the bicycle, which is more in the nature of a luxury, should not be included in the list, and it is probable that owners of wheels would not object to paying such a tax upon them; but it is the discriminative taxation and licensing which they resent and oppose.

TEXAS COAST FAIR RACES.

FORT WORTH, TEX., Dec. 7.—The races at the Texas Coast Fair began on the 20th of November at Dickinson, with an extraordinarily good attendance. The races were run on the horse track, sandwiched in between the horse races, the new bicycle track not having been finished. The races were run under the auspices of the Texas Coast Fair Association.

There were three entries in the first event, which was a half-mile novice race. Charles French won in 1:22, with Pete Crow second, and Clyde Cox third. The quarter-mile Class B race was won in thirty-three seconds by B. B. Bird, W. J. Tremaine riding in second place, and Robert Gill in third. The Class A half-mile race was won by French in 1:18, with Tony Brock second, and Frank Nichols third. Nichols won the one-mile Texas coast championship for Class A in 2:39¾. B. B. Bird rode an exhibition quarter-mile in thirty seconds. W. J. Tremaine won the five-mile Class B race from Bob Gill in 15:15.

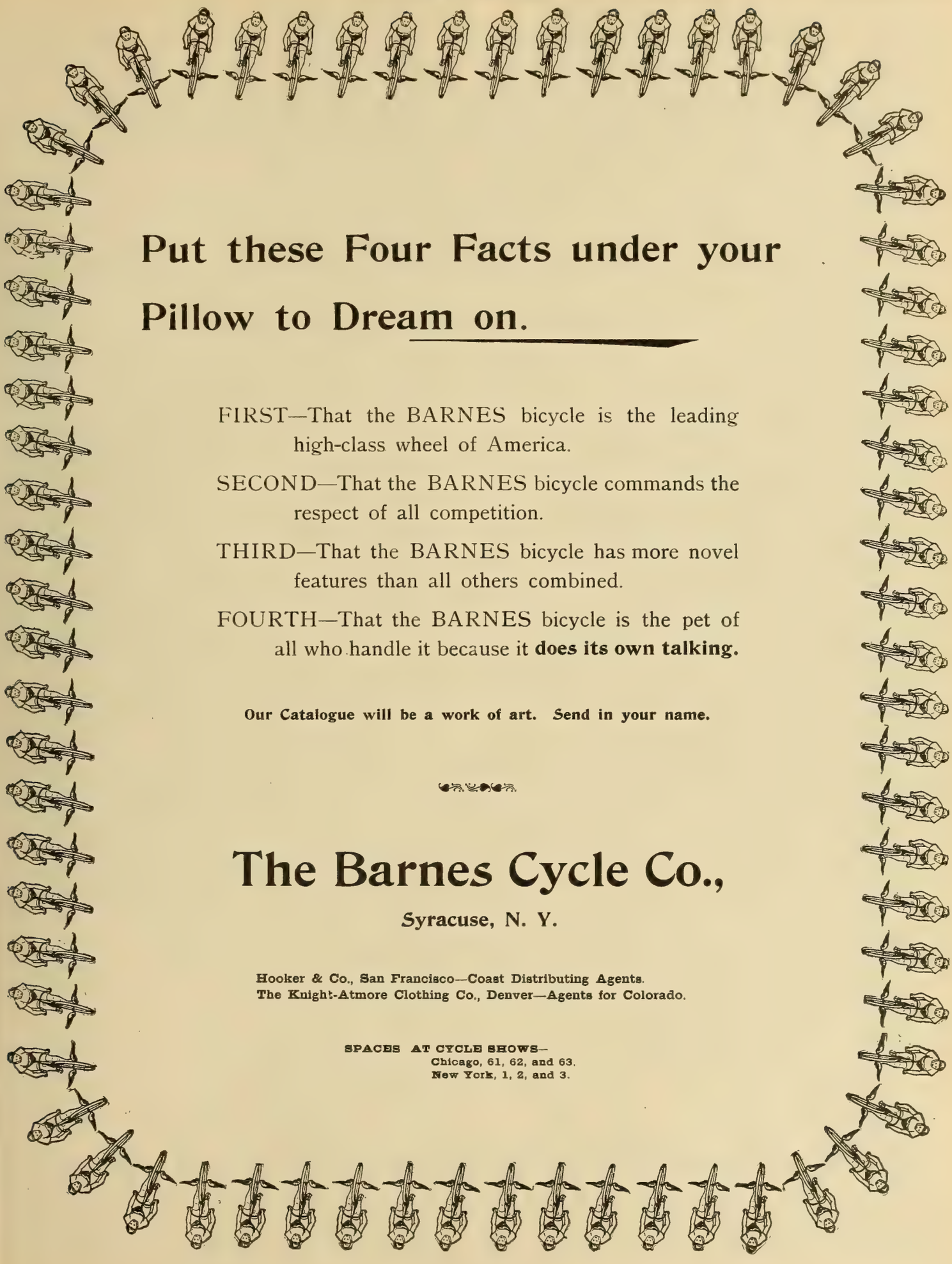
Second Day's Races.

Only one race was run Thursday, it being the one-mile professional, for a purse of $50, also run on a horse track. There were only two entries, but any one could see from the way the riders came down the homestretch that both of them had the $50 in view. Tackaberry won by six inches, with Tremaine second. Tremaine made his debut in the professianal class in this event.

Third Day's Races.

It now begins to look as if a professional league would be organized in Texas, as the professional races seem to have pleased all who witnessed the races at Dickinson on Friday. The new bicycle track was put into practical use for the first time, and, considering its heavy, unfinished condition, and the strong wind blowing against the riders as they came down the homestretch, the times were very good. This track will prove to be one of the fastest in the United States when the cement is put on.

The first event was a five-mile professional race for a purse of $50. Tremaine won in 14:17, with Tackaberry a close second. The third-mile, Class A race, was won by A. Culmore in :51, Clyde Cox riding in second place and Will Crow in third. Culmore also finished first in the Class A five-mile event, with Cox second. Crow dropped out at the end of three miles. Time, 15:45. The last event was a Class A two-mile race, won by Crow in 5:55, Cox riding in second place.



Put these Four Facts under your Pillow to Dream on.

FIRST—That the BARNES bicycle is the leading high-class wheel of America.

SECOND—That the BARNES bicycle commands the respect of all competition.

THIRD—That the BARNES bicycle has more novel features than all others combined.

FOURTH—That the BARNES bicycle is the pet of all who handle it because it **does its own talking.**

Our Catalogue will be a work of art. Send in your name.

The Barnes Cycle Co.,

Syracuse, N. Y.

Hooker & Co., San Francisco—Coast Distributing Agents.
The Knight-Atmore Clothing Co., Denver—Agents for Colorado.

SPACES AT CYCLE SHOWS—
Chicago, 61, 62, and 63.
New York, 1, 2, and 3.

MICHAEL DOES THEM BROWN.

The Invincible Welshman Rides Fifty Kilometers, Against Bouhours and Fournier, Each Riding Twenty-five, and Beats.

PARIS, Nov. 28.—A large crowd assembled last Sunday at the Velodrome d'Hiver, attracted by the announcement that Michael would meet Fournier and Bouhours in a fifty-kilometer match. The two Frenchmen were to ride twenty-five kilometers each against Michael's fifty. Although the task was a difficult one, Michael won by six laps, once more proving his superiority over all comers. Properly speaking, he beat only Fournier, for Bouhours stuck to him during the first half of the race, and it would be rash to say that he would have been beaten had he continued to the end. The match was interesting from two points of view—the sporting interest and the interest it aroused in cycling circles, owing to the fact that Michael was to try the new lever chain. In point of fact the trial was not conclusive. Michael rode as well as usual, but no better. If he appeared to work harder, it was solely due to his using a machine fitted with a lower gear than usual. Michael, as a rule, rides an 82-inch gear, but his new machine was

Geared to Only 74 Inches.

This difference of 8 inches did not prevent him from winning, although he did not appear to be in such good form as when he rode his last match against Bouhours.

Mr. Simpson, the inventor of the new chain, came over to Paris to see Michael ride. He is Scotch, and appears to be about fifty years old, and, strange to say, is not a cyclist. It was about a year ago that the idea first occurred to him to modify the form of the driving chain.

The well-known English handicapper Plummer, of *Sporting Life*, helped to "clock," taking the times for the distances in miles.

As a prelude to the big event there was a 900-meter handicap, which attracted thirty-four starters, and was won by the limit man, Grosjean, Rouguette being second, and Durand third.

Next came a 2,000-meter scratch race in which there were eighteen starters.

Jacquelin Caused General Disappointment

by not taking part in the race. He arrived late at the track, just in time to witness the finish of the heat in which he was down to ride. In his absence Maurice Farman had no difficulty in disposing of his opponents, Durand, Fisher, and Muringer, all of whom found the pace set by the triplet too hot and were left behind, the Anglo-French rider winning by half a lap.

Michael and Bouhours then came to the tape for the big event. The start was made at 4:20, just as the electric lights began to shine and illuminate the vast building. The little Welshman was the first to catch on to the pacing teams, and soon had a lead of 100 meters. The Farman brothers then took Bouhours in hand and gradually brought him up to his opponent. The Frenchman again fell behind in the second and ninth kilometers, but, being beautifully paced, he managed to make up the lost ground. At the eleventh kilometer he suddenly weakened and lost nearly half a lap. Again the Farman brothers came to the rescue, and amid thunders of applause they succeeded, after a long and exciting chase, in

Overtaking the Terrible Welshman,

who had been riding like a demon to increase his lead. Despite his efforts Bouhours could not retain his advantage, and once more the "Little Wonder" assumed the lead, which he held up to the twenty-fifth kilometer. Meanwhile Fournier had made his appearance ready to take Bouhours' place for the second half of the race. When Michael shot across the twenty-fifth kilometer mark, Bouhours was thirty meters behind, while Fournier had a lead of at least 100 meters on the Welsh rider, and, instead of waiting for his opponent, he started off at full speed, which gave him an advantage unduly gained.

Michael, however, was not long in settling his opponent, lapping him at the thirty-seventh and again at the forty-fifth kilometer. Michael covered 46.30 kilometers in the hour, and won by over six laps. Shortly before the finish Fournier's front tire gave out, obliging him to change machines. Michael's victory pleased the public, and he was given a tremendous ovation. His legs and arms were so numbed by the cold that "Choppy" Warburton had to lift him off his machine. The following day he felt feverish and was unable to leave his bed. However, he was well enough the following Wednesday to leave for London, where he went in company with his trainer to visit the Stanley Show.

Michael's Intermediate Times.

The following table gives the times in the race:

MICHAEL'S TIMES.		RECORDS.	
Ten kilometers	12:54⅘	12:13⅘	Barden.
Twenty kilometers	26:10⅘	25:16	Michael.
Thirty kilometers	39:05⅖	38:38⅘	Bouhours.
Forty kilometers	52:14⅖	51:38⅕	Bouhours.
Fifty kilometers	1:06:02⅖	1:05:14⅖	Michael.
One hour—46.30 kilometers		46.711 kilometers	Stocks.

After the match, Bouhours issued a challenge to ride Michael a race over twenty-five kilometers. He said he was in good shape and felt confident that he could beat the little Welshman.

At their general meeting, held a few days ago in Brussels, the delegates of the Belgian Union decided that in future amateurs will be allowed to ride against professionals without losing their status, provided, of course, that they do not race for cash prizes. On the other hand, the Dutch Union, at its general meeting held last Sunday, decided that amateurs and professionals would not be allowed to compete together, although there was a motion standing to that effect.

J. A. Robertson is back in Paris and has been training again. He will not be able to ride, however, for some time, as he is entirely out of form.

George Hunt is also in Paris, training hard for his forthcoming 100-kilometer match with Arthur Linton.

RESULT OF THE MOTOCYCLE RACE.

As stated in last week's BEARINGS the awards in the *Times-Herald's* motocycle contest were made on the 5th inst., and the result was reached after four hours of deliberation by the judges. The machines which finished the course all violated rules of the contest; the Macy wagon, which went over the exact course, exceeded the implied time limit of twenty-four hours; the Duryea and Mueller motocycles both wandered from the course and both called in aid from outside persons—the Duryea being helped out by a blacksmith. It was decided that the tests should take precedence in the rules, but the remarkable showing made by the Duryea and Mueller motocycles compelled some recognition and the following awards were made: $2,000 to the Duryea Motor Wagon Co., Springfield, Mass., for the best performance in the road race, for range of speed and pull, and for compactness of design; $1,500 to the H. Mueller Co., Decatur, Ill., for performance in the road race and economy in operation; $500 to the R. H. Macy & Co., Roger motocycle, New York, for showing made in the road race; $500 to the Sturgis electric motocycle, Chicago, for showing made in the road race; the *Times-Herald* gold medal to the Morris & Salmon electrobat, Philadelphia, for best showing made in the official tests, for safety, ease of control; absence of noise, vibration, heat, or odor; cleanliness and general excellence of design and workmanship.

It will be seen from the awards of the judges that the electrobat of Morris & Salmon, Philadelphia, came nearer than any other machine to filling the requirements of the contest. If relays of batteries had been arranged for, it would no doubt have finished the course well up with the Duryea and Mueller wagons. In the opinions of the judges the electrobat is fully up to the requirements of a pleasure or light traffic vehicle for use on streets or on roads where storage batteries can be recharged. The general design of the vehicle is such that it can not be easily put out of order and the operation of it can be effected by persons of limited mechanical experience.

The electrobat has many features that commend it for city use, but for all around road work it is likely that the perfected gasoline wagon will meet with more favor on account of the ease with which supplies can be procured along the way. A motocycle race is scheduled for May 25, 1896, in Canada, and one for next summer in New York, and these will doubtless be followed by others. The motocycle has come to stay and the excellent showing made under such adverse conditions on Thanksgiving Day is proof that the hopes of its adherents were not too high.

A WHEELMAN'S CASE DISMISSED.

WASHINGTON, D. C., Dec. 7.—Judge Miller made some very significant remarks recently regarding wheelmen and roads. Bayard T. Wrenn, who won a medal in the road race on the Conduit Road, Thanksgiving, met with an accident after he had crossed the tape, and a few days ago he appeared in the police court and complained that Louis Wood, whose horse was injured in the collision, had assaulted him. Witnesses claimed that Wrenn had started down the road to get his clothing, when his wheel and Mr. Wood's horse collided, and that the driver swore and said he would drive down a wheelman. The defendant denied using bad language, and said the accident was the wheelman's fault, and resulted from the crowded condition of the road occasioned by the presence of the bicycles. The police charged that the wheelmen wanted to monopolize the entire road. Commenting on the case, Judge Miller said that when the wheelmen obstructed the road it was the duty of the policemen to remove the obstruction. The court was not satisfied from the proof that the driver drove into the wheelman purposely, and the charge was dismissed.

The Morgan & Wright car "Wanderer" reached Washington last evening, and was visited by numbers of people interested in the quick-repair outfit. Among the visitors were a number of ladies, and to each was presented a dainty bicycle pin as a souvenir.

ZIMMERMAN WOULDN'T RIDE.

Word comes from Australia by cable that the great Austral wheel race, run at Melbourne, was won by G. W. Crisp, a Victoria rider and a dark horse, who, however, holds the Australian championship for twenty-four hours, his figures for the time being 401 miles 1,547 yards. He was not considered a likely winner for the distance of two miles in the greatest cycling event of the year, and his success in the Austral handicap was a great surprise to every one.

Zimmerman did not start in this race, but at the last moment his entry was sent in to take its place with the 110 others. His manager wanted a certainty for starting Zimmerman, whether he won or not, and is said to have demanded so much for entering him in the handicap that the management refused to pay, and it was given out that Zimmerman would not ride. This disgusted the Australians with the champion's ideas of sportsmanship, and they began to reverse their good opinions formed of him upon his arrival.

"EXPERIENCE is the BEST TEACHER."

but it sometimes costs a deal of money.

For instance, buy a cheap wheel—give it the test the average wheel is put to—country roads, stone pavements, etc.

Keep an account of your Repair Expenditures, and at the end of the season see what your experience has cost you.

Buy a STERLING—give it the same usage, and keep your accounts in the same manner—compare results.

We have many letters from people who have gained their knowledge of bicycles in this way.

YOU have the benefit of their experience.

Will you profit by it?

Are you on our list for '96 catalog?

STERLING CYCLE WORKS,

General Offices:

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Retail Department, Chicago, 274 Wabash Ave.

Some Representative Dealers:

Burtis & Zimmerman, Freehold, N. J., State Agents.
Stanley B. Huber, Detroit, Mich.
Gerwing, Hilton, Kennedy Co., Denver, Colo.
Euclid Cycle Company, Cleveland, Ohio.
Gray-Dudley Hdw. Company, Nashville, Tenn.
Western Electrical Supply Company, Omaha, Neb.
St. Paul Cycle Company, St. Paul, Minn.
Jacob Rech & Sons, Philadelphia, Pa.
H. L. Spencer, Providence, R. I.
Logan, Gregg & Co., Pittsburg, Pa.

Applications for agencies for Missouri, Kansas, and Texas should be addressed to the Chicago office.

Chicago Cycle Show Spaces, Nos. 209, 210, and 229.
New York Cycle Show Spaces, Nos. 136, 137, 138, and 139.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



A. F. SENN.

One year ago A. F. Senn, of the Utica Cycling Club, broke world's unpaced records from three to twenty-five miles. His three miles in 7:28⅘, five miles in 10:04, ten miles in 25:26, and twenty-five miles in 1:05:30, and intermediate distances were made on a road wheel with road tires. At Louisville, on November 18, he used a Remington wheel and Morgan & Wright tires in reducing all the figures, including the three miles and twenty-five miles. He rode the three miles in 7:11, ten miles in 24:10, twenty-five miles in 1:02:37⅘. In the hour he covered 24 miles 65 yards. As his portrait shows, Senn is neither large nor heavy, but in the vernacular it may be said that he "gets there just the same." He sticks to the Remington wheel.

Some dealers push the sale of certain wheels, or tires, primarily to resent real or fancied injury at the hands of makers of other wheels or tires; other dealers push the sale of articles upon which reduced prices have been named them—they hope that the low-priced goods will turn out as well as higher-priced goods which they handled before; most dealers do neither. They carefully watch all goods as carefully as possible before they themselves handle them, and these watchful men are the most successful. They can afford to sympathize with those who, having found a good thing to sell, nevertheless run after strange gods without much forethought, and finally come back to the old article, sadder but wiser.

The great majority of dealers handle what riders find most satisfactory, because they are in business to make money, and to make it with the least worry. Morgan & Wright tires comprise over 65 per cent of all tires used in the country—which means more than all other makes put together. Why? Because years of testing has shown that they give the least trouble and the most comfort to the most people. Dealers often write us: "We like to sell your tires, because we feel almost certain they will not come back on account of defects." This was so before the quick-repair tire was ever thought of, and there were plenty of so-called quick-repair schemes in the market even then. In regard to the quick-repair tire don't forget that

Its stem is red.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

A Few More

Quarter mile, unpaced, standing start, straightaway.. :23

Half-mile, unpaced, standing start, straightaway..... :51

By Clint Davis, on an Essex, with Morgan & Wright tires, at Buffalo, N. Y., Nov. 27.

Two miles, paced, flying start, professional, indoor... 4:23 2-5

By J. S. Johnson, on a Barnes, with Morgan & Wright tires, at Nashville, Tenn., Nov. 29.

Two miles, unpaced, flying start, Class B, indoor..... 4:49 2-5

By F. G. Barnett, on a Fowler, with Morgan & Wright tires, at Nashville, Tenn., Nov. 28.

Five miles, unpaced, standing start, Class B.....12:22

By F. G. Barnett, on a Fowler, with Morgan & Wright tires, at New Orleans, La., Dec. 6.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

VOL. IV. CHICAGO, DECEMBER 12, 1895. No. 15.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Main Office and Factory,
142-148 W. Washington St., Chicago.
New England Branch, No. 8 Park Square, Boston, Mass.
New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

1,120 DAYS AGO.

Like a veritable transformation scene of the spectacular order has been the change wrought in the factory of the Fowler bicycle since its inception into this great, large world of "*best*" bicycles.

It's only been a little more than 1,100 fleeting days since we first unfurled to the breezes of—not Heaven, but Chicago—and the entire country, the significant standard "Fowler."

Eleven hundred—or, to be exact, just 1,120—days ago we decided that, inasmuch as so many other concerns had been allowed to grow up in the cycle industry, perhaps we might be granted the same privilege.

We were—and we are much obliged.

Eleven hundred and twenty days ago we had 22 men at work—today 302 full-grown, skilled mechanics turn our Bundy time clock.

Then we had a total working space of 45x196 feet; today five juicy floors, 45x196 (total space, 39,100 square feet), filled with busy, hustling men, turning out more wheels DAILY than *any* other factory in all this big country of ours.

In those days we worked, figuratively speaking, from hand to mouth—*now we can supply more thoroughly finished high-grade wheels than any other concern in the entire world*, and, we truly believe, than any three makers in the United States.

The above statements will make good smoking for our competitors—better smoking than "chawing," we might add. We would therefore suggest that they place it all in their respective pipes, hold a lighted match to it, and then inhale its aromatic odor.

And still they say we're LUCKY—it's NOT luck. (Confidentially, it's Chicago hustle, the kind that's made us famous.)

WHY WE ARE GLAD.

Last week's issue of the *Wheel* voluntarily said regarding us:

If every concern is as well advanced as the Fowler Cycle Mfg. Co., agents will next year have little or no cause for complaint. A *Wheel* man who recently visited the Fowler factory saw several thousand wheels nearly completed and ready for shipment. They expect—and appearances bear out their statement—to have more wheels delivered by January 1 than will be made by many makers during the whole of 1896.

ONLY THREE WEEKS BEHIND US.

One of our competitors offered to the public last week, through the columns of its advertisement, a reproduction of that famous editorial on "Crooked Advertising" which appeared a month ago in the *American Cyclist.*

Three weeks ago we dwelt at length in about all the cycling papers in the land, on that identical point—"Crooked Advertising"—but the advertising man employed by our competitor must have overlooked a bet or else is not desirous of being considered original.

In the latest language of the day—he should "change his laundry."

THINK OF IT!!!

YOU DEALERS.

People are clamoring for

"The Fowler"

And in many cases there is no Fowler

AGENCY

in your town. Just a few more 1896 Fowler agencies can be placed.

Write
THE FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO.

PRETTY GOOD TESTIMONIALS ALL AROUND.

In a recent mail delivery at our factory the following letter came to hand, which we reproduce for the benefit of our readers at large.

It strikes us as being a pretty clever combination testimonial for all hands alluded to, and here it is:

FORT APACHE, A. T., Nov. 29, 1895.

FOWLER CYCLE MFG. CO., Chicago, Ill.

Dear Sirs: I have noted your space in THE BEARINGS for lo, these many days, and if your wagon is as good as your advertising fiend, its a "daisy." I would like to try one of them, and if you condescend to place any "vest-pocket" agencies, I might put a few of your wheels on the road. We are 150 miles from wood, water, or a railroad, and nobody's toes would be trodden on.

Please send me your '96 catalogue.

Respectfully yours,
"DICK" MORTON,
G Troop, Seventh Cavalry, U. S. A.
Fort Apache, A. T.

AN "IS-ER."

Not a Has-been, or a Comer, But an "Is-er."

Such a man is Mr. C. C. Stoltz, who represents the Fowler (the frame tells the name) in Marion, Ohio, and surrounding territory. At the last cycle show, for three or four days, we noticed a serious-faced, quiet, well-dressed business man pass and repass our stand, always stopping to look, but never having anything to say, nor could we approach him.

On Thursday afternoon, we believe, when there was a temporary lull at our stand (there were not many lulls during that cycle show week either, we can tell you), this gentleman stepped into our stand, and said to one of the representatives:

"Well, my boy, I've looked high and low at every wheel in the building, and the Fowler is without doubt the wheel I want. As for finish, there is not a wheel in the house that will compare with it, in the same breath; and as for detail work, simplicity of adjustment and so forth, it has no superior. I want three or four counties around Marion; my name is C. C. Stoltz; by consulting Dun or Bradstreet you can find my rating; what's your price?"



MR. C. C. STOLTZ.

We gave him our price, and in probably fifteen minutes' time he had said what he had to say, got his contract, ordered five wheels to be sent on at once, and was on his way home.

The Fowler Cycle Mfg. Co. take sincere pride in gaining an agent of the C. C. Stoltz caliber. He has worked his way to an honored and respected position in life by his close attention to business, and his great hustling abilities. That boy of his, Guy, an unquestioned marvelous trick rider, is the apple of his eye. Guy rides a specially constructed, nickel-plated, Fowler trick wheel, of which "Brer" Stoltz has this to say: "Trick wheel came to hand today, and we must acknowledge that it is a 'dandy.' Guy is just tickled to death over it. We imagine, from the appearance and a close inspection of the machine, that you *still have lots of good mechanics left*, and that the Fowler will continue to be, as in the past, the 'most highly finished bicycle in the world.'"

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

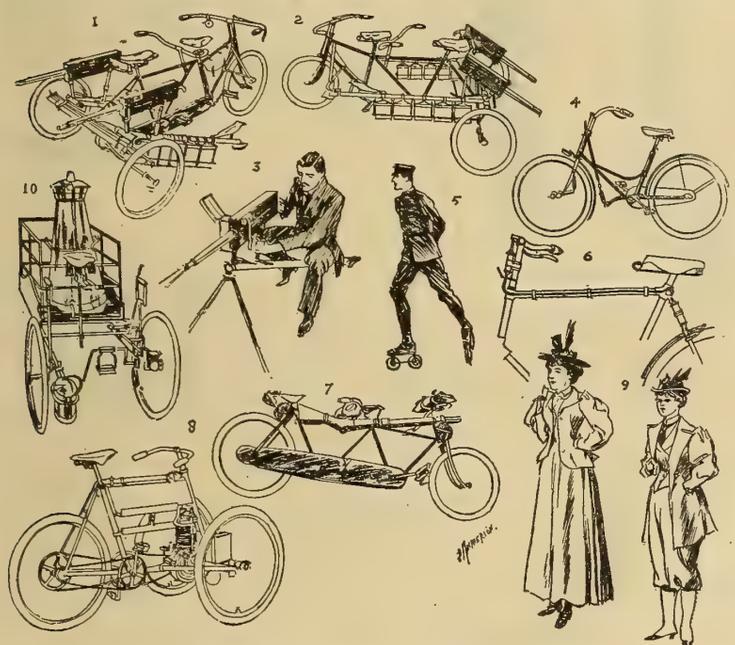
MORE ABOUT THE STANLEY SHOW.

American Firms Make a Splendid Showing—Multicycles Very Prominent—Features of the '96 Wheels.

LONDON, Nov. 30.—Since I closed my first notice of the Stanley Show many additional exhibits have found their way into position on the stands. Multicycles form a conspicuous feature and nearly all the leading firms have triplets or quads on view. The Ibex quad, which rendered signal service during last season at Herne Hill and elsewhere, is shown by Poole & Co. The Rudge-Whitworth firm has fine specimens of both a quad and a triplet. The Gladiator quad, which has paced Michael to victory on thirty occasions in Paris, is on the French firm's stand, together with Michael's own racer, which will in future lend the name to the firm's "Modele Michael." The distinctive feature about the French quad is its single bottom tube of very large section running throughout, the adoption of which has been justified by experience, for the lengthy machine has never had a mishap although constantly used by various crews during the year.

The Gladiator Motor Tricycle

attracted enormous attention throughout the week. It is driven from the back wheel, like an Olympia tandem, and the double-steering wheels are



The Maxim gun tricycle—1. Ready for action; 2. limbered up; 3. the tripod. 4. The Humber spring-framed lady's safety. 5. Pneumatic skates. 6. The Terrell hydraulic brake. 7. The Mohawk tandem. 8. Gladiator motor tricycle. 9. "Viola" costumes. 10. Carrier tricycle for milk.

worked by ball-jointed arms simultaneously actuated by a central steering pillar. There are two small primary batteries fixed in front of the machine which supply the electric spark required for the ignition of the petroleum vapor or gas. The batteries remain effective for two days without recharging. A narrow tank, placed between the angles of the frame like a luggage bag, contains the supply of petroleum, and is fitted with a removable brass cap, which allows the tank to be readily recharged. The power is transmitted by the motor to the crank-axle, which is fitted with ordinary cranks and rat-trap pedals. These latter, by means of a silent clutch, are enabled to remain at rest when not in actual use for assisting propulsion at starting, or in hill climbing. From the crank-axle to the rear driving-wheel two chains, one on each side of the wheel, convey the power, thus obviating unequal strain. Balance gear is not required. Near the front of the top tube is a little quadrant-shaped dial and lever, by which

The Speed is Regulated when Under Way.

The left foot-rest, by a downward pressure of the foot, applies a powerful brake to the main pinion of the motor, which enables the rider to pull up in a short space. At the top of the handle-bar another tiny lever controls the sparking current, which can be broken or renewed by the merest finger movement. The driving-wheels are geared to 54 inches, but in relation to the revolutions of the motor are in fact geared down to 6.8. That is to say, the motor pinion revolves 6.8 times to every revolution of the driving wheel. The speed of the Gladiator tricycle varies from fifteen to nineteen miles an hour, according to conditions. Its supply tank of petroleum essence enables a run of nine hours to be made without recharging. The total weight of the machine is 112 pounds and three-quarter horse power is developed by the motor. It is the lightest, most compact, and best-finished specimen of its class yet seen in England. Its makers' address is 18, Boulevard Montmartre, Paris.

The foreign exhibits altogether make a brave show, and lend an international interest to the assemblage of wheels, hitherto lacking. The machines of the Pope Mfg. Co. and the Yost Mfg. Co. are indeed difficult to find fault with, and have been closely scrutinized and greatly admired by all impartial visitors. The gold-cranked Falcons make a convincing exhibit of light, clean-built wheels, with their wood rims, special pedals, etc. The Columbias also look well, and Lady Spencer Churchill has purchased a lady's Model 41, weighing about 22 pounds. The Western Wheel Works machines are also worthy of comparison with our best English goods.

The Detail Improvements in the Construction of Machines

are few and trifling. Barrel hubs have been adopted by several makers, and seem as great an improvement to wheels as the barrel bracket was to the crank-axle. D tube has been adopted to a fair extent for the bottom stays, and without doubt enables a narrower tread to be arrived at. There is some difference of opinion, however, about this detail, and the Rudge-Whitworth, for example, still adhere to round tubes. Another method of narrowing treads, notably in use by the Gladiator firm, consists in uniting the back forks with a single tube of large section before they reach the bracket. The French firm shows a three-inch-tread racer. Level handles are more numerous than before, and the "society" machines on the Rudge-Whitworth stand have their handles curved upward to an extravagant extent. This is to allow the "poker-back" style of riding considered *de rigueur* among the fashionables. Of course this extreme will soon be dropped.

Great attention has been attracted by the Maxim cycle battery on the Rudge-Whitworth stand. This wonderful war cycle carries two Maxim-Nordenfelt guns, which can be detached if required and mounted upon tripods, also carried on the machine. The latter is a tandem tricycle with pneumatic tires, direct front steering, and greater width of axle and length of wheel base than usual. The ammunition—a thousand rounds—is carried in ten leather cases, five to each gun. The entire weight of machine, guns, and ammunition is only 200 pounds, of which the guns count for 27 pounds each and the stands 9 pounds. During the week the quick-firing qualities of the guns have been demonstrated by the firing of belts of blank cartridges, much to the dismay of the nervous.

A Novel Spring Frame.

The Marvel Bicycle Syndicate shows the spring-framed safety of that name made for it by Humber & Co. The Marvel people are Humber's west end agents, and some friction has arisen in consequence of these machines finding their way into the hall, as the National Show claims the great firm for its own. The spring frame mount weighs 36 pounds in either the ladies' form or otherwise. It is not a speed mount, but designed for comfort. The crank-bracket is hinged, and acts as a fulcrum to the leverage of the rear wheel. On striking a stone or other obstruction the frame simply dips at the crank-bracket, thus absorbing the vibration. Both the lower main tube and the main diagonal are doubled, and the chain stays are continued beyond the bracket as a single tube, connected with a powerful spring leading up to the head. The machine is beautifully made, needless to say, but will only command a limited sale.

The Mohawk exhibit contains some fine specimens of military safeties and tandems. The ordinary machines of this firm are very popular on account of their lightness, strength, and excellence of detail. The firm of H. Dodd & Co., of Bayswater, showing the well-known Pollard cycles, have a novelty in brakes called the hydraulic. The pressure of a piston upon a column of water forces into contact with the tire of the back wheel a long brake piece of leather in the form of a water-tight pocket. Though seemingly quite effective, I do not think the novelty will make headway against the pneumatic brake, which is much lighter, less unsightly, and has emerged from a season's test with flying colors. John Warwick, of Reading, has a good display of Carrier cycles which show signs of steady improvement.

The Morgan & Wright Exhibit of Quick-Repair Tires

has been surrounded by crowds all the week. J. C. P. Tacagni, assisted by several well-known men, has amply proved by demonstration the facility with which a repair can be made. I think the tire will be extensively asked for, now English riders have seen it and know they are to be catered for by the firm, whose London depot is in Regent Street. With regard to our own tires there is little to be said. The Dunlop people have now definitely abandoned canvas in every pattern of their tires. A thread fabric will take its place, which has been used with complete satisfaction in the lighter tires for some time.

The clincher tire will in future have nothing but thread fabric lining in all its forms. It has been considerably lightened. Its cover is now a plain band instead of being arch-shaped in form. The rim has been modified in section, and I consider that in '96 the clincher will at last take up its place on equal terms with the leading tires. Hitherto it has



Waver

REV

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the
Scorcher, upon presentation to us of satisfactory proof of the facts in the case and of the
of the stolen wheel, but is not payable to more than one person in any case.

THIS IS BUT ANOTHER REASON WHY CYCLISTS SHOUL

ADVANCE SHEETS NOW READY.

INDIANA BICYCLE CO.,

ley BICYCLES.

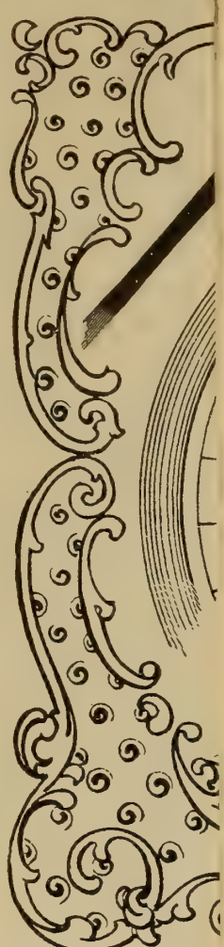
MUST NOT BE STOLEN.

VARD

896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley
ence of the thief. This reward is open to everyone, with the exception of the owner

DE AND DEALERS SHOULD HANDLE THE WAVERLEY.
CATALOGUE READY JANUARY 1.

= INDIANAPOLIS, IND.



To a

Scorcher,

of the sto

IN

The BEARINGS Cycling Authority America



Waverley BICYCLES.

MUST NOT BE STOLEN.

REWARD

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher, upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to everyone, with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

THIS IS BUT ANOTHER REASON WHY CYCLISTS SHOULD RIDE AND DEALERS SHOULD HANDLE THE WAVERLEY.

ADVANCE SHEETS NOW READY. '96 CATALOGUE READY JANUARY 1.

INDIANA BICYCLE CO., = = INDIANAPOLIS, IND.

always been heavier and clumsier in make. There has lately been a rumor current that corrugated treads would be dropped in '96, and a return be made to plain-faced tires, it being contended that the corrugations increase the risk of puncture and also check speed. This rumor, as far as I can trace, is entirely without foundation.

Non-slipping Treads Appear all Over the Show

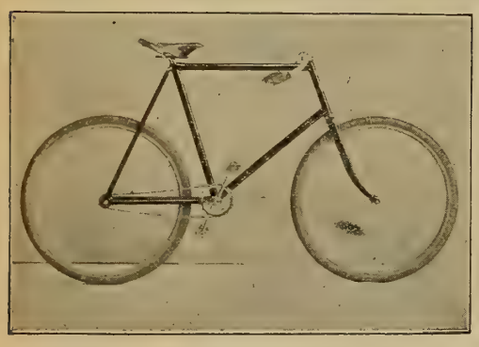
on bespoke wheels. It is also notable how popular the Palmer tire seems among the nobility. Quite a number of machines built for social celebrities are fitted with these tires.

Wood rims are also plentiful and are slowly extending their hold upon the riders in England. Several excellent wood rim exhibits will do much to melt away remaining prejudice. Still there is room for all, and the Double Hollow Rim company has a fine exhibit of its latest wares and has booked many large orders, chiefly among foreign trade visitors. There is nothing calling for special mention in saddles, lamps, or bells—the leading houses in these fitments having seemingly plumped for the National Show.

C. W. HARTUNG.

THE VIKING.

E. G. Eager, of the Union Mfg. Co., Toledo, has been showing samples of the '96 Viking in Chicago. The complete line is not yet ready, but as much of it as will go into the 8x9 space at Tattersall's will be on view during the cycle show, January 4 to 11. The space assigned to the Union company is so small that there is not room for a full-sized man, so a pigmy will be in charge of the exhibit. The overflow and enough wheels to make up the full line will be shown at the Auditorium.



The Viking is built on generally accepted '96 lines, with changes here and there which are made to increase the strength of the framing, and the long life of the parts. The three main bearings of the wheel are built in exact vertical alignment, giving the frame a trifle higher cant than usual. This admits of scientific bracing, and results in a stiff construction all over. An absence of curves in the tubing is to be seen, and the rear forks are carried directly back to the rear fork-ends without a bend of any kind. The front forks are of 1¼-inch section, with strong double plate-crown. The crown is capped with a finishing plate on top, which is brazed to the upper crown plate, reinforcing it. Knife-blade reinforcements are fitted into the fork-sides at the top, running down beyond the danger point.

The crank-hanger is provided with a lining of tubing, brazed in and cut off to form shoulders on either side for the seating of the cups. The lining is put in to guard against the entrance of dust from above, and materially stiffens the hanger. The crank on the chain side is forged with three arms, forming a spider for the reception of the sprocket which is easily detached for change of gear. The bearing cones on the off side are set up with a dog fitted to the side of the crank and the arrangement is such that the tread—5¼ inches—is not affected. The hubs are of the popular barrel type with spoke flanges and are the company's own make, turned down from bar steel. Cups and cones are turned from best tool steel, hardened all through, ground and polished to gauge.

For rims the Lobdell second growth hickory will be used, and a choice of the following tires is offered: M. & W., Palmer, Vim, and Dunlop. A striking name-plate is used. It is a ribbon of aluminum set onto the head with a spiral turn once and a half around, and the word "Viking" cut through in plain letters. The enamel shows through the word and the company's name and address are stamped on the lower turn of the metal. The effect is good and will help to make Vikings easily distinguishable from other wheels on the road and path.

A novel set screw is used to keep the head bearings in position. It is provided with a milled head and seats by means of a spiral spring so that it can be lifted with the fingers and an adjustment made while riding if necessary. The standard fitting will be adjustable bars, which are changed in angle by loosening a square head plug which is placed under the tee and which is finished on the end with a conical taper, engaging with the lower concave tapered end of the locking lug. The upper surface of the lock-lug is serrated to fit against and into the machined ridges on the center of the handle-bar. The crank-shaft and axles are bored through the centers for oiling the bearings, and spring ball-covers are fitted into brass bushings to exclude dust and dirt.

The brief of the roadster calls for large tubing all over, 1¼-inch being used in the head and 1⅛ for the main frame; ¾ for the upper and ⅞ for the lower rear stays, the gauge varying from 20 to 23 according to the part. The frames will be built in three heights, 21, 23, and 25 inches, and the weight will be from 21½ to 22½ pounds, according to tire equipment. The light roadster will weigh 19½ and the racer 18 pounds. Two styles of a dies' wheels will be built, a drop frame and a diamond, the latter, with 26-inch wheels, weighing 20 pounds. The drop frame will be furnished with either 26 or 28 inch wheels, and weighs from 22 to 23 pounds. Two tandems will be made, a combination and a double diamond, which will be between 37 and 40 pounds in weight, all on. The double machines will embody new and practical features in design and detail. For standard finish hard baked black enamel will be used with highly polished nickeled trimmings.

MINNEAPOLIS WILL HAVE A SHOW.

MINNEAPOLIS, MINN., Dec. 10.—It now seems probable that Minneapolis will have a cycle show—the only one ever held here. It is proposed to hold it in the Exposition Building about January 17, and every exertion will be made to bring it off successfully. The building is admirably adapted for the purpose, there being plenty of floor space for exhibits, and abundant room besides for the exhibitions of such motocycles as the manufacturers may be induced to bring. Details are not yet arranged, though Messrs. Hoopes & Breslauer are actively at work perfecting arrangements. It is said that assurances have been received from a number of the prominent manufacturers that they will make displays and that all the local firms will contribute creditable displays and do what they can to make the affair a success.

In addition to the cycle show features proper, it is also proposed to hold a six-day race for men and a women's race for three hours every night. Many of the Twin Cities' riders have signified their willingness to enter, and efforts are making to secure the attendance of a number of others, who reside out of the cities. Jim Wirtensohn will go to Chicago during the show and make the necessary arrangements for the transfer. As this is Minneapolis' first attempt in this direction, and as the big building is easily accessible and every one interested in cycling, there ought to be no doubt as to its success.

THE ROYAL FAMILY.

The accompanying cut shows President Gorham, of the Royal Cycle Works, showing samples of his '96 wheels to the natives of the Pacific coast.



Mr. Gorham did a splendid business in the west, every one complimenting him upon the graceful lines of his new wheels.

The Fanning ball-bearing chain is fast coming into prominence. The chain has ball bearings and is said to possess the following points of advantage over the block chain: Friction is reduced to the lowest possible point; it wears longer, is stronger, stretches less, never clogs with dust or mud, never binds or catches on sprockets, is noiseless, and requires no oil or lubricant. The company started in a small way about a year ago, and the business has grown so that a new and commodious factory is being built to accommodate the machinery necessary to handle the increased business.

Windsor BICYCLES

DISCOVERED ANOTHER WILD MAN

He is Seen in the Allegheny Mountains, and is a Supposed Murderer.

A wild man has been discovered on the Chestnut Ridge, four or five miles south of Bolivar, says the Pittsburg *Commercial Gazette*. About a week ago James Shirley, a citizen of that neighborhood, while strolling along the foot of the mountains saw a queer looking individual rapidly climbing the mountain side as though making an effort to run away from some one. His clothing consisted of pantaloons worn off at the knees and an overcoat torn almost into shreds. He wore a slouch hat pulled down over a shaggy face, his hair falling in tangled locks on his shoulders. A searching party was organized and headed by Mr. Shirley, and with Charles Johnson made a tour of the ridge in search of the man. He was seen by the party, but only for a moment. Like a flash the man bounded away and was lost among the rocks and brush. It is the opinion of some that the mysterious man is Brookmire, who killed his father-in-law in Indiana County two years ago and who disappeared after the murder.

HE WENT WILD....

when he clapped his eyes on the beautiful WINDSOR 1896 samples as he passed his rival's store window. The brighter dealer had secured their exclusive sale, and Dennis—that's his name—realized he would not be in it next season, so he took to the woods. Poor fellow!

Dealers, take warning---Write to us about the agency---Don't delay.

Windsor BICYCLES

possess many marked improvements to be found in no other make—large tubing, barrel hubs of the latest pattern, containing the "WINDSOR" oil reservoir; new rims, new sprocket, new and perfect dustproof bearings, new handle-bars, adjustable in every way; new pedals, new lines, superb finish, embracing many new ideas that wonderfully enhance their beauty. In brief, the "WINDSOR" bicycles are the most magnificently constructed, easiest running, lightest steering, fastest, strongest, and in every way superior to all others.

Sieg and Walpole Mfg Co
KENOSHA WIS

BRANCH HOUSES: Chicago, Milwaukee, Los Angeles, Cal., Portland, Ore.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor BICYCLES

Mention The Bearings

ADOPTED AN AMERICAN IDEA.

Canadian Manufacturers Decide on a Six Months' Guarantee—Doings of the Board of Trade.

TORONTO, ONT., Dec. 7.—A very important and representative meeting of the recently organized Canadian Cycle Board of Trade was held here this week. The guarantee question was brought before the board, and it was unanimously decided to reduce the period to six months, thus making the same equal to the American term. The trade was last season somewhat demoralized by the syndicate nuisance, and it was decided to put a stop to this sort of thing. Last season the dealers were falling over themselves in order to give wholesale quotations to syndicates composed of every conceivable body of men, and a prospective purchaser would endeavor to locate one of these by advertising in the daily papers his anxiety to join. It is quite time the dealers discarded such methods.

The question of uniformity of prices came up for discussion, and while the board concluded it was not within its province to fix the price, it was settled that the prices fixed by any company at the beginning of the season must be strictly adhered to. This is expected to put an end to the cutting of prices.

The Employment of Racing Teams

evoked a hot discussion, and Mr. Knowles, of the Brantford Bicycle Co., put himself on record as emphatically opposed to any interference by the board. Said Mr. Knowles: "If the board tries to restrict me in my method of advertising, I for one will drop my membership in it." This company has nearly all the Canadian Class B stars in its employ.

The board decided not to hold a cycle show next year, but expects to give one worthy of the name early in 1897. The new armories recently completed would be a magnificent place. The government permitted the Canadian horse show to be held there, and it is not likely objection would be made to the holding of a cycle show, exhibiting the wonderful growth of what is now one of our leading industries.

The manufacturers and dealers are looking for a large demand next season and are making preparations accordingly. H. A. Lozier & Co. are

"Carrying the War into Africa"

and have established a large factory at Toronto Junction, a manufacturing suburb, for the manufacture of the Cleveland. They have also secured what will be one of the finest show rooms in the city, at 169 Yonge Street.

The Gendron Wheel Co. is another American concern, which has established a successful Canadian business. This company is erecting a new factory and T. B. McCarthy, the champion road rider, will be their premier racing representative.

The Comet Cycle Co., one of the oldest of Canadian manufacturers, this season erected a magnificent factory, which is the finest building yet erected by the trade in this city. The company has a business extending all over the Dominion, and expects a large output next season.

The Massey-Harris Co., the largest manufacturer of agricultural implements in Canada, has decided to go into the manufacture of wheels and has built a large addition to its factory. The company will build wheels, it is understood, on Columbia models, and owing to its very large business connection and numerous agencies should secure a large trade.

The Monarch Company Struck a Good Thing

when they secured P. R. Wright as the local manager. Last season was the company's first year, and its success in the Canadian market was most pronounced.

The Canadian agency of the Eclipse Bicycle Co. is located at Hamilton, and the local branch opened here has been discontinued, owing to the departure from this city of the company's agent. It is probable it will be re-established. The company has given its patrons a most liberal interpretation of the guarantee.

The Dayton is a new agency just established. J. & J. Taylor, the well-known safe manufacturers, are the company's agents.



ROGER B. MCMULLEN, OF R. B. MCMULLEN & CO., CHICAGO.

GOTHAMITES DISCUSSING NEW WHEELS.

NEW YORK, Dec. 9.—Nearly all the '96 samples are now on exhibition at the various local agencies, and the new points of the machines are discussed with as much interest as though a national question were being handled. The average wheel enthusiast—especially the most recent one—is a "crank," pure and simple, and he will argue for hours on a point of construction in one machine which he thinks is superior to that embraced in another. And when he gets around to tires! That is an inexhaustible topic, and when you finally succeed in breaking away from him you will be "groggy" with a maze of information about punctures, inner tubes, valves, etc. But the cycle trade "crank" is essential, somewhat wearisome at times, but, nevertheless, a very handy chap on the road when an accident takes place. His study of the wheel comes in opportunely, and you can then forgive him for the hours spent in listening to his views about the different makes.

The Riding Season Still Continues.

The Tinkham Cycle Co., the metropolitan agent for the Stearns, is preparing for a busy season, such as will eclipse the results of the year now drawing to a close. The Yellow Fellow is no longer a stranger on the boulevard, and the sunlight is glistening on a good many orange rims these days, for you know we have yet to be visited with snow, and the riding season still continues. Yesterday was perfect, and thousands were out in the invigorating atmosphere. The graceful Stearns cycle always attracts notice, and his near relative, the Crimson Rimmer, is not overlooked in the army that sweeps up and down the boulevard and Riverside Drive every pleasant Sunday from early morn until well into the night.

The New York branch of the Fowler company, in the Mutual Reserve Fund Building, corner of Broadway and Duane Street, is going to be one of the most attractive stores in the downtown district. Manager James H. Robley anticipates doing a business that will make Fowlers very numerous in this vicinity. In selecting him as manager, the Fowler people made no mistake, as he is both capable and popular.

W. S. Maltby, the old-time trick rider, who handles Keatings and Crescents in New York and Brooklyn, is still very much in the game in his old line. He will give an exhibition at the annual indoor games to be held at Yale University Wednesday night.

Extensive Alterations

are being made in the store of the Monarch Cycle Co., at Church and Reade streets, and George Macdonald, who has been such a success as the manager of the eastern branch, counts on having a model place when the improvements are completed.

The Indiana Bicycle Co.'s new place at 339 Broadway, where the ground floor and two upper stories will be occupied, will be ready for occupation about January 1. Manager Leon Johnson thinks the Waverley will cut a big swath hereabouts the coming year, and his "think" is not likely to go astray, judging from present indications.

The attachment issued against L. H. Porter and J. M. Gilmour last week has nothing to do with the firm of Porter & Gilmour, Incorporated. The Preston estate and the old firm of Porter & Gilmour have had a controversy for some time, and the former secured an attachment, which operates only against the members of the firm individually. The business of the corporation and everything connected therewith is exempt from the operations of the proceedings.

A NEW TIRE.

The Conformable Tire Co., of Worcester, Mass., is responsible for an idea in the tire line that is designed to play quite a part in the business of the future. Its tire is a very radical improvement over some of the older designs in the matter of fabric. It is said that in order to get the best results the longitudinal threads of the fabric should be of greater length on the tread of the tire than they are on the inner side owing to the fact that the circle is greater. The old method has been to weave the fabric straight and after it was attached to the rubber rely on a kind of stretching process to make it fit. In the Conformable tire the fabric is made with the longest threads on the tread, which not only does away with straining but also does away with the rolling tendency. Another advantage that is to be had by using this kind of fabric is that the shortest threads, instead of being exactly at the inner side of the tire, are a little way from it. The result is that as soon as a little air is forced into the tire the loose part of the fabric that comes between the two shortest threads is forced down into and against the rim, giving to all intents and purposes a mechanically fastened tire. While it is desirable to have the tire fastened to the rim, still the natural adhesive tendency of the tire is sufficient to make riding safe and also makes it much easier to cement the tire when desired.

So far the sale of the tire has been local and to some degree experimental, but, now that it has proven its worth, it is the intention of the company to push it to the place that its merits entitle it to.

THE CLEVELAND BICYCLE

If you see a cycle with large tubing, it's a Cleveland or an imitation.



If you see a cycle with large tubing, it's a Cleveland or an imitation.

1894--We introduced the NARROW TREAD--1894

1895--We introduced the LARGE TUBING--1895

1896--WE INTRODUCE WOOD HANDLE-BARS--1896

We shall exhibit a full line of "THE CLEVELANDS" at the CHICAGO CYCLE SHOW, January, 1896. We will be glad to meet you there. We court correspondence now regarding 1896 agency.

Address for particulars,

H. A. LOZIER & CO., Cleveland, Ohio.

FACTORIES:
Toledo, Ohio,
Thompsonville, Conn.
Toronto Junction, Ontario.

BRANCH OFFICES:
337 Broadway, New York, N. Y.
304 McAlister St., San Francisco, Cal.
630 Arch St., Philadelphia, Pa.

"TWENTIETH CENTURY BICYCLES."

Advance samples of the Davidson, manufactured by Davidson & Sons, Chicago, have been shown and in a few weeks the '96 output will be finding its way into the hands of agents. The line will be complete and embraces six standard models which will be designed on lines and after the general specifications of the roadster. The brief of the standard road wheels calls for features and fittings which promise that the bicycles turned out by this firm will take a place in the front rank of the high-grade, up-to-date wheels of the day. The catch phrase, "Twentieth Century Bicycles," has been adopted and an inspection of the wheel will prove that it is a fitting title.



The Saddle Cluster.

In addition to the special feature of flush joints, there are many details of construction which are commendable. The connections are all inside, with a special combination connection and reinforcement at the head. This is formed by extending the usual main frame and head forging back so that the part seating in the frame tubes will reach into them four inches.

A Large Brazing Surface is Afforded,

and, with the provision for extra stock at this point, the reinforcing sheet or tube can be done away with and the strength of the part increased. The handle-bar binding lug is replaced with a set-nut threaded on a split and tapered stem, making a neat and effective arrangement for setting up the bar. At the saddle cluster the usual binding clamp is done away with and in its place a device is used which is not only thoroughly efficient, but invisible.



The Davidson.

The saddle-post is split for about one-half its length, from the bottom up, and is provided with a split-bolt, which is made up of several parts. Two aluminum plates, semi-cylindrical in outside section, are machined with a flange on the lower ends and on the inner faces with V shaped tapered grooves, so that when set together the grooves form a square tapered way for the reception of a threaded aluminum plug which is of the section of a truncated pyramid. The set-bolt proper is square-headed and engages with the tapered plug which is drawn up between the plates with a turn or two with a wrench or spanner, spreading them, and in turn spreading the seat-post, whereby

The Saddle is Securely Held

at any height desired within the range of the post. This is an old principle, long used by Davidson & Sons in securing heavy marble slabs to side walls when it was desirable to conceal the fastenings, so the application is all that is new about the arrangement, but it is to be commended all the more for that.

The cranks are set onto the shaft, which is cut with a taper and in kite-shaped section, by means of a flat binding-nut, making a neat flush finish. The nut is turned home with a spanner and no strain comes on it from the pedal thrust. An adjustable handle-bar will be used, in addition to bent bars of four styles. The adjustment of the bar is effected by turning a milled collar-nut, which sets around the stem directly under the tee forging, out of the way and where it will be least noticed, and a groove around the center of the bar which engages a pin in the T prevents the bar slipping to either side while making a change of angle, although if desired the set collar can be turned down enough to slip the bar entirely out of the T.

The Loosening and Tightening of the Collar-Nut

can be effected without a wrench or spanner of any kind and answers readily to a gentle pressure of the fingers.

The standard roadster will weigh 22 pounds and the brief calls for tubing and fittings as follows: Head 1⅜ inch, 20 gauge; main frame, 20 gauge, 1⅛ inch for top stay, 1¼ for seat-mast and lower tube; rear stays both ¾-inch with 22 gauge in upper and 18 gauge in lower tubes. Reinforcements throughout, with special flush joints and concealed connections. The forks are built of 1-inch flattened seamless tapered tubing, reinforced top and bottom and are 1¼ inches wide at the crown, which is of the double plate type, made of two drop-forgings. Barrel-shaped hubs with spoke flanges will be used and bearing cups of Sanderson Bros.' 14 cent tool steel, hardened all through, ground and polished to gauge. In the head ⅛-inch balls will be used; and in the front hubs 3-16; in the bottom bracket 5-16, and in the rear hub ¼. The head bearing will be a 4 point, all other bearings 3 point. The tread is 4⅞ inches; wheel base 43 inches. Perry's Humber chains and Fairbanks rims only will be fitted. A choice of tires and height of frame, with option of Sager or Brooks saddle, and Record pedals complete the equipment.

The Standard Finish

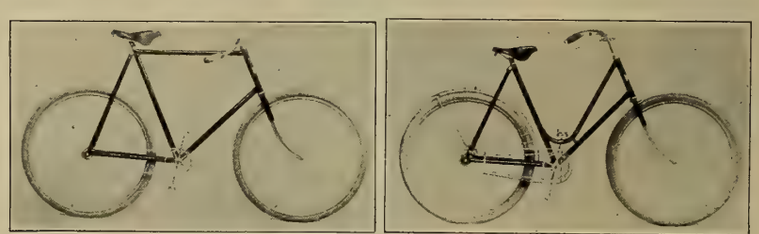
will be a deep wine-color, striped in gold, not yellow paint.

Not counting various heights of frames, the line is as follows: A roadster; a light road wheel, weighing 20 pounds; a drop-frame ladies' wheel, 22½ to 23 pounds; and three tandems, a combination, a double diamond, and a track machine, weighing respectively 40, 38, and 36 pounds. Novel features are promised for the tandems, particularly in the steering device and finish. It is expected that the complete line will be ready for inspection within two weeks and a full complement of wheels will be on show at the various stores which are now being fitted up by the firm.

Henry Goodman has severed his connections with the Pope Mfg. Co., and will open a branch house for Davidson & Sons on Tremont Street, Boston. He will be manager of the new store.

THE WAVERLEY.

The '96 Waverley will be seen this week at the Chicago branch, 184 Madison Street, and an inspection will reveal many changes. The brief calls for larger tubing, barrel hubs, and barrel-shaped crank-hanger. While the wheel is changed in detail and in lines, a number of the features of this year are retained. Noticeable among them is the crank fastening, which was a modification of the well-known cotter-pin style. The shaft is turned down for the crank and at the ends is cut with a square shoulder an eighth of an inch long, which seats in an opening in the cranks, keying them on so that the strain is not all borne by the cotter-pin. The cranks are broached out with a square seat and counterbored round for the main stem of the shaft. This arrangement has proven so satisfactory that it will not be changed in any way. The handle-bar of the stock machines is adjustable and of a novel design, setting up with a hexagonal collar-nut on the stem. The nut is provided with an internal flange which engages with



threads on the T, drawing it down and meshing the milled center of the bar with a sliding lock-lug inside of the stem. The lock-lug is machined with a serrated incurved top face so that on setting it up the bar can not turn in the T.

The '95 pedal will be modified, but barring the change of the side plates to canoe shape the new pedal will be the same. The handle-bar and saddle-post binding bolts will be of large diameter and tubular. The brief calls for tubing in the frame as follows: Head, 1¼ inch, 18 gauge; main top tube, 1 inch; seat-mast and lower tube, 1⅛ inch, all of 20 gauge. The rear stays will be ¾-inch with the lower increased to ⅞ at the crank-hanger. The barrel hubs will be fitted with spoke flanges and are of generous width. The solid forged fork-crown of this year will be retained, but the tread of the front forks will be decreased and the section of the forks a trifle broadened. In the way of fittings a new Waverley saddle will be offered and an option of single-tube or clincher G. & J. tires of the company's manufacture.

GOOD WORDS FOR THE COLUMBIA.

The following dispatch announces another victory of Col. N. P. Hartmann, of Brooklyn, N. Y., the broadsword champion of the world:

Jacksonville, Fla., Nov. 25, 1895.

WM. B. OSGOOD, Manager Brooklyn Cycle Co.
555 Fulton Street, Brooklyn, N. Y.

Hartmann, on a Columbia, defeated Saroni and Alvarado on horseback. Time, 7:00.
(Signed) Gen. A. BORGOYNE, Manager.

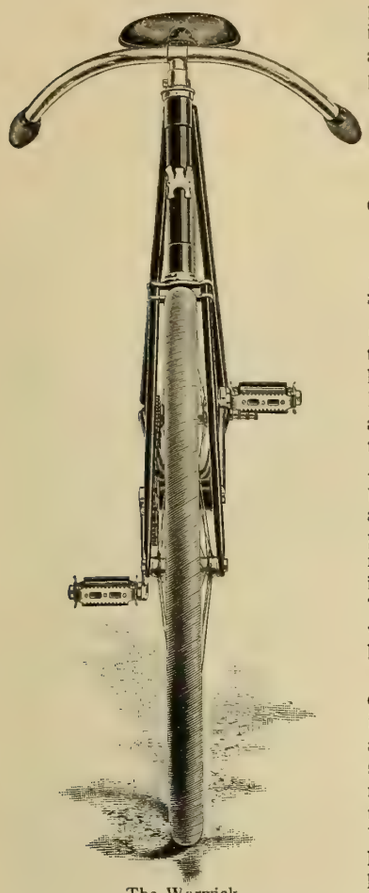
At Atlanta, Ga., on October 24 last, Colonel Hartmann, mounted on a Columbia, defeated the English champion, Lieut. H. R. Jones, on horseback, in a broadsword contest. These contests are of great interest in army circles, and are helping to prove the practicability of the bicycle in warfare, as recommended by General Miles. After his Atlanta victory, Colonel Hartmann, in a letter to the Pope Mfg. Co., said:

"After the recent contest, nothing in this world is too good to say for the Columbia wheel. The place where the contest occurred was covered with sand to a depth of at least three inches. I experienced great difficulty in darting, and twice it seemed as if the wheel must break, the strain on it being very great. After the contest the wheel was carefully examined by your agents here, and pronounced in perfect condition and as good as new."

The latest additions to the Stearns string of traveling men are Ed N. Geis, of Salina, Kan., who will cover Kansas and Nebraska; and Fred Marshall, late with A. G. Spalding & Bros., who will make Illinois, Wisconsin, and Dakota his stamping grounds.

HOW THE WARWICK LOOKS.

This handsome looking wheel is the Model 31 Warwick. It is the pride of the Warwick Cycle Co., and before '96 is over will have justified all the predictions of the firm. It has many improvements over this year's model, and the vermilion rims are just as prominent as in the past. The wheel has a 4⅞-inch tread and barrel hubs. One and one-eighth inch tubing is used.



The Warwick.

CYCLE SHOW FOR PHILADELPHIA.

PHILADELPHIA, PA., Dec. 8.—James Artman, president of the Cycle Trade Publishing Co., proprietors of *Cycling*, has received a sanction from the National Cycle Board of Trade to hold a cycle show in this city in February. When the discussion for a show was brought up recently by the local Cycle Board of Trade Mr. Artman was one of the interested parties, and when that body declared against an exhibition he was not to be put down. He accordingly communicated with the national organization with the result above named. The show will be on a large scale, and will be worthy of Philadelphia as being one of the chief cycling centers.

The past week has been a busy one for a majority of the local dealers, inasmuch as many '96 models have arrived, and orders booked for the same for early delivery. One of the most important models to arrive was the '96 Stearns, and the local agents Weise, Bowen & Derr were made happy by the opinions expressed by hundreds of persons who inspected the machine. It is a great improvement over this year's wheel, and its beauty is greatly added to by the larger tubing used. A large number of orders have already been booked for early delivery.

Morgan & Wright's representatives and their private car "Wanderer" arrived in this city on Tuesday afternoon, and until Thursday night, when they departed, gave a royal reception to hundreds of local wheelmen During its stay the members of the party, headed by R. C. Lennie, showed the advantages of the Morgan & Wright quick-repair tire to many hundreds of wheelmen. Visits to the local dealers were also made, and with but a few exceptions Morgan & Wright tires could be found on sale at nearly all the stores.

If all Fowler agents are as busy as W. S. Emerson, of this city, is at the present time. the business of the Fowler Cycle Mfg. Co. must be enormous. Since the first '96 model made its advent a fortnight ago, orders have been coming in very fast, and as the new year approaches promises to largely increase. On last Wednesday Mr. Emerson received a large shipment of Fowlers from Chicago, among which a number of 26-inch frames were noticeable, but they won't last long. The new tandem, which embodies the truss-frame features of the single wheel, is on exhibition at 704 Chestnut Street, where its beauty attracts much attention. Mr. Emerson has given a sub-agency to the Spring Garden Cycle Co., of 11th and Spring Garden streets, which, in addition to selling the Fowler, will also handle the Emerson wheel, manufactured by Mr. Emerson and selling at $60.

If the America wheel is not made popular in this city next season it will not be the fault of E. K. Tyron & Co., the agents for this section. This hustling firm is doing everything possible to advertise the machine, and Manager Fitzgerald, of the bicycle department, says the efforts of the firm are already bearing fruit. Models of the wheel have been received. One of the models has a truss frame, while the other has a straight diamond frame. The weight varies from 17 to 24 pounds.

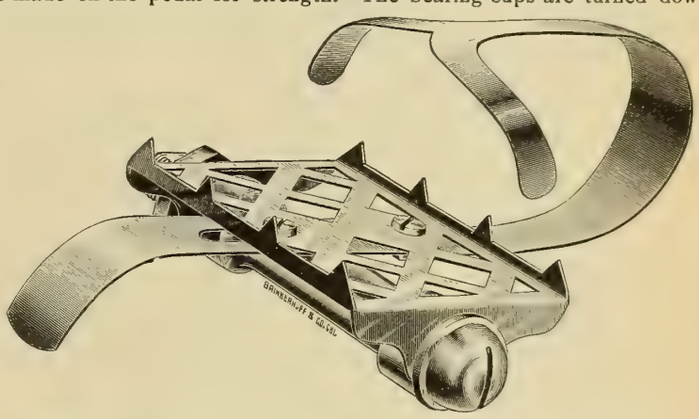
Haradon & Son, of Springfield, Mass., are well-known people to the old school of riders. Mr. Haradon, the elder, is at present in Boston showing a hub in perfecting which he has spent a great deal of the past year. It has been well spent, however, as he is now in possession of an article that will be the cause of selling many wheels in the future. The hub in question is both oil and dustproof; oil proof to the extent that it will only require oiling once or twice during the season, as the oil once inside of the bearing furnishes an oil bath that can not escape, and furnishes a bearing that is not only mechanically correct, but also combines with its other desirable features lightness and beauty of design.

"WRIGHT PEDALS ARE RIGHT."

New departures in the construction of cycle accessories are not always up to the claims of the maker, but a notable exception is the Wright pedal, manufactured by the Bostedo Co., 156 Lake Street, Chicago. This is distinctively a toe-clip pedal, and possesses many novel features in design and construction. The frame is formed of a piece of sheet steel, of 17 gauge for the road pedal and of 19 gauge for the racing pedal, and serves the two-fold purpose of framing the pedal and acting as a foot-plate. The metal is first struck out of the sheet with a blanking die, and then goes through a set of forming dies which raise the side teeth; next, the plate is perforated and punched for the toe-clip bolts, this operation requiring two sets of dies, and a fifth set of dies makes a seating for the pin-cover. The pin-cover, which forms part of the frame, is spun from 18 gauge tubing, and is provided with recessed ends for the reception of the bearing cups. The shaft cover is brazed to the plate at the ends, and the spelter is allowed to run into the angles in such a manner that a large brazing surface is afforded. As all the pressure is exerted from above it is obvious that this construction will entirely meet any call that can be made on the pedal for strength. The bearing cups are turned down from tool-steel bar in an automatic screw machine, so that they are readily interchangeable, and are threaded on the inside at the edge to take a rounded dust-cap. The dust-cap will be made from stock soft enough to take up any blows that may come on the ends of the pedals, and if any damage should result it will not be to the hardened cups or the bearing.



C. A. WRIGHT.



The pedal-shaft is made from bar steel, turned down to ⅜ of an inch at the inside bearing, and tapered to ¼ at the end. This is a particularly strong pin, and will stand a great deal of work. The crank-end is cut with a thread of standard pitch, so that the pedals will fit nearly all machines on the market. A novel toe-clip is provided which is fastened to the pedal-plate with two set-bolts, which pass through slots in the clip, allowing ⅞-inch longitudinal adjustment, and accommodating the clip to different sized shoes. One of the advantages claimed for a toe-clip of the pattern fitted is that the backward and downward bend of the rear extension of the frame will allow the foot to slide into the pedal and into the clip with no conscious effort on the part of the rider. The pedals will be supplied to the trade in rat-trap form, as shown in the accompanying cut, or with rubber pads, and with toe-clips of the crown pattern, or with the clip split and spread for the toe of the shoe. A broad guarantee is given.

In addition to the Wright pedal 1,000 bicycles will be built for '96 trade. These will be strictly high grade, listing at $100, and $110 for a special finish. Among the new fittings will be an adjustable handle-bar which, from the saddle, can be changed to any angle by a simple pressure of a thumb-button. The bars are straightened at the ends, so that a centrally fastened grip will set parallel to the lines of the frame of the wheel. The friction pin, which is fitted through the grip and into the bar, is capable of adjustment, so that at all times the grips will fit tight and not be subject to side play.

C. A. Wright is in charge of the sales department of the Bostedo Co., and is the inventor of the pedal which bears his name. He has had a long and pleasant connection with the trade, and up to the time of forming his association with the Bostedo Co. was president and manager of the Oak Park Wheel Co., Oak Park, Ill. His familiarity with the retail trade will enable him to introduce into the business many departures from the stereotyped methods of some manufacturers, and we venture the prophecy that his innovations will be received with favor. There are several other ideas in the Wright think-factory, and they will all be of the same general excellence as the Wright pedal.

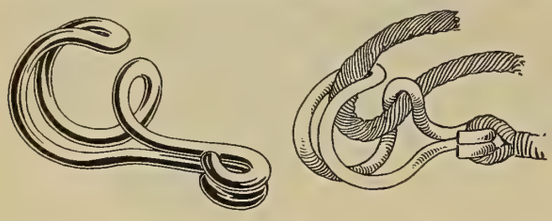
The Warwick Cycle Mfg Co. has made 34 Union Square, east, a distributing point for New York and eastern New Jersey, with A. H. Tennis as master of ceremonies. Mr. Tennis will also handle the foreign trade.

A GOOD ROAD MAKER.

A good road maker in operation is shown in the accompanying half-tone which we reproduce from a photograph sent us by the Tie Co., of Unadilla, N. Y. This machine is so constructed that it makes a rough surface ridable, and the purpose of the company is to furnish them to clubs, race-



track supervisors, and others, who may be desirous of putting a smooth topping to a road, street, or track for bicycle riding. A wheel is fitted to a shaft in the front in such a manner that it affords support for the harrow and permits it to bite into the surface to a uniform depth. Back of the harrow is a cruciform scraper which smooths the surface just loosened.

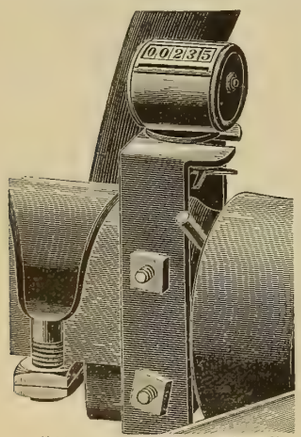


The price is within reach, and the utility of the machine is beyond question. The Tie Co. is active in pushing the sale of its luggage carrier, which is well known to the trade. The carrier is simple, light, and effective, the weight being so little that it may remain on the wheel all the time without inconvenience to the most ardent scorcher.

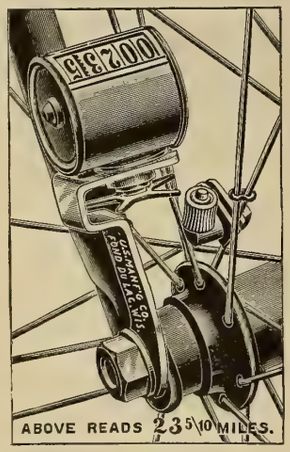
The carrier is made of heavy spring wire and fits under the handle-bar with cords threaded through the ends to secure the package. The cords are kept taut by being drawn through wire binding clamps, which are here shown. The device is simple and effective.

THE UNITED STATES CYCLOMETER.

The United States Mfg. Co., Fond du Lac, Wis., is placing its new United States cyclometer, '96 model on the market. It is one inch long, weighs 1¼ ounces, and is attached on the right, allowing the lamp to be



"Above reads 23⅝ miles."



carried on the left side. It has an entirely new register action, a train of positive gears taking the place of the pawl system used in '95. All parts, though small, are simple and very strong, and positive in action. It is dust and water proof. The clamp is curved, throwing the meter up and close to the fork, and out of the way, and safe from accident. The meter is adjustable on a clamp a proper distance from spokes. It registers 10,000 miles by tenths and is read plainly in a straight line from the saddle. It can be run backward or forward, repeats, or may easily be set at any time. It is made for 20, 22, 24, 26, 27¾, 28, and 30 inch wheels. It is interchangeable to any size, and will be changed free of charge. A wrench accompanies each meter, the ends fitting the clamp nut and spoke stud. Every meter is tested at high speed, and guaranteed accurate. It is guaranteed fully, and should it get out of order, accidentally or otherwise, will be repaired or replaced free of charge. Besides cyclometers, this firm will also market United States odometers and the United States detachable lamp bracket.

THE ECLIPSE INDIANAPOLIS BRANCH.

The Eclipse Bicycle Co., of Elmira, N. Y., is opening branch houses in many of the larger cities. The new store at Indianapolis has just been opened and the Hoosiers will now have a chance to buy their Eclipse wheels direct from the maker. The accompanying cut shows the exterior of the building.



CHICAGO'S CYCLE CONCERT.

The rules of the Cycle Board of Trade are many and devious. They are responsible for the knifing of a worthy cause, the Chicago Waifs' Mission and Training School, which was to be the beneficiary on the occasion of a cycle concert and carnival now holding forth at Battery D and the Second Regiment Armory, Chicago. The programme as being carried out is short a feature which would have proved an attractive card. It was the intention of the management to provide a miniature cycle show, and with this end in view a number of manufacturers made partial arrangements to exhibit a line of their '96 wheels. T. E. Daniels, superintendent of the mission and school, has had the arrangements in charge and on the advice of the intending exhibitors consulted with A. G. Spalding, president of the Cycle Board of Trade, and asked for a sanction. Mr. Daniels says he was told that the time was too short for a request to pass through the miles of red-tape and the many hands of the executive committee of this wonderfully conceived and mysteriously conducted board. So the idea had to be abandoned. However, the manufacturers are doing all in their power to aid the cause and have extended liberal patronage in the way of machines loaned, advertising, etc.

The programme is entirely novel in its arrangement and the features presented each night are attractive and varied. A great deal of interest will center in the voting of the audience for the competing clubs and machines.

A WELL-KNOWN MAN.

Lawrence Barsuglia, one of the best-known bicycle men in the east, has just resigned from the management of the sporting goods and bicycle business of E. K. Tryon, Jr., & Co., of Philadelphia. After a most successful term of sixteen years, he has decided to "hoe his own row" hereafter, as arrangements have been made with W. I. Wilhelm to control the sale of his entire output. Mr. Barsuglia has just gone on a month's vacation, after so close confinement of so many years of hard work, after which he will open an office and wareroom in cycle row.



LAWRENCE BARSUGLIA.

He will assist in the management of this concern. Mr. Wilhelm has employed experienced help and is now in position to execute all orders with promptness. The quality of the wheel will be up to date, having improvements superior to many wheels in the market.

Geo. C. Rossell, formerly in the retail business at Terre Haute, Ind. has joined the traveling staff of E. C. Stearns & Co. Rossell's territory will be Indiana.

TRADE HAPPENINGS.

ABERDEEN, WASH.—Max Sanford, bicycles, has commenced business, accepting the agency for the Rambler

ANDERSON, IND.—The Hartford Wheel Machine Company has written Sears' Real Estate Company for a propositon for the location of their bicycle and rubber tire factory in this city. The company is capitalized for $30,000, which will be increased by $10,000 more.

ANDERSON, IND.—Dave Burbun formed a partnership with Mr. Miller in the bicycle business, Charles Miller having retired.

ANDERSON, IND.—The Wheel Co. was incorporated here for $5,000 to manufacture bicycles and attachments. Directors: E. A. Cheney, W. J. Jackson, F. A. Curtis.

AMESBURY, MASS.—The Amesbury Carriage Co. has commenced the manufacture of bicycles, with G. L. Knights as agent.

ANDERSON, IND.—Carpenter & Miller, cycle dealers, have dissolved partnership. Carpenter bought out Miller and will extend the business. Miller will likely start in the same line independently.

ANDERSON, IND.—Charles Miller is in Cleveland, Ohio, on business connected with the establishment of a bicycle store in Anderson.

$30,000, and has enlarged its plant preparatory to turning out 3,500 high-grade bicycles, which will be known as the Butler record wheels.

CANTON, OHIO.—T. Lathrop & H. Willis will open a new wheel store here. The new Dexter and several other wheels of first-class make will be handled.

CENTRAL FALLS, R. I.—The Hood & Rice Mfg. Co., of Central Falls, is fitting up its large factory with machinery for the manufacture of bicycles. The product will be wheels to retail at about $75.

CHICAGO, ILL.—The Adams & Westlake Co., manufacturers of bicycles, have commenced the erection of a factory building, corner Ohio and Market streets, adjoining their present building, The new factory will be 100x125 feet, seven stories high, built of brick and stone.

CHICAGO, ILL.—Cutting & Kaestner, at 241 S. Jefferson Street, have commenced the manufacture of a bicycle called the Cutting Special.

CHICAGO, ILL.—The Domestic Co., capital of $25,000, has been incorporated by J. L. Sutherland, W. O'Brien, and M. N. Lemington.

CLARION, PA.—John A. Magee, carriages, hardware, etc., is preparing to take up bicycles, and invites propositions from manufacturers.

CLEVELAND, OHIO.—H. A. Likly & Co. is the name of a new concern which has just opened a cycle store on Euclid Avenue, with the Hoffman wheels as leaders.



Visitors to "The Bearings'" office.

ANDERSON, IND.—The Buckeye Mfg. Co. is preparing to manufacture horseless vehicles at its works in this city.

BAY CITY, MICH.—M. L. Wilcox, superintendent for the National Cycle Mfg. Co., states that his company expect to turn out 5,000 wheels this season, and are behind in their orders.

BENTON HARBOR, MICH.—The Benton Harbor Motor Carriage Company has been organized by the consolidation of several local wagon and machine companies, employing gasoline as motive power.

BIG RAPIDS, MICH.—Lumsden & Ward will erect a new bicycle rim factory here as soon as possible.

BIG RAPIDS, MICH.—A new bicycle tire, and improvement over the one in general use, has been invented and patented by Miss H. S. Hutchins.

BOSTON, MASS.—William C. Johnston, bicycles, reported to have placed on record a chattel mortgage for $300.

BOSTON, MASS.—The Elastic Tip Company has been incorporated with a capital of $50,000, and will manufacture rubber goods, bicycle supplies, etc. George A. Stetson is superintendent of the manufactory.

BUTLER, IND.—The Butler Company has recently increased its capital stock to

CINCINNATI, OHIO.—The Lodge & Davis Machine Tool Co. has added nearly $50,000 worth of machinery to its immense plant during the past ninety days, but is yet unable to supply the demand for bicycle machinery.

CORNING, N. Y.—G.T. Wolcott and G.W. Robertson have formed a partnership under the title of the Crystal City Cycle Co., for the sale of the Globe and Mascot bicycles.

CORNING, N. Y.—The Crystal City Cycle Co. is a new concern that will handle the Globe and Mascot bicycles, and will carry on a first-class repair shop. Geo. T. Wolcott and Geo. W. Robinson comprise the firm.

DANVILLE, ILL.—L. A. Chesley intends to embark in the cycle business in the spring.

DAYTON, OHIO.—The large bicycle house of A. W. Gump & Co., 115 E. 3d Street, has been bought by W. F. Haas & Co.

DIXON, ILL.—The Nash Mfg. Co., of Chicago, secures the sewing machine factory and will commence the manufacture of bicycles and sewing machines. High-grade wheels will be turned out.

DUNKIRK, IND.—O. B. Bernhart, representing the Lozier Mfg. Co., was in town today with samples of the Cleveland '96 wheel. Downs Bros. will handle the wheel.

ELGIN, ILLS.—A large factory has been started here by Mosely Bros. for the manufacture of bicycle bells.

East Brookfield, Mass.—An attempt is being made to raise the balance of the sum guaranteed by the Board of Trade to the Greyhound Bicycle Works, to locate their plant in this town.

Elwood, Ind.—Starkey & Cramer will turn out their first wheel the latter part of the week. In a short time they propose building a tandem bicycle.

Elizabeth, N. J.—The Eldridge Bicycle Co., which has six stores, will handle the Columbia and Hartford bicycles next year. This concern claims to be the largest retail bicycle house in America.

Everett, Mass.—Everett Cycle Co. held a stockholders' meeting recently, and elected E. C. Fisher, president; G. F. Chapman, vice-president and superintendent of agencies; A. H. Hewes, treasurer; Judge Levi Wallace, secretary and attorney; C. H. Chapman, mechanical and patent expert. This company will manufacture 5,000 '96 wheels.

Fort Wayne, Ind.—D. B. Kehler has invented a dress-guard for ladies' bicycles and will erect a building on Pearl Street to embark in the manufacture of his patent.

Francisville, Ind.—Schlman Bros., hardware, are preparing to take up bicycles, and are inviting propositions from manufacturers.

Greenfield (Norwich), Conn.—There is a project on foot for the organization of a stock company for the manufacture of a bicycle which has been perfected by C. F. A. Eddy, of Greenfield. The plan is to make the wheels at the B. B. Noyes factory, and Mr. Noyes will have an interest in the company.

Greenbush, N. Y.—Erwen Mfg. Co. has been incorporated by John Erwen and W. W. Grey, of Albany, and R. J. Pratt, of Greenbush, to manufacture bicycles. Capital stock, $5,000.

Hamburg, Pa.—W. I. Wilhelm is manufacturing special bicycles for jobbers and dealers, and is making a specialty of boys' and girls' wheels.

Hartford City, Ind.—Chas. Frash has taken an interest in the Congress Bicycle Works, together with John Frash and I. F. Beard, of Huntington.

Harvard, Ill.—The Fleming & Dobyne Co. has completed its first bicycle, named the Shenandoah, which is pronounced an ideal wheel by all who have seen it. G. A. Dobyne is superintendent of the shops. The company is putting in tools for purpose of manufacturing the wheels on a large scale.

Haywards, Cal.—Pimentel and Powell, a new firm composed of William Pimentel and Dr. A. J. Powell, have closed negotiations for the Pacific coast agency for the Andrae bicycles.

Hicksville, Ohio.—This town has added a new machine shop and bicycle rim factory.

Hudson, Mich.—The Bean-Chamberlin Co. will erect a factory at once and make high-grade wheels, to be known as the Hudson. G. B. Worth, of Chicago, and other experts have been engaged, and are now arranging matters.

Indianapolis, Ind.—The Indianapolis Drop Forging Co. has been incorporated for $15,000, to manufacture bicycles. Directors, O. Stechhan, F. W. Stechhan, and F. P. Dales.

Indianapolis, Ind.—Fred Patee, with a capital of $200,000, will erect a large plant to manufacture two grades of wheels.

Ilion, N. Y.—A company has been formed here to manufacture the Powers-Pettingill adjustable handle-bar. Experts pronounce it to be a good thing.

Ilion, N. Y.—Will Footherope has opened a shop on Grant Street for enameling and japanning bicycles and other metal work.

Jacksonville, Fla.—S. A. Adams has sold out his bicycle business and the Stearns' agency to Fred Bettelini.

Jacksonville, Fla.—A. H. Woods, E. Hendrick, S. Rugg, and Roy H. B. Tidd, all of St. Louis, have incorporated the Tidd-Rugg Cycle Co. Capital stock of $8,000.

Jacksonville, Fla.—W. Triesback has gone into the bicycle repairing business with W. A. Gilbert, at corner of Laura and Forsyth streets.

Jersey City, N. J.—A new bicycle agency for 1896 Columbia and Hartford bicycles will be opened at 460 Bergen Avenue by the Eldridge Bicycle Co.

Kalamazoo, Mich.—Celery City Cycle Co. has secured a factory building on Edwards Street, and will commence the manufacture of 300 wheels.

Kalamazoo, Mich.—H. & G. Green have started a bicycle factory near W. Main Street, and will manufacture tandems.

Linden, N. J.—Steps are being taken for the organization of a company to establish a bicycle factory.

Lowell, Mich.—The Y. Kopf furniture plant has been purchased by A. H. Peckham and R. J. Flannagan, who will equip it with modern machinery for the manufacture of wooden bicycle rims.

Marshall, Mich.—Bert Lewis will go on the road for the Royal Cycle Works.

Meadville, Pa.—The L. L. Richmond Mfg. Co. has decided to give its attention exclusively to the bicycle business, and has begun improvements at its Chestnut Street store.

Middletown, Ohio.—Miami Cycle & Mfg. Co. has given out contract for an additional factory building.

Middletown, Ohio.—The Mills-Barr-Ratcliffe Co. was incorporated for $15 000 to manufacture bicycles and bicycle appliances. Incorporators: Governor Campbell, N. G. Hatcher, J. Taylor, E. B. Hatcher, and G. Osborn.

Newport, Ind.—L. J. Place & Son, hardware, etc., are preparing tn take up bicycles, and invite propositions from manufacturers.

New Haven, Conn.—On account of a large order for bicycle forgings the Wilcox & Howe Co., of Shelton, has leased the foundries of Hoggson & Pettis Co. and the Belden Machine Co., of this city, and the Sperry Mfg. Co., of Ansonia. The company has voted to expend $25,000 for new machinery to be used in their Shelton factory.

New London, Conn.—The Owen Mfg. Co. will begin the manufacture of bicycles here.

New York, N. Y.—An attachment has been begun here by Carter, Hughes & Dwight against Porter & Gilmour, dealers in bicycles at 16 Warren Street, for $8,270 in favor of James G. Lynch.

New York, N. Y.—Geo. N. Pierce & Co., of Buffalo, N. Y., manufacturers of bicycles, will open New York branch, corner Broadway and 40th street. This company is also preparing to open a new store at 105 Chambers Street.

Nogales, Ariz.—Earl Griswold has opened a cyclery in the Gebler Building adjoining the postoffice.

Norwich, Conn.—Hulbert Bros. & Co., manufacturers of the Majestic bicycle, are establishing a warehouse and shipping department to facilitate prompt delivery of repairs in parts.

Oak Harbor, Ohio.—H. C. Mylander, hardware, etc., is about to take up bicycles, and is inviting propositions from manufacturers. He reports that local encouragement will be given toward the organization of a company to manufacture bicycles, and solicits correspondence from parties who might become interested.

Ogden, Utah.—Browning Bros., bicycles, are enlarging their business, and have just placed an order with the Simmons Hardware Co., of St. Louis, for 525 bicycles, the purchase price expecting to amount in the neighborhood of $25,000.

Oskaloosa, Iowa.—Art Colwell and Ira Thomas have become associated in a bicycle enterprise and will manufacture a wheel called the Oskaloosa Special.

Portland, Me.—The Freeman & Hixon Mfg. Co. has been incorporated, with August Andrews, of Boston, president, and Jesse Moulton, of Boston, treasurer, to manufacture and deal in sporting goods, toys, and kindred lines. Capital stock, $50,000.

Portland, Me.—The Lovell Arms Company has equipped its works with machinery valued at $70,000. The company has erected five new wooden buildings. Many parts of the Diamond bicycle are being made now, and all the parts will be made except the tires and saddles.

Portland, Ore.—T. G. Moody, Jr., a well-known wheelman of Victoria, B. C., will enter the bicycle business, having secured the agency of the Victor and Monarch wheels. He will also carry a line of sporting goods, and has placed an order for this stock with the Haldwell Company of Seattle.

Pittsfield, Mass.—Barker & Belden are soon to start a bicycle factory. The machines will sell for something like $65 or $75.

Pittville (Philadelphia), Pa.—Samuel L. Cavis and Richard D. Nichuals have begun the manufacture of bicycles at Pittville. The factory will be known as the Pittville Cycle Works. They will manufacture a wheel to be known as the Eastburn.

Prospect Heights (Peoria), Ill.—The new bicycle factory of Rouse, Hazard & Co. will soon be ready to begin operations. They expect to put out 12,500 machines during the year.

Racine, Wis.—Racine Bicycle Co., formed with capital stock of $5,000, Incorporators: S. Field, J. F. Johnson, and T. M. Kearney.

Rochester, N. Y.—W. E. Warner, manufacturer of bicycle pedals, reported to have placed on record chattel mortgage for $2,078.

San Francisco, Cal.—Best Bros., bicycles, sporting goods, etc., reported to have given bill of sale for $3,000.

San Francisco, Cal.—Hollbrook, Merrill & Stetson, bicycles, have been given the Pacific coast agency for the wheels manufactured by Geo. N. Pierce & Co., Buffalo, N. Y.

St. Louis, Mo.—A factory is to be built by the American Waltham Co. for the manufacture of a high-grade wheel, to be known as the Comet.

Syracuse, N. Y.—The Tourist Cycle Co. has been incorporated with a capital of $100,000 to manufacture bicycles, the following officers having been elected: E. E. Maslin, Syracuse, president; J. R. Tinkham, New York, vice-president; E. F. Walton, New York, secretary; Harry White, Syracuse, treasurer and general manager.

Toledo, Ohio.—Homer Yaryan and W. F. Dewey are organizing a company for the manufacture of tandem wheels of high grade.

Toledo, Ohio.—The contract for building the Maumee Cycle Co.'s plant has been let, and work will commence at once.

Toledo, Ohio.—The Yost Mfg. Co. has recently shipped several large consignments of bicycles to London and Paris.

Toledo, Ohio.—The Dauntless Bicycle Co. has moved into larger quarters and is putting in new machinery. It will increase its working force from 60 to over 200.

Toledo, Ohio.—Twenty-five tool makers employed in the Yost bicycle factory went out on a strike December 3.

Wellsville, Ohio.—John Steen has built a floating bicycle. It is operated in the water by the rider very much as a bike on land. It is buoyed up by airtight cylinders at either side.

York, Pa.—The Eberly Wheel Works will begin placing machinery in its new factory, and by January the new industry is expected to be in operation.

Recent Patents.

550,537.—Crank-hanger for bicycles; Franklin P. Burnham and Jefferson D. Alsup, Chicago, Ill., assignors of one-third to Frank H. Ray, same place; filed December 11, 1894; serial No. 531,454. (No model.)

550,629.—Bicycle; James E. Lowe, Norfolk, Va.; filed May 19, 1894; serial No. 511,827. (No model.)

550,659.—Vehicle brake; John H. Stubbe, Pittsburg, Pa.; filed August 26, 1895; serial No. 560.471. (No model.)

550,709.—Bicycle top; George F. Dietrich and Edward B. Donovan, Little Rock, Iowa; filed August 16, 1895; serial No. 559,371. (No model.)

550,749.—Sprocket-wheel; Peter Forg, Somerville, Mass.; filed May 8, 1895; serial No. 548,486. (No model.)

550,718.—Bicycle bell-actuating brake; William A. Hay, San Francisco, Cal.; filed August 16, 1895; serial No. 559,539. (No model.)

550,750.—Machine for forming bicycle-hangers; Peter Forg, Somerville, Mass.; filed May 16, 1895; serial No. 549,477. (No model.)

550,819.—Sleigh velocipede; William Burgess, Three Rivers, Canada; filed February 4, 1895; serial No. 537,190. (No model.)

550,837.—Tire inflator; Donald McKenzie, London, Canada; filed March 12, 1895; serial No. 541,484. (No model.)

550,851.—Brake for bicycles, etc.; William L. Stewart, Wilmerding, Pa.; filed August 6, 1895; serial No. 558,419. (No model.)

550,878.—Aerial velocipede and track; Willard H Gilman, Boston, Mass., assignor by direct and mesne assignments to Arthur W. Crossley, same place, and John J. McCormack, Brookline, Mass.; filed October 23, 1895; serial No. 566,646. (No model.) Patented in Canada November 8, 1895; No. 50,521.

550,881.—Pneumatic tire; Frank M. Growney, New York, N. Y.; filed April 19, 1895; serial No. 546,344. (No model.)

550,888.—Velocipede for transporting sick persons; David Honig, Berlin, Germany, filed December 18, 1894; serial No. 532,514. (No model.)

THE NEW CRIMSON RIMS.

W. D. Hawley has been showing samples of the '96 Syracuse in Chicago during the week past. The Special is not yet ready for exhibition, but some startling features are promised. The Pacer is changed somewhat from this year, and among the features noticed are larger tubing, barrel hubs, new bottom bracket, new chain adjustment, etc. The main frame is of uniform tubing, 1 1-16 all over, except the head, which is 1¼ inches in diameter. The rear stays are both ¾ inch in diameter, and the upper rear stays are bolted to the saddle-post forging, swinging back with the rear axle when the chain is adjusted to the rear, thus keeping the point of support always in line with the center of the upper tubes. There is a dust-proof cap fitted at the crank-hanger which is screwed onto threads cut on the outside of the bracket, making an absolutely dustproof fitting, without an increase in the tread, which is under five inches. The new cranks are broached out kite-shaped to fit onto the shaft and the short ends are extended and split, with a tap for the reception of a hexagonal set-bolt which crosses through the crank at right angles to the shaft at the apex of the kite-shaped opening, binding the crank and shaft in a satisfactory manner.

The fork-crown is of new design. It is built up of two plates in the usual manner, except that the lower plate is arched, providing for the setting of the head bearings closer to the rim of the wheel and still allowing sufficient clearance for the tire. Every Syracuse sent out in '96 will be finished with crimson rims, and the standard finish will be crimson frame. Black enamel will be furnished only when ordered, but in any event the rims will be crimson. In addition to the Pacer and Special a drop-frame ladies' wheel will be built, and also racers and tandems. The tandems will contain new points of merit which will be made public later on. A special machine now being built at the factory is a quintuplet, which is to be added to the string of pacing quads and tandems in the company's stable.



BICYCLE DEALERS AND AGENTS

Think of it.

All the improvements of the age are

embodied in

THE WORLD

Agents, an 1897 bicycle for 1896.

A most wonderful claim—the best bicycle built; remember the name.

Don't you want to handle our line?

WE WANT YOU TO.

Say yes, and

THE WORLD IS YOURS.

Arnold, Schwinn & Co.

Pacific Coast Depot,
HOOKER & CO, San Francisco, Cal.

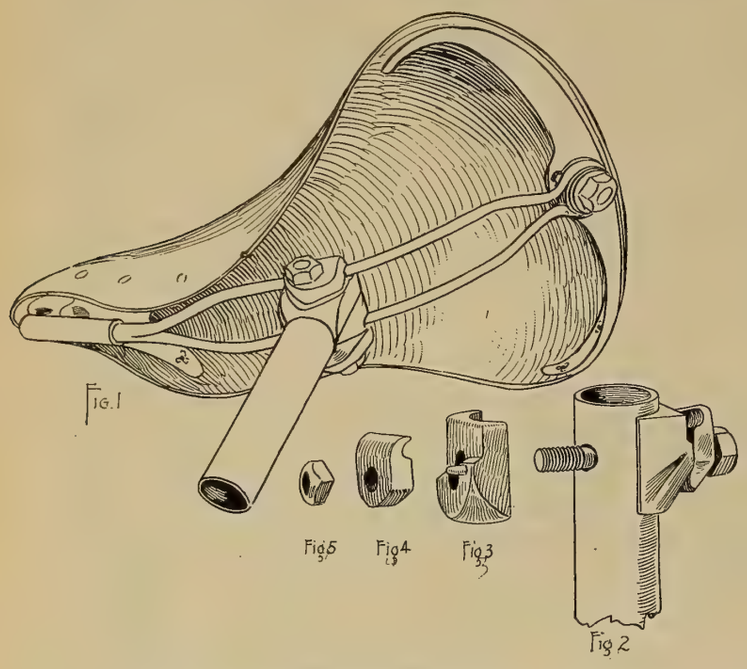
Peoria and Lake Sts.

Ment on The Bearings



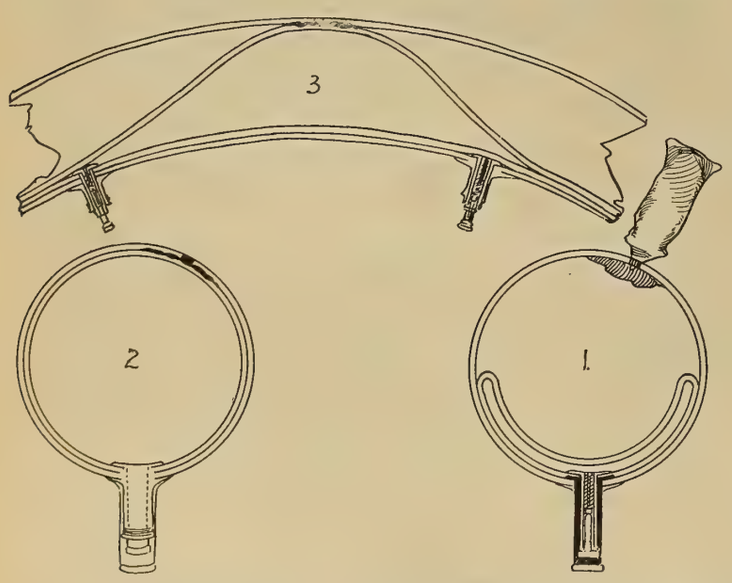
DEVORE'S THREE NEW INVENTIONS.

L. M. Devore, of Freeport, Ill., is widely known as an inventor of practical contrivances, many of which are applicable for use in connection with a bicycle. His wire handle screw-driver and other tools with like fitting are in general use the country over. The accompanying cuts will make clear a brief description of three novelties lately conceived by him and shown during the past week in Chicago. The first is a saddle-clamp which may be fitted to any tubular seat-post by tapping the same for the set-bolt shown. The several parts shown in perspective, Figs. 3, 4, and 5 set on to the post and bolt in the order shown. It will be noticed that the inside clamp, Fig. 3, is tapped with an oblong opening which is to provide



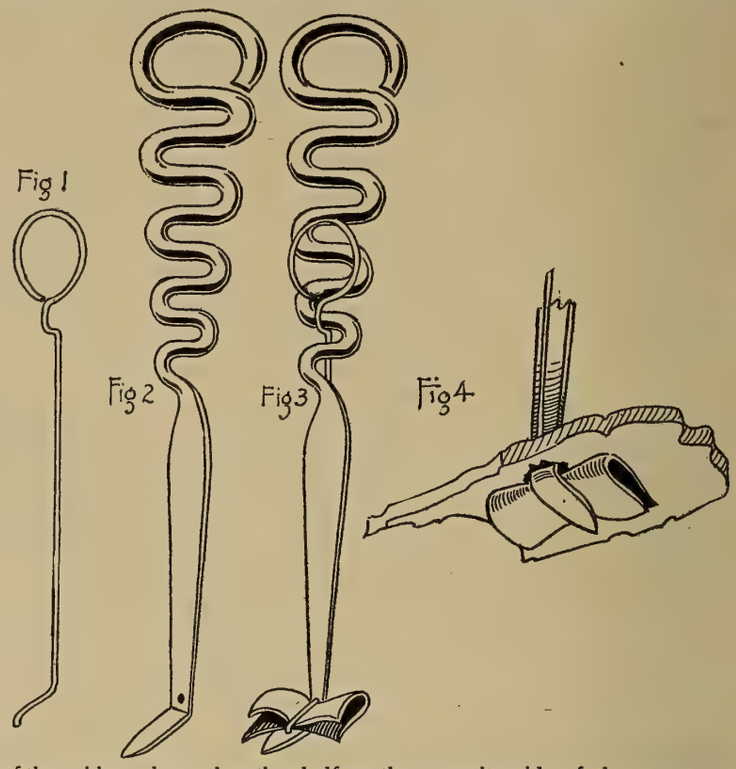
for play on the set-bolt in adjusting the saddle for tilt. The outside piece acts as a clamp for the saddle spring. On loosening the bolt the saddle may be moved to the front or rear without changing the angle; thus one set-bolt, easily accessible from the side, controls the entire adjustment and results in an arrangement whereby an end-post does duty for an L and a T, and gives the three combined. The saddle springs are more nearly parallel and straighter than they appear in the cut, which, as shown in perspective, foreshortens the parts to a certain degree.

The next fitting is a tire of the single-tube type with an inside auxiliary tube for repairs, provided with a separate valve. The object sought to be accomplished is the safe temporary repair on the road without tools, and a provision for permanent repair in the same operation. When a puncture occurs a tube of cement is called into requisition and a small amount of the contents forced into the opening. At this stage the inner tube is in its



normal position as shown at Fig. 1. Then the inner tube or tire is inflated and, coming in contact with the cement at the point of puncture, an internal patch is made. The tire is ridden in this shape until the cement has had time to set—then the inner tube is deflated and the outer one pumped up, leaving the inner tube secured to the inside of the tire proper at the point of puncture only. It is expected that a new two-way valve which Mr. Devore is now working on will make the new tire as near perfect for road use as anything on the market.

In the meantime the users of single-tube tires can have recourse to the repair outfit shown herewith in detail drawings. Two tools, a supply of cement, and rubber patches comprise the outfit, and the modus operandi is about as follows: A patch is set onto the tool shown in Fig. 2; the slender bent wire, Fig. 1, is inserted through the small hole at the base of the stem of Fig. 2, given a turn, and locked into the wire handle. Next the cement is squeezed into the puncture and the patch forced through. The tool is given a couple of turns to spread the cement around the hole on the inside of the tire and the small wire patch-lock removed. This permits one side of the patch to seat against the tire. After giving it a minute to take hold, the large tool is carefully withdrawn and the spring



of the rubber places the other half on the opposite side of the puncture. The operation is completed by forcing the patch firmly into position by means of pressure against the rim. The inflation can be made in a couple of minutes after beginning the operation, and the repair is permanent. As the entire outfit is light, compact, and effective, it will doubtless meet with favor and enjoy a ready sale.

BARNES COMPANY SPREADING OUT.

The Barnes Cycle Co., of Syracuse, N. Y., like many other bicycle concerns, has found it necessary, in order to comply with the increased demands of trade, to enlarge its plant. Toward the end of summer it was foreseen that this would be necessary, and a large five-story addition was built adjoining the factory in E. Water Street. This addition more than doubled the capacity of the factory at that time, and it was expected by the company that it would furnish sufficient manufacturing space for one season, at least. The company was mistaken, however, and being obliged to secure large additional space has been fortunate in getting a lease of the immense building of the Phoenix Foundry Co., which stands just across Water Street from the present factory, and occupies a whole block between Grape and Orange streets. This will again almost double the company's manufacturing space. Whether the recent visit of Osgood Hooker, of Hooker & Co., San Francisco, to the Barnes factory had anything to do with its second enlargement is to be surmised, but it is said for a fact that Mr. Hooker carried away with him a contract for one of the largest bicycle orders ever taken out of Syracuse.

WILL CATER TO THE GENERAL TRADE.

The Cole & Gerald Mfg. Co., of Boston, which makes the Grayhound and Beacon cycles and cycle sundries, has concluded not to job wheels another year and 1896 will see the company catering to the general trade. This policy was decided upon when the new office and salesroom was opened in Boston. The same line of wheels will be made, the Grayhound being a high grade and the Beacon a cheaper grade. In the new wheels patented bearings will be used. These bearings are something new and are said to do away with many objectionable features. The business is now under the management of Henry Sachs, late manager of the Beacon Incandescent Lamp Co., of Boston. He is assisted by Charles Scranton, late of the Hickory Wheel Co. and Pope Mfg. Co. The company's headquarters will be at 145 Massachusetts Avenue, Boston, the factory being located at Brookfield, Mass.

MAHOGANY RIMS

CAT
KAT
CATALOG
KATTILLOG
CATTALLOGG

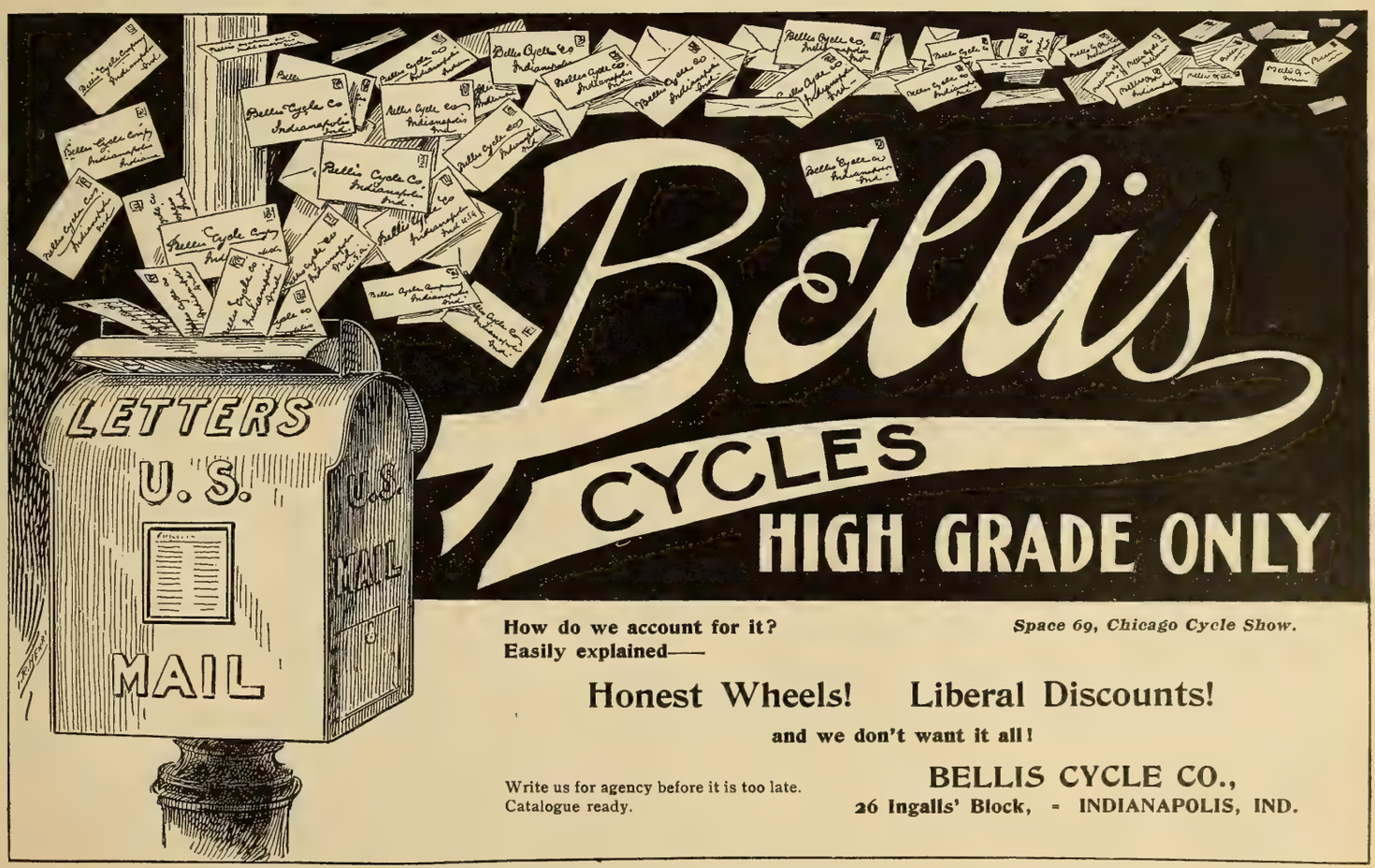
MAHOGANY RIMS

The choice of perversion is yours. The sense of your good intent is ours, if properly directed to the

Fenton Metallic Mfg. Co., Jamestown, N. Y.

Ride---Blue Crown "Fenton"---Sell

Mention The Bearings



How do we account for it?
Easily explained——

Space 69, Chicago Cycle Show.

Honest Wheels! Liberal Discounts!

and we don't want it all!

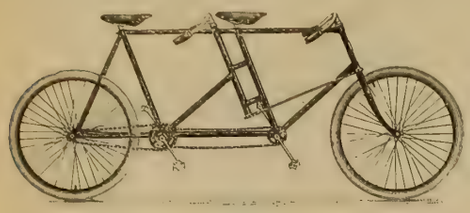
Write us for agency before it is too late.
Catalogue ready.

BELLIS CYCLE CO.,
26 Ingalls' Block, - INDIANAPOLIS, IND.

Mention The Bearings

THE TRIBUNE LINE.

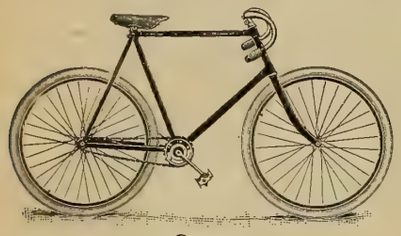
The new models of the Tribune have just been put on exhibition at the various Tribune agencies. The Black Mfg. Co. has certainly turned out some fine wheels for '96 and they will be among the sensations of the shows. As in the past, the Black company still believes in forgings as the only frame joints that should be used in a really high-grade bicycle, and it sees no advantage in sheet metal connections and lap tube joints. The Tribune hubs are still cut from bar steel; the bearings parts in the wheels and crank-shaft are of tool steel as before, and of the same fine, accurate finish which has made the Tribune famous for its running qualities. The cycloidal sprocket will remain an important feature. In tubing the popular large diameters are used as follows: Head, 1¼; center and lower brace, 1⅛; upper brace, 1; lower rears, 13-16; upper rears, ¾; width of frame inside at rear forgings, 4⅜. The handle-bars are of weldless drawn-steel tubing, ⅞-inch diameter, and will be made in three patterns, all adjustable, both for height and position. The method of adjustment is simple and positive and very easy to operate.



Model 22.



Model 24.



Racer.

The forks are of weldless drawn-steel tubing, 1¼ inches, tapered to 13-16 and reinforced. The sprocket wheels are nickeled and detachable, and a new barrel-shaped crank-hanger is used. The cranks are of the new detachable pattern and can be removed and replaced in a moment without the aid of tools other than a monkey wrench. The axles are 9-32 to front and ⅜ to the rear wheel. In tandems ⅜-inch axles are used both in front and rear; the steel for this purpose is of exceeding toughness and made expressly for this purpose. The spokes are tangent and are made of piano wire .090 diameter, cold swaged to .070 in the center, leaving the ends the original size of the wire, thus making a spoke of great strength and durability, but very light in appearance. Seven models are made, ranging in weight from 19 pounds for the racer to 22 pounds for the road wheel. A feature worthy of particular notice is the device on the tandems for steering with the rear handles. This is accomplished by the use of two 7-tooth cycloidal spockets, around each of which a short section of chain revolves, the intermediate connections being two steel rods, adjustable for lost motion at the ends. The forward chain is adjustable at the rear crank-hanger by means of an eccentric, which is simple and positive in its action. The rear chain is adjusted the same as on a single wheel. The tandem weighs 40 pounds and lists at $150.

WILL BUILD BICYCLES AND WATCHES.

The E. Howard Watch & Clock Co. has been incorporated since 1842, and during that time it has made for itself a reputation in its line of business second to none in the country. It is now about to begin the manufacture of bicycles on a large scale and is going into it in the same thorough manner that has won fame, and incidentally coin of the realm, in the watch business. The factory is located at Roxbury and is fitted up with all of the machinery that can in any way add to the quality of the wheels that are to be turned out to the extent of at least 5,000. There will be two weights of the men's wheel, which will be made up in the various heights of frames. Of the ladies' wheels there will be a drop frame with either 26 or 28 inch wheels and also a light diamond frame lady's wheel, with 26-inch wheels, and one that is calculated to win at a glance the hearts of the fair riders who are addicted to the use of bloomers.

The wheels will be up to date in every particular. The frames will be made of 1⅛-inch tubing thoroughly reinforced and finished in a manner that will involve no sparing of expense. Lap brazings will be used as far as possible although the bottom bracket, which is of a new design, will be a combination of a forging and tubing. Barrel hubs will be used and the bearings will be fitted with ½-inch balls. In the matter of a detachable sprocket there is a new departure that will involve an arrangement whereby the crank and sprocket will be securely fastened with a single cotter pin.

The Shelby Steel Tube Co. writes that the agency heretofore held by R. B. McMullen & Co., of Chicago, Ill., for the sale of tubing made by the company, was discontinued August last.

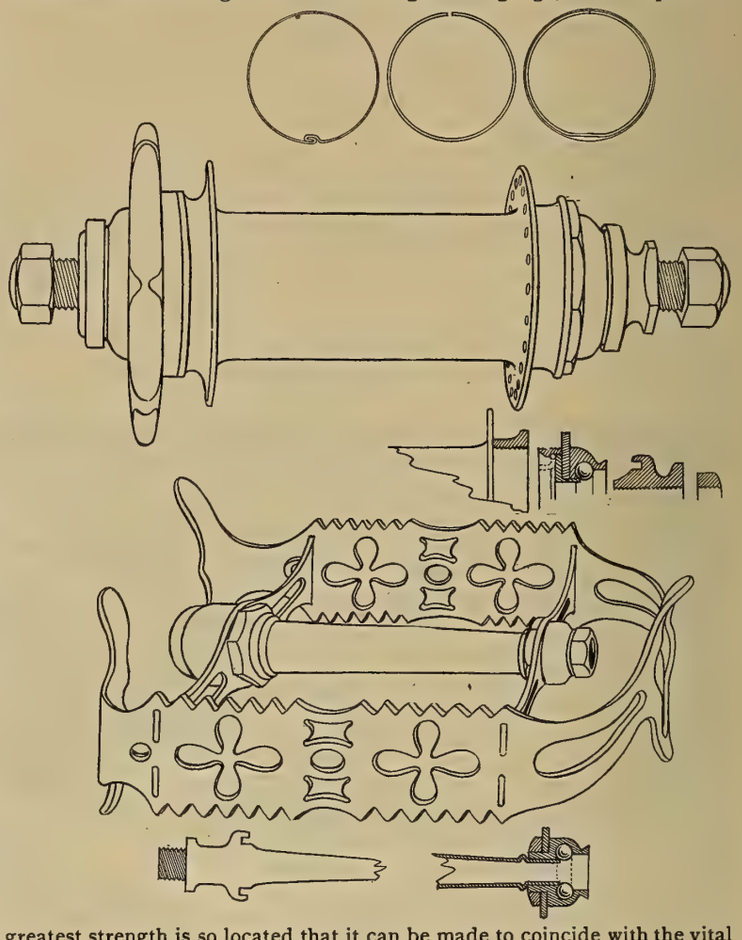
WARWICK FITTINGS.

Some of the fittings made by the Warwick & Stockton Co., Newark, N. J., were shown in Chicago last week by Geo. T. Warwick. The trade need not be reminded that any production coming from a concern in which Mr. Warwick is interested will be of full face value. As for the men in the trade who are not familiar with Warwick rims and other parts which have been manufactured or marketed by him, the articles in question will speak for themselves. The Gem double-locked tubing was shown. It embodies an entirely new idea in tube construction, and a reference to the section here shown will prove that it is not to be confounded with lapped or brazed tubing. It may be called a built-up tubing, and the method of manufacture is about as follows: Sheet steel of light gauge is cut into long strips of sufficient width for each section. The inner strip is rolled to tubular shape with the edges just touching and a broader strip is rolled to a diameter a trifle larger with the edges bent to form a lapped and locked joint. Next the first tube is inserted in the other, with the open joint set at a point opposite to the locked joint of the outside section. Then the whole is put through a drawing process, which can be either on a draw-bench or through rolls. A mandrel is provided for the support of the inside tube, and to roll the lapped joint flat internally. When the tubing is finished

It is Impossible to see the Lines of the Lock

or lap and the only difference noticeable from a section of common tubing is an additional thickness or an increase of stock at this point—much the same as may be seen in sectional views of certain tires which are a trifle heavier on the tread than at any other point of their diameter.

The claims for the tubing are that it is 10 to 20 per cent stronger than seamless-drawn tubing of the same weight and gauge, and the point of



greatest strength is so located that it can be made to coincide with the vital point of tubing as used. There are five thicknesses of metal at this point, and the tubing being virtually two tubes there is no crystallization possible. In general the process might be described as tube drawing from prepared stock instead of from the billet. It is expected that the factory will be turning out tubing for the trade inside of two weeks, and it will no doubt find a ready sale. The various sizes and gauges as used by makers will be furnished.

Another Specialty is the Gem Pedal.

This handsome fitting must be seen to be fully appreciated as any description of it is inadequate and can not cover its many points of excellence. Instead of fastening the cross-plates of the frame proper to the sides with two lugs in the center and in line with the pedal-shaft, each cross-plate is provided with two lugs which seat in square-cut openings, one above the other, in the sides. Thus each side-plate has four points of support and does not give or twist when a thrust is exerted in clawing or back-pedaling. The shaft is tapered from end to end, giving strength where it is needed most. The bearing cups are dome shaped and oil retaining. At the shoulder setting against the cross-plates a threaded extension is provided



SEE THAT NAME-PLATE?

Now's the time...

Mr. Agent to apply for our '96 agency—don't wait till show time or you may find it too late.

The "America"

for '96 gives promise of being the hottest wheel on the market. Everything up to date, and some things a little ahead. The wheel is right, the improvements are right, the weights are right, the prices are right, and our facilities are such that we can ***guarantee*** delivery.



International Mfg. Co.

73-75-77 Fulton St.

Chicago.

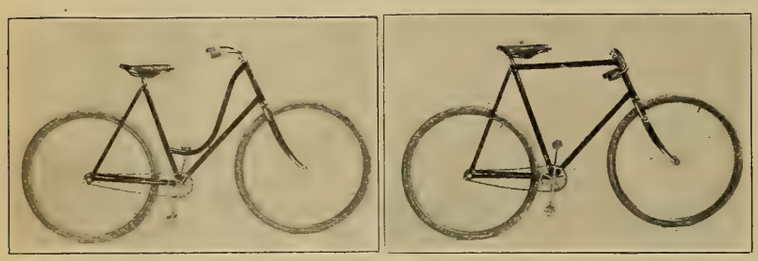
for the reception of a hexagonal set-nut. The ball retainer in each bearing is formed by an extension of the shaft-cover. The rat-trap pedal can be converted to a rubber by the removal of two screws which allow the inner ends of the side plates to be lifted away from the frame. The inside cross-plate is turned on the pin-cover and the rubbers slipped over the side-plate into position, the whole operation occupying less than a minute.

The Gem Hub is Another one of the Attractive Exhibits of the company. It is of the barrel type with spoke flanges and several features all its own. The bearing cups are made with recessed ends, so the cones fit well inside, providing a dustproof arrangement that is not a misnomer. At the outside end of each cup is a flared flange with the flare cut in such shape that rain, mud, or dirt of any kind will run down and then drop off. With this design of cup it is an impossibility for the water to get inside unless it runs up hill, a thing few riders even can claim to have seen. The hubs are turned down from bar steel, and the cups on either side screw into the barrel. The cups are dome-shaped, as in the pedal, and are very deep, holding a supply of oil sufficient for 4,000 miles of riding. There is no opening for oiling, it being supposed that a rider is willing to loosen a lock-nut and turn off a cone once in a while if he may have a bearing that will look to its own lubrication for this long a time, and oil-holes are generally dust holes.

A new bottom bracket is being made, also several patterns of chains, all of which were shown, and all of which contain salient points.

THE JORDAN.

The Model C, of the Jordan line, built by Louis Jordan, 71 Randolph Street, Chicago, is ready for delivery in two styles—a diamond and a drop frame roadster. The Jordan Special will be ready in about ten days, and will be built somewhat after the lines of this year's wheel with changes in detail and larger tubing all over. The Model C, as shown, is one of the handsomest wheels so far put out for '96 trade and is made on generally accepted lines, with fittings in keeping with the design and high finish of the wheel. The specifications call for tubing of 20 gauge 1¼ inches in diameter for the head, and for the main frame 1⅛ is used of 22 gauge. The rear stays are both ¾-inch in diameter, 22 gauge for the upper and



20 gauge for the lower, with a reinforcement on the chain side. Untied tangent spokes will be fitted to barrel hubs, which are of Weston's make with flanges. A barrel crank-hanger with recessed cups is fitted and the adjustment of the crank-shaft bearing is effected by setting up a cone on the off side, which is held in position by a dog on the short end of the crank.

The fork-crown is of the double-plate type and is flanged around the fork-sides and finished in nickel-plate. The forks are 1¼ inches in section, tapered and reinforced top and bottom. Tires will be fitted to order and saddle equipment at the option of the purchaser. The Grothe and Spaulding pedals will be used and the Spaulding chain. The standard finish is black, other colors to order. In the standard finished wheel the frame is ornamented with gold striping and transfers which are effectively set off with a hard varnish topping. Three heights of frame will be furnished, 22, 24, and 26 inches, and the weight will be from 19½ to 22 pounds according to equipment. The drop-frame wheel for ladies will be built after the same specifications as the diamond frame and will be supplied in two heights of frame, 21 and 24 inches, and will scale 20 to 23 pounds.

MAKERS OF BICYCLE CLOTHING.

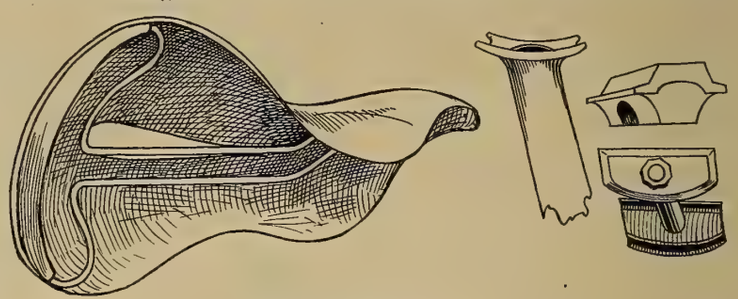
Rosenwald & Weil, of Chicago, were the first to introduce the crash bicycle suits which were so popular last season, and for the coming year they have entire outfits in crash, including cap, belt, and leggings; they are novel and will be quite the proper thing. Rosenwald & Weil also carry a full line of hose, sweaters, and other articles of cyclists' apparel. T. C. Coffman, the manager, has just returned from an extended visit to the trade in the east, and says that the outlook for '96 is very encouraging. Their goods are sold very extensively in all the largest cities. Rosenwald & Weil have always had the reputation of not sparing any pains or expense in completing and perfecting their line, adding new styles and designs each year. Their strongest point has been the workmanship and excellent finish, each coat being cut especially to suit the requirements of the wearer. The shape-retaining reinforcements on the back and in the lapels are features of the clothing, which always retains its shape whether the rider is sitting erect on his saddle or in a scorching position.

G. P. Kievenaar, of The Hague, Holland, while in Chicago closed with the Monarch Cycle Co., securing Holland and Belgium for the Monarch.

THE YELLOW FELLOW.

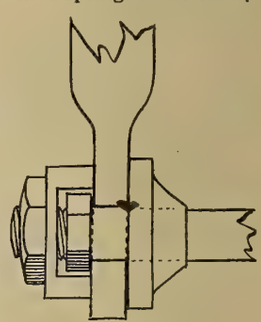
F. Howard Tuttle was in Chicago last week with the '96 Stearns, Model A. The wheel is somewhat on the lines of the Special of this year, but the familiar orange enamel ill concealed the many novel features and excellent points that are incorporated in its make-up. The tubing is of the generally accepted sizes for '96 top-notchers, 1¼ inches in the head, 1 inch in the main top tube, and 1⅛ in the seat mast and main lower stay. The rear forks are both ¾, with a heavier gauge in the lower tube on the chain side. The barrel hubs, as used on the '95 Special, are fitted, and barrel-shaped bottom bracket. The tread, as measured by a BEARINGS' representative, was just 4¾ inches, and the ball races in the hanger are well apart. The frame is very stiff for the weight of the machine, which is under 21½ pounds. Several fittings of the wheel are of the company's own make—the adjustable handle-bar, the chain, the rims, and the saddle.

The saddle deserves more than a passing notice. It is provided with wire springs of the usual gauge, which are bent to the center of the cantle and run forward in a straight line to a point near the adjusting device at the pommel. The wires are bent downward so they run parallel, about an inch apart, and the straight stretch is long enough to provide for a liberal fore-and-aft range. The saddle-post is finished at the top with a cradle-shaped forging with flaring edges, which are dished upward on a radius of about ten inches. The clamp is in three pieces, two of which are machined with half-round grooves cut on lower inside faces to fit the curve of the



Stearns Adjustable Saddle.

seat-post cradle, and with straight grooves at the top, on the inside, to seat the wire saddle springs. The third piece of the clamp is an arch-shaped forging, with flanges on either side to seat half of each spring. The clamp is held together by a hexagonal headed bolt, which passed through the side-plates at their centers, and underneath the arch-shaped block just mentioned. The setting up of this bolt is effected from the side, and it can be done without lifting the saddle leather. The range of adjustment is in three directions forward, in the top grooves of the plate, to the rear, and the saddle can be changed in angle or tilt by sliding the clamp on the cradle of the post, which engages with the curved grooves, and all with the turning of one bolt.

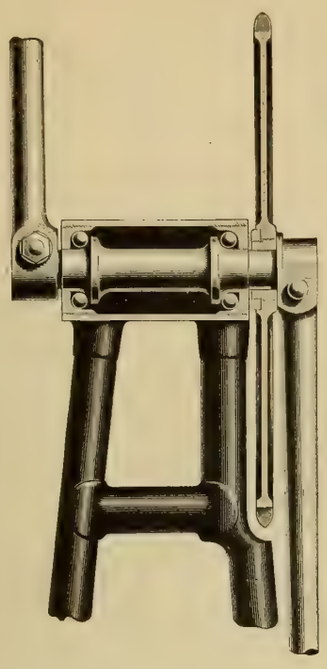


Rear Wheel Bearing Adjustment.

A new sprocket-wheel is fitted at the crank-shaft. The boss is formed with three shouldered and rounded lugs, which receive the three arms of the sprocket. The arms are machined to seat on the lugs, and with the ends faced off to bear against the edge of the boss proper, which is a forging, keyed and brazed to the shaft. A rear-wheel bearings adjustment is fitted, which turns up without going inside the fork-end to reach it. The cone on the off side is provided with an extension which sets through the fork slot, and which is finished on the head with a hexagonal flange of a diameter greater than the stem, so that the head bears against the fork-end. There is a recessed washer of large diameter which sets over the head of the cone, and which takes all the strain of the step-nut or lock-nut when it is desired to set the bearings up tight.

A departure in frame construction is seen in the lower rear stays. The chain side tube is set into the hanger very close to its right end, and the tube is brought straight back until it passes the point where the cross-brace is set in. There it takes a bend like a modified letter S and continues after that straight to the fork-end. The tube on the other side is set into the hanger on an angle and goes back to the fork-end without a bend of any kind. The result is a hanger with the lower stays set in directly over the ball races and a straight pull for the chain in line with the tube on the chain side. Tuttle remained here several days figuring with Chicago people. He has several irons in the fire.

The Butler company, of Butler, Ind., has recently increased its capital stock to $30,000 and has enlarged its plant preparatory to turning out 3,500 high-grade bicycles to be known as the Butler Record. Fifty men are at work turning out the wheels. Last year this firm put on the market between 800 and 900 machines and so far this year has sold as many as it made last season. The company has a two-story brick factory heated by steam and lighted by gas of its own manufacture. Salesmen are now on the road with a full line of samples.



A HUMBER AGENCY MEANS

Reputation, Profit, Satisfaction

This illustrates one of the features of 1896 HUMBERS which has been thoroughly and exhaustively tested by our BEESTON experts in practical trials since the fall of 1894, and will be embodied in 1896 BEESTON HUMBERS, as well as our AMERICAN models.

George Banker, champion of Europe, winner of 63 firsts out of 81 races in Europe during the season of 1895, rode a HUMBER with rear stays of this construction.

Within the walls of every cycle factory in the world HUMBERS are admittedly the best product in cycle construction which inventive genius, skilled mechanism, precise methods, and unlimited facilities have produced.

There are few catalogues in any language in which HUMBER BEARINGS, HUMBER FORK CROWNS, HUMBER FRAMES, HUMBER CHAINS, HUMBER PATTERNS, etc., have not been advertised by cycle makers, until the name HUMBER has become a household word throughout all cycledom. Always originating—never imitating. HUMBERS have been leaders from the earliest days of cycle building, twenty-eight years ago.

Will this improvement in the construction of rear stays be copied? Imitation of HUMBERS is one thing—imitation of HUMBER QUALITY quite another. That HUMBER QUALITY has never been equaled is the testimony of HUMBER riders all over the world.

THE HUMBER TRADE MARK HUMBER & CO. AMERICA LTD NEW YORK. LONDON. PARIS.

HUMBER & CO., AMERICA, LTD.,

WESTBORO, MASS.

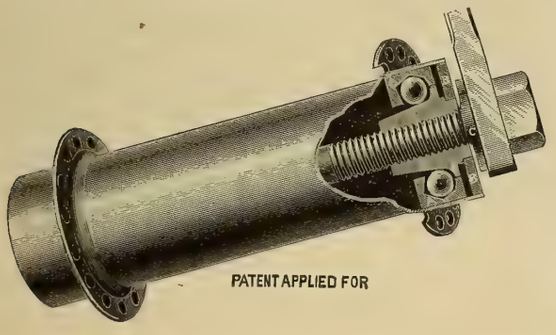
Chicago Cycle Exhibit, January 4 to 11, 1896, Stands 160, 161, 182, 183.
New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms { 318 Broadway, Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

Mention The Bearings

SOMETHING NEW IN HUBS.

The accompanying cut shows the new bicycle hubs as perfected by the Parsons' Mfg. Co., of 111-113 W. Harrison Street, Chicago, after months of experiment. The cups and cones made of tool steel and the shells turned from a bar of solid steel, making one of the strongest and most durable hubs that is possible to produce. The surfaces for the ball bearings are peculiarly constructed, as shown by cut, the angles being very slight from a horizontal plane, thus placing the points of contact in the cup very near the periphery of the balls, and that of the cone directly at the periphery, and insuring a movement of the balls directly in line with the line of motion of the wheel, without the partial side revolution, so common in most hubs. In short it is claimed that this construction produces the easiest running bearing that can be made, and to prevent any possible chance of the balls wedging, the company makes the two sides of the cup but 1-64 of an inch farther apart than the diameter of the balls, thus making it impossible for any wedging of the balls to occur. The Parsons' company will also use a new and novel feature in its wheel for fastening the handle-bar stem doing away with the lugs and bolt now so common. It also has a new and desirable method of attaching the cranks to the axle, which does away with the unpopular crank-pins. It will call its wheel the Splendid, and it will be fully up to the name which it bears.

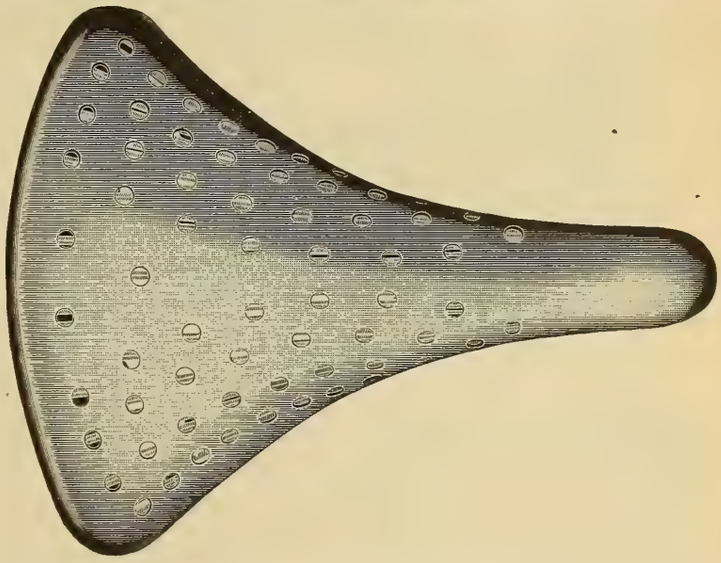


A Peculiar Incident.

A few days ago a prominent saddle maker, in mentioning the good points of his saddles to a large cycle manufacturer from whom he was endeavoring to obtain a good order, called particular attention to the special efforts his house had been making to produce a saddle leather that would resist stretching as much as possible. Having gone over the ground very thoroughly, as a "clincher" he stated that the results obtained were nearly equal to the lasting qualities of the Hunt special top. It is a very frequent occurrence that rival manufacturers will deride and criticise each others goods, but when one maker will actually recommend the production of a competitor in his own line there must be real merit to call forth the compliment.

CLIMAX WIRE SPRING SADDLE.

The accompanying illustration represents the new model '96 Climax wire spring saddle, with the detachable laced leather cover, which the company now furnishes with every saddle. The saddle can be used either with or without covers, as desired by the rider, lacing on or removing



requiring but a few moments. The '96 saddle made by this company is said to be perfection, both in point of durability and shape. The company has taken some very nice contracts from wheel manufacturers, and is shipping to all parts of the United States.

The Elmwood Cycle Co. will dispense Warwicks at the old stand, 57 Park Place, New York. This is a new firm with push and energy, and will not only sell Warwicks in the southern part of the city of New York, but will also handle Brooklyn.

A MAN MILLINER'S CARRIAGE.

Rouse, Hazard & Co. have just built a Sylph bicycle, fitted with a carrier, for E. J. Graves, the man milliner, of Peoria. The carrier will hold eight hat boxes, and Graves uses the machine to deliver goods to his customers. As may be seen by the accompanying illustration, the carrier is not ungainly. It is different from the carrier tricycles now in use in most of the large cities in this country. The machine weighs 22 pounds, and the carrier attachment adds but a trifle to the weight. This style of machine ought to make a hit with dealers who have small parcels to deliver in a hurry. This style of carrier ought to meet with great success.



A MAN OF "STERLING" WORTH.

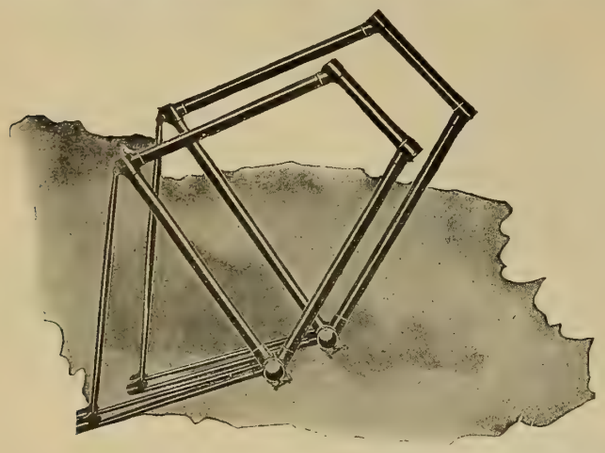
The dealers in Nebraska, Iowa, Minnesota, North and South Dakota all know L. J. Ollier who sells Sterlings in that territory. This is his second year with the Sterling Cycle Works and he has been so successful on the road that he will still continue to sell the machine that is "built like a watch," for another year at least. Ollier started in the bicycle business six years ago with the Spooner-Peterson Co., of Chicago. He stayed with that company for two years and then transferred his allegiance to the Ames & Frost Co., where he stayed for six months, leaving that concern to take charge of the Nebraska Cycle Co., of Lincoln, Neb. This company failed and, Ollier again made a change, becoming manager for Patee, Oliver & Co., of Lincoln. From this place he went on the road for the Sterling, and has been at this work ever since.



L. J. Ollier.

THE LYNDHURST FRAMES.

The accompanying illustration shows the frames of the models B and C Lyndhursts. Although exceedingly light, the frames are so well built and proportioned as to be surprisingly rigid. Model C has a 25½-inch frame and a 10⅝-inch head. Model B has a 23¼-inch frame with a 8¾-inch head. The top bar in both models is perfectly horizontal. The ladies' frame is 23¼-inches with a 10⅝-inch head.



HOTEL METROPOLE, MICHIGAN BOULEVARD AND 23d STREET, CHICAGO.

This modern high-class hotel is celebrated for its cuisine of peculiar excellence and for its absolute fireproof qualities. It is conducted on the American and European plans and has one of the finest restaurants in the city. It is magnificently located on Michigan Boulevard, one of the most delightful drives in this or any other city. It is very convenient for those who will visit the cycle show, and the management offers special inducements as to rates. It is strongly advised that those who wish to engage rooms during the time of the exhibition should write at once to the manager, Copeland Townsend, who will take great pleasure in personally attendin to the wants of those reserving quarters.—Adv.

FOWLER'S NEW CHICAGO STORE.

The accompanying half-tone will give some idea of the exterior appearance of the downtown retail store of the Fowler Cycle Co. It is located at 112 Dearborn Street, in the heart of the best business district, and the situation is one of the best obtainable. A new front was put in and the inside refinished specially for the present tenant. The outside work is of bronze with large plate-glass windows, affording an ample provision for display. The window decoration will be made a feature and changed each week. At present a large pastel copy of the famous portrait of Queen Louise, of Austria, is attracting attention and favorable comment.

The interior treatment of the store is pleasing, a cool cream tint being used for the side walls, with signs here and there which tell of the many good features of the Fowler bicycle and demonstrate the growth of the concern. As the visitor enters the door his eye is caught by the lettering on the face of the arch which spans the room. The wording is as follows: "The Fowler, made famous by Chicago hustle." Other signs are worded in the same forcible style and the *tout ensemble* is very effective. A full line of wheels is carried in stock and orders are filled without delay. In addi tion to the regular line of bicycles manufactured by the company a complete sundry department is made a feature of the business, and sundries of domestic and foreign make are attractively exposed for sale. The place is in charge of Edward Plows, who is ably assisted by a corps of efficient salesmen. It is a significant fact that the opening of this store is the forerunner of an exodus of bicycle dealers and branch houses from the other sections of the city.



CLEVELAND NEWS.

Cleveland, Ohio, Dec. 9.—Geo. Collister & Co. is the title of a new firm which will act as general manufacturers' agents in this city. D. J. Post, secretary of the Peerless Mfg. Co., is the junior member of the firm, which has been appointed general sales agent for the Elyria juvenile line, made by the Fay Mfg. Co., and has already disposed of 6,000 wheels.

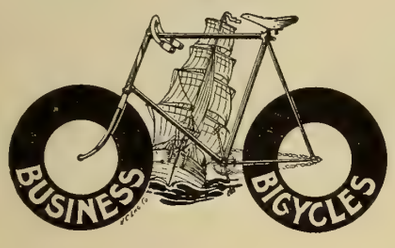
The Crown Cycle Co.'s goods will be sold in this city the coming year, the Cleveland Cycle Depot having secured the agency.

The Price Bros. Carriage Co. will add a line of bicycles for next season's business. The Spaulding will be the leader.

Harry Hall closed with the Burrows-Bosworth Co. for the Humber agency for next year.

E. E. Page will shortly open a downtown store with a line of Lu-mi-nums and Ben Hurs. Both wheels will be new to Cleveland.





W. R. WATERBURY,
Clothier and Furnisher,
424 Broadway.

GRAND RAPIDS CYCLE CO., SARATOGA SPRINGS, N. Y., Nov. 14, 1895.
Grand Rapids, Mich.

GENTLEMEN: The Clipper sold by me in 1895 gave such excellent satisfaction that I shall be pleased to see the '96 line, and know the cash prices at your convenience.

Yours respectfully, W. R. WATERBURY.

We should be pleased to refer any responsible firm to MORE people who think as Mr. Waterbury does. Our wheels are "Satisfactory Business Bicycles."

MADE BY THE GRAND RAPIDS CYCLE CO.
GRAND RAPIDS, MICH.

Mention The Bearings



OUR NEW MODEL

"She's a beauty!"

Everybody says so, and what everybody says goes.

The new model Peerless "goes" anyway; and its beauty is more than nickel deep. While we have produced the handsomest, cleanest cut, and simplest bicycle on the American market, we still retain all the elements of strength and easy running now so well known in connection with Peerless cycles.



If you want a little word-painting of the New Model, send us your address on a postal card.



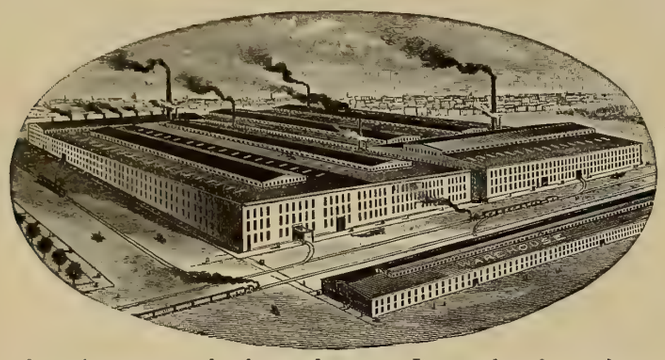
THE PEERLESS MANUFACTURING CO., - Cleveland, Ohio.
Makers of Peerless and Triumph Bicycles.

Mention The Bearings.

WHERE BICYCLE MACHINERY IS MADE.

The accompanying cut shows the immense plant of the Lodge & Davis Machine Tool Co., at Cincinnati, Ohio. This extensive manufacturing enterprise was organized in 1886 with Charles Davis as president. The company came to the front, and today is one of the largest concerns of its kind in the United States. The business consists in the manufacture of a full line of bicycle machinery, such as engine lathes, screw machines, hub machines, cone machines, etc. In addition to the above, they manufacture a full line of machine tools adapted to general machine shops, railroad and locomotive shops, electrical plants, etc.

The Lodge & Davis Machine Tool Co. has furnished the United States govenment large quantities of machinery for use in the navy yards, for



manufacturing guns and other ordnance. It now has in work several large machines for the New York navy yard at Brooklyn. Since the introduction of its new line of screws and patent hub machines it has been working night and day, and is now making some extensive additions to its plant to enable it to handle its increasing trade. The company operates its own stores in New York, Chicago, Boston, and St. Louis. It has cultivated the export trade largely, its products going to England, France, Germany, Russia, Sweden, Italy, Australia, and India. It has its own Spanish speaking representatives regularly visiting Mexico, Cuba, and South America. This company employs over a half-million working capital in its business, and is known in the machine trade as one of the most enterprising and wideawake, up-to-date concerns in the country.

A triplet of French manufacture has been landed in Melbourne for the purpose of pacing Zimmerman in his races in Australia.

TWO ENTHUSIASTIC CENTURY RIDERS.

The wheelmen who frequent the highways of Chicago and vicinity will recognize familiar faces in the portrait of Ed Porter and his cousin, Miss Lucy Porter. Almost any pleasant Sunday they may be seen together, bent on securing another century. Miss Porter has thirty-two bars, while genial Ed has forty-four. Miss Porter is an enthusiastic rider and has



attended several of the League meets, notably Boston and Denver, where she made additions to her century bars. Both Mr. Porter and his cousin ride Palmer tires (he on a Munger and she on a Thistle) and Miss Porter says much of the pleasure found in making her thirty-two centuries was due to the lively and easy riding Palmers; she thinks that ladies who ride much will experience less fatigue on Palmer tires than any other tire.



Barr Cycle Clothing Co.,

MANUFACTURERS OF

Ladies' and Gents'

CYCLE SUITS,

CAPS, SWEATERS, STOCKINGS.

Racing Suits and Sporting Apparel of all kinds.

DEALERS WRITE FOR SAMPLES.

Barr Cycle Clothing Co.,

266 & 268 Wabash Ave., CHICAGO.

TRADE NOTES.

D. A. Kreamer, on a Stearns, broke the 125, 200, and 225 mile indoor records at the Nashville six-day race.

H. S. Thurber, formerly with the Indiana Bicycle Co., is now representing the Central Cycle Mfg. Co., in Iowa.

Chas. F. Stokes is now on the road and reports a very lively business for the Windsor bicycle, he having closed large deals in Kansas City, St. Louis, Omaha, and St. Paul.

A. F. Senn, the professional, wishes to announce that he is not connected with the Barnes team. He is a Remington rider and made all of his unpaced records on that wheel.

John L. Walpole, formerly manager of the North Pacific Cycle Co., of Portland, Ore., will be in charge of the branch house now being opened in that city by the Sieg & Walpole Mfg. Co.

The Leonard-Scheck Saddlery Co., of Denver, will handle the Henley in Colorado and Wyoming. The company has placed an order with Fred Dickinson for 1,000 wheels. It will not handle any other $100 wheel.

There has been a call from the west for a more distinctive numbering of bicycles. The Union Cycle Mfg. Co., has adopted a very sensible policy in bronzing the serial number of the machine, so that it can be noticed on sight.

The Welch-Hutchinson Co., of Kansas City, Mo., has succeeded to the business of the defunct Central Cycle Co. It will handle the same lines of bicycles, besides three other lines, and will engage in jobbing as well as retailing.

The big Kenosha factory of the Sieg & Walpole Mfg. Co. is now running full blast; sixteen hours every day in the week, excepting Sunday. This company is now turning out 100 wheels a day and is making extensive shipments daily.

G. M. Shirk left Chicago on the 8th inst. for Boston, with the object of placing the New England agency for the Shirk wheels in the hands of Henry M. Clark. On his return he will stop at New York, Philadelphia, Washington, Pittsburg, and other eastern cities.

"If you don't look you won't see," causes one to open the little booklet issued by the Richards Mfg. Co., of Brooklyn and Chicago. The pamphlet describes the line of foot and power drill presses, bench milling machines, bicycles sundries, and other patented novelties manufactured by the company.

The Sieg & Walpole Mfg. Co. is issuing a new, unique, and extremely handsome advance catalogue. The well-known term which this company applies to the Windsor bicycles of "The American Beauties for 1896" is carried out very gracefully and appropriately in what it calls its Album of American Beauties.

After three years' experience with G. & J. tires, the Eagle Bicycle Mfg. Co., of Torrington, Conn., has decided to use none but G. & J.'s on its high-grade wheel. This concern also manufactures a line of medium-grade wheels which will likewise be fitted with G. & J.'s except in cases where special rims and tires are demanded by the purchasers.

The Indiana Bicycle Co. will open a large store and riding academy in St. Augustine, Fla. The store will be opened by W. C. Marion, of the main office, who is in St. Augustine for the purpose. After the opening the store will be under the direction of D. Millhauser, formerly connected with the company's New York branch.

Hereafter all Union rims will be enameled a very beautiful pearl gray. For a long time Walter Measure has been casting around for something distinctively original for the Union, and now feels sure that he has hit upon a very admirable combination. The blending of rims and tires is an entirely unique departure and distinctly original with the Union Cycle Mfg. Co.

Louis M. Rosenberg, late of Scheur & Bros., New York, has joined forces with M. Isenstein & Co., makers of belts, pocket-books, and fancy leather goods, New York, the firm name having been changed to Isenstein & Rosenberg. They have removed their plant to larger and more convenient quarters at 430 Broome Street and 39 and 41 Crosby Street.

The Elmore Mfg. Co. has entirely recovered from the unfortunate accident to its factory and is fast turning out '96 models. Samples have been on the market for several weeks and amply prove that the Elmore will continue to more than hold its own. It gave a splendid account of itself during the past season, as is testified by the batch of letters from Elmore agents which the company has been publishing.

Hyslop, Son & McBurney, of Toronto, for years among the largest dealers in Canada, this season went into manufacturing on a large scale, and their wheel, the Hyslop, has achieved a well deserved popularity. Mr. Hyslop, senior, is an enthusiastic wheelman, who visits the leading English and American manufacturing centers yearly in quest of new ideas. His son is ex-champion of Canada, being succeeded by Wells, who in turn gave way to McLeod and McIntosh.

The Allerton-Clarke Co., of 97 Chambers Street and 79 Reade Street, New York, will act as selling agents in the east and southeast for the Richmond line of wheels, made by the Richmond Bicycle Co., of Richmond, Ind. This location is well known to wheelmen and dealers as being

IF ITS NAME IS TRIBUNE, IT IS GOOD.

THERE IS NO CHEAP BICYCLE
BY THIS NAME.

The Tribune is a Gentleman's Wheel.

WRITE FOR CATALOGUE.

Spaces at Chicago Show, 137 and 138.
Spaces at New York Show, 180 and 181.

THE BLACK MFG. CO.,
ERIE, PA.

$75

That's the price of the Elmore Bicycle and it's the best $75 worth that exists in the form of a bicycle.

Go where you will, examine what wheel you will, and we know that our assertion will be true.

About every agent who handled the Elmore in '95 desires the agency for '96.

That's proof enough that the wheels "stood up," won patrons, and that the agents have been properly treated.

If you are a prospective agent, we would be pleased to have you read the testimony of those who have handled the Elmore. It may help you to reach a decision. We have the testimony in writing.

ELMORE MFG. CO.,
CLYDE, OHIO.

Edw. Oliver & Co.,
21 PARK ROW, NEW YORK,

General Selling Agents for the United States.
(Except Ohio and Indiana.)

The Tracy-Wells Co.,
COLUMBUS. OHIO,

General Agents for Ohio and Indiana.

Mention The Bearings.

formerly occupied by the Monarch Cycle Co. A sufficient supply of Richmond wheels will be kept at the above place to supply all demands for this popular wheel throughout the above-named territory.

The eastern factory of H. A. Lozier & Co., which was recently built in Thompsonville, Conn., now has 200 men on its pay roll, and is constantly increasing its force. The works are run day and night in two "shifts." The company has already built one addition to its factory, and is still cramped for room. The advent of the Lozier company is the biggest boom Thompsonville has had in recent years.

The Forest Cycle Co., of Springfield, Mass., is the name of a new concern which is being formed to manufacture a wheel designed by D. L. Dupont. The company will probably be started with a fair-sized capital stock. It will employ but few hands at first, about fifty wheels a week being the estimated output. Models of the wheel have already been built, and Mr. Dupont claims that it is as nearly dustproof as a bicycle can be made. It is a light running machine, and will be built in 20, 24, and 25 pound weights.

The Waltham Mfg. Co., maker of the Orient, has adopted the Sager pneumatic, to be used exclusively on every one of the 8,000 wheels to go from its factory in 1896. This is the first instance where a maker has exclusively adopted a pneumatic saddle since such a seat first came on the market fifteen years ago. As further proof of the popularity of the Sager pneumatic, the Union Mfg. Co. and R. H. Wolff & Co., makers of the Viking and the Wolff-American respectively, also the Humber company, have ordered large numbers of these saddles.

The Revere Wheel Co., of Boston, is preparing for the rush of '96 trade. It is building a wheel that will be a credit to the name of the rider whose patriotic dash in the cause of liberty will always be one of the romantic incidents of this country's history. THE BEARINGS' man was a trifle preoccupied when he called, but was brought to a full realization of things mundane when he saw the smile of amusement that flitted over the faces of the office force when he asked for "Mr. Revere." Although that noteworthy person was not at hand, the scribe was introduced to a wheel that its makers can well be proud of.

The Julius Andrae & Sons Co., of Milwaukee, has just closed deals whereby it will be well represented in the eastern markets, having appointed the following agencies: Smith & Thayer Co., 236 Congress Street, Boston; Willison Bros. & Co., 119 Chambers Street, New York; Trenton Cycle Co., Trenton, N. J.; Jacob Roth, Erie, Pa.; A. C. Katt, Fort Wayne, Ind.; C. R. & W. J. Sutherland, Albany, N. Y.; J. C. Joyslin Cycle Co., Minneapolis, Minn.; Denver Cycle Co., Denver; Intermountain Wheel Co., Salt Lake City, Utah; A. J. Powell, Haywards, Cal.; J. R. Sherwood & Co., New Orleans; W. M. Justice & Co., Pittsburg, Pa.

The management of the Auditorium Hotel will be glad to see the cycle manufacturers, agents, and visitors to the National Cycle Show, January 4 to 12. The capacity of the Auditorium is practically unlimited, there being 1,000 rooms, 400 of which are set apart for the entertainment of guests on the American plan and 600 for use on the European plan. The rates range from $3.50 to $5 per day for the first and from $2 to $5 for the latter. The building is absolutely fireproof and magnificent in its appointments, and it is conveniently located to Cycle Row, and the cable cars, the alley L, and depots, with good facilities for reaching the show at Tattersall's.

The Hotel Lexington, 22d Street and Michigan Boulevard, will be open for the entertainment of visiting manufacturers and agents and others who may be in Chicago to attend the Chicago Cycle Show at Tattersall's, January 4 to 11 inclusive. The hotel has 500 rooms and is strictly fireproof. Being situated in the heart of the best residence district of the city and convenient to the elevated station, cable cars and crosstown electric lines, and but eight blocks from Tattersall's, the location is in every way desirable. The appointments and furnishings are superb and the cuisine unsurpassed. Reservations will be made and arrangements completed for the accommodation of parties desiring suites.

WANTED.

The management of a branch store in Los Angeles, Cal., by a young man with five years' experience as dealer and branch store manager; references and bonds.
Address. S. H., care "The Bearings."

WANTED.

One thousand wheels for cash. Communication confidential. Address QUILLING BROS., Cleveland, Ohio. References, Bradstreet's or Dun's Mercantile Agency.

WANTED.

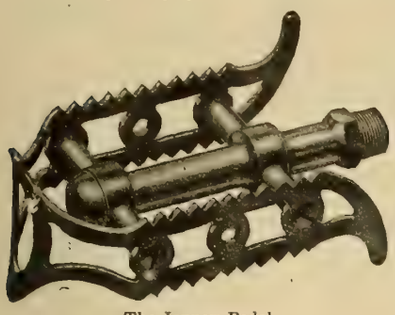
A first-class bicycle repairer; must understand also how to repair typewriters, sewing machines, guns, etc. Preference given to one who has his own tools; a young man preferred. Send references and state salary. KALISKI BROS., Monroe, La.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Many people unacquainted with the geography of the west imagine that because "Chicago, Milwaukee, and St. Paul" are names used in the corporate title of the railway owning the Short Line between Chicago and Omaha, they must go via the cities of Milwaukee and St. Paul to reach their destination—if it be Omaha or west thereof. This is a mistaken idea. On a map the line running directly east and west would look like this: Omaha————————Chicago. There is nothing more simple than that, and it is less than 500 miles between Chicago and Omaha. Two through trains daily in each direction with the best Sleeping Car and Dining Car Service, and all regular travelers know and appreciate the merits of the Chicago, Milwaukee & St. Paul Railway's Short Line between the east and the west.—ADV.

THE JANNEY PEDAL.

In many of the catalogues received at THE BEARINGS' office the sentence "Janney pedals will be used" is found. One hears a great deal about this pedal of late. It is a favorite with maker and rider, and it is not strange that we see so many catalogue mentions of it. The pedal is of a handsome design, with continuous side plates, which are fastened by a new method of locking screws. Any one can fit new plates without the slightest trouble. The pedal has tool steel ball cups and cones. The H-shaped piece forming the pedal frame is a drop forging. The weight of the pedal is just ten ounces and a fraction. The company has just leased a large factory and has stock enough on hand and orders to make at least 150,000 pedals. The capacity of the factory is 500 pairs of pedals a day. The company is issuing a very handsome catalogue.



The Janney Pedal.

C. M. Howe, who travels for the Kalamazoo Cycle Co., was in Chicago last week with a line of parcel carriers and childs' seats, and took several large orders for these goods before leaving the city. He will visit Milwaukee, St. Louis, Kansas City, Omaha, Minneapolis, St. Paul, and other cities before New Year's.

Annual Half Rate Excursions to Canada Via The Chicago & Grand Trunk Railway.

The Chicago & Grand Trunk Railway has arranged for the usual half rate holiday excursions to principal points in Canada for season of 1895. Thursday, December 19; Friday, December 20; Saturday, December 21. Tickets good to return up to and including January 9, 1896. Avail yourself of this opportunity to visit Canada and spend the holidays with the folks at home. All through trains of the Chicago & Grand Trunk Railway pass through the great St. Clair Tunnel, one of the wonders of modern engineering skill, and is the only line offering the public advantages of through Pullman car service to Canadian points. Tickets may also be purchased reading via Detroit if desired. Excursion tickets on sale at all stations. For further particulars apply to Ticket Agent, 103 S. Clark Street.

Eclipses Them All. Thirty-Five And One-Half Hours Chicago to Jacksonville, Fla.

The Monon Route with its customary enterprise has put on a new fast train that makes the run between Chicago and Jacksonville in thirty-five and one-half hours. This train is composed of elegant Pullman perfected safety vestibuled, open and compartment sleepers, including drawing room and buffet sleepers, as well as comfortable day coaches, with Monon celebrated high-back seats. This train leaves Chicago daily at 8:32 p. m., arriving at Cincinnati next morning 7:30; Chattanooga 5:50 p. m.; Atlanta 10:40 p. m., reaching Jacksonville at 8:20 the second morning, in ample time to make connection with all lines for points in central and southern Florida. This is the fastest time ever made by any line between Chicago and Florida.

Frank J. Reed, General Passenger Agent, Chicago.

City ticket office, 232 Clark Street, Chicago.

For time cards, pamphlets, and all other information address L. E. Sessions, Northwestern Passenger Agent, Minneapolis, Minn.

GREAT REDUCTION IN TIME TO CALIFORNIA.

Once more the Northwestern Line has reduced the time of its transcontinental trains, and the journey from Chicago to California via this popular route is now made in the ma velously short time of three days. Palace drawing-room sleeping cars leave Chicago daily, and run through to San Francisco and Los Angeles without change, and all meals en route are served in dining cars. Daily tourist sleeping car service is also ma ntained by this line between Chicago and San Francisco and Los Angeles, completely equipped berths in upholstered tourist sleepers being furnished at a cost of only $6 each from Chicago to the Pacific coast. Through trains leave Chic go for California at 6:00 p. m. and 10:30 p. m. daily, after arrival of trains of connecting lines from the east and south. For detailed information concerning rates, routes, etc., apply to ticket agents of connecting lines, or address W. B. Kniskern, G. P. & T. A., Chicago. 2

Photo Colortype Co.
High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO.

THIS IS THE ORIGINAL
PEPPERMINT FLAVORED
CHEW WHITE'S YUCATAN GUM.
CHEWING GUM
To relieve the distres ing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.
The only chewing gum factory open to visitors at all times.
W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

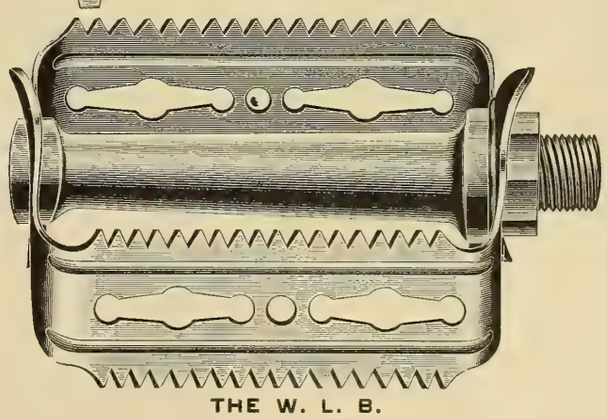
The Everett House
is headquarters for all bicycle travelers.
Everett House, Union Square and 17th St.,
NEW YORK.

The Clifton House is Headquarters for all Wheelmen....
The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.
Cor. Wabash Ave. and Monroe St.
A couple minutes walk to Cycle Row.

M.M.W.Co 10 W. WATER ST. CHICAGO



THE COLBY HUB



THE W. L. B.

CYCLE MATERIAL
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THE CYCLING AUTHORITY OF AMERICA
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CHICAGO, DECEMBER 19, 1895.

PRELIMINARY WORK AT SANTA MONICA.

Hamilton Reeling off Fast Miles—Syracuse Team May go to San Diego for Records.

SANTA MONICA, CAL., Dec. 12.—The men of the record-breaking teams work out daily, and the Syracuse team is the one that has gotten down to real work, the Stearns team not being quite formed and ready for work. The men spend the mornings early at the beach on the bluff in the warm sun, and go over to the track at 10 o'clock to ride. Shafer sends two and three men out at a time to ride, and during the last few days some interesting figures have been put up in preliminary work. On Thursday "Old Hoss" Taylor and Hewitt, at present Class A men, mounted a tandem for the first time together, and, with Hamilton following, pulled out three miles in 2:15, 2:16, 2:16, and then went an extra third. Hamilton hung for the first three miles, the men trying to shake him. At the first banking of the last turn they switched suddenly up and then down the bank, and

Hamilton Lost his Hold.

They pulled away from him, but he pluckily raced after them and rode nearly the lap unpaced in :36⅕. Coming into the stretch he tried his best to pass and beat them out, and a pretty struggle was the result. This man Hamilton, as has been said before, is a wonder. He can follow any pace and when the pace drops can maintain the gait. He will vary but a fraction of a second in every mile on a five-mile ride. He is working at following pace and at unpaced work, and it will not be long until he will light out to try to do better than two minutes for the unpaced mile. He is riding a 96 gear, so it is said. In his riding he is graceful, alert, and always the man in the line who is crying for more pace, and the man of all who is pulling the pace just a mite too fast for some of the men.

Rigby a Promising Rider.

Of the other men, Shafer says that Rigby is lazy and many is the scolding he has given the man for dropping out in a hard ride. But "Rags," as is known, is coming round and is riding better day by day. He is a merry fellow, a don't care sort of a chap, and yet has the making of a great racing man in him. He is good at following pace, but slow at pacing himself, and will follow others mile after mile, but drop out after pacing a lap himself. The men in squads work out at from a 2:25 to a 2:30 gait.

An experiment tried this week resulted in the finding of a crack tandem team, Terrill and McCrea, the latter the crack Los Angeles rider. These men are reported to have ridden their first fast third in :35, and their second later in the day in :36⅘, and both say they can go better than this. McCrea has the front, and he is a hang-dog rider who will carry a tandem along until he or the man behind him drops. McCrea is the

Captain of the Experimental Quad Team

and this last named team is going to make a record before the end. They tried the quad on Wednesday and McCrea had to be taken from the front seat and Captain Stone, of the Denver quad team substituted, for the reason that the quad swung so unsteadily around corners. But McCrea tried again later on and so well did he try that the team put up a mile in 1:57⅗, Wells dropping. Wells does not seem to be riding as well at present as he rode on the circuit, but this is due to the fact, so it is said, that he is riding a much smaller gear in order to quicken his pedaling. The regular quad team is composed of the following men and weights: Stone, of Buffalo, captain, 142 pounds; Swanbrough, of Chicago, 157; Conibear, of Peoria, 168; and Smith, of Denver, 165. The experimental quad team is as follows: McCrea, captain, 156; Terrill, second man, 196; Washburne, third, 166; Godfrey Schmidt, fourth, 163. This places the big men in the center and Terrill in exactly the same position as he occupied on the Dirnberger record-breaking quad. On Wednesday the Denver quad team took a party of the men for a journey, the miles being 2:36, 2:38, 2:28, 2:27, 2:28, and Hamilton and Hatton, the latter of the Stearns team, were the only ones to stay.

Terrill and McCrea Cut the Mile in 1:55,

which is considered good work for a new team just mounted, and probably is as good as was ever done under the conditions. The regular quad team cut the last third of a five-mile drive in :37.

With the Yellow Boys it has been a case of training as they liked, no regular rules having been laid down as yet. Kiser is anxious to get down to regular work, and so are all the rest, but these men are to be long-lived in the race, and will have their orders laid down during the coming week. Campbell and Kiser have cut quarters in about :29, and Schefski has done unpaced thirds in good time. He is training for unpaced work. Hatton has plugged out from five to ten miles every day, and is one of the admired men of the track for his hard and steady work. The crowds to see the men work are large all day.

The Syracuse team's next move will be to San Diego, where they will have the fine mile track to work out on. The track is the finest mile horse-track in the world for bicycle work, being too hard for horse work and abandoned by horsemen owing to the hardness on the horses' feet.

GLAD THE SEASON IS OVER.

SAN FRANCISCO, CAL., Dec. 9.—Eddie Bald, Tom Cooper, Asa Windle, and Jim Temple arrived in town from Los Angeles on Saturday, the 7th, and will spend a few days in this vicinity before going east to their homes and the cycle shows. Both the racing men declare themselves as heartily glad that the season is over, and have commenced to enjoy the few months' intermission before the season of '96 opens in this state, for both say that they will be out here again in the spring to train for next season's work, which neither of them hesitate to say will be even harder on the circuit chasers than the one just past.

Neither will express himself on his prospects for next year, both saying that they have not decided what to do, and would hardly be able to say until after the cycle shows are over.

Asa Windle says that this has been

A Season of Great Triumph

for his men, and although the season has been a hard one he is well satisfied with the result of the year's work. He thinks that much of his success on the circuit this year should be attributed to his visit to the coast last spring, the climate and other conditions permitting his men to get into the best of condition with the least trouble.

This is Temple's first visit to the coast, and he and Cooper are very much taken with the climate, and say that they will come again. Temple thinks that Cooper will be the star next year, and says that his man has not been in good health for ten weeks past, which accounts for

Cooper's Comparatively Poor Showing

made in California. Temple has not signed with any house for next season, but has one or two offers already and will not have to worry much about his next year's bread and butter. He is very well liked on the coast, and so is Cooper.

Yesterday was a great day in Golden Gate Park, it being the first fine day for a week, and the cyclers took advantage of the weather and turned out by hundreds. Several old ordinaries were seen, and the Rambler quad, ridden by Allan Jones, Dick Alyward, Bob Long, and Eddie Bald, created a great sensation as it went skimming along the smooth roads. In spite of the eight-mile-an-hour ordinance, the four-seater went along at a three-minute gait and sometimes much faster, especially on the cycle path, where the speed of wheelmen is not limited, The big machine was

Followed by Hundreds of Wheelmen,

and the man who managed to get directly behind the quad was envied.

Otto Ziegler was out on a tandem with a young lady friend and seemed to enjoy himself immensely, it being the first trip of the kind that he has had for some months. Asa Windle and Jimmy Joyce, of the Pope agency, were out on singles together. Joyce has just returned from a three-months trip to the east and northwest, and is glad to be back among his friends again.

The past season has been rather a remarkable one in California. It has served to place the wheel high in the estimation of the people, and it is now a recognized factor in almost all kinds of outdoor sports, hardly a field day occurring which did not include one or more bicycle races in its programme.

Will Transfer Three Fast Men.

It is given out as a positive fact that Hardy Downing, Floyd Macfarland, and H. B. Freeman, the Class A men who have been following the

national circuit, will be transferred to Class B for violation of the Class A rules. Robert M. Welch, who looks after the racing men in this state, has decided to recommend their transference, and, as his opinions are usually recognized by the Racing Board, the three men named can prepare to jump into the speedier class.

The proposed indoor tournament, which was to have been held in February in the Mechanics' Pavilion, has not assumed any kind of shape, and it is very doubtful if it will take place unless the cycling clubs of this city can be induced to share the expenses for a proportionate share of the profits, if there are any.

KANSAS CITY'S FEDERATION OF WHEELMEN.

KANSAS CITY, MO., Dec 16.—The Federation of Wheelmen, organized two months ago, is doing good and effective work in connection with the improvement of city streets and country roads, the regulation of street sprinkling, and a better method of street cleaning. Both the common council and county court have recognized the fact that the federation, composed of nearly 1,000 citizens, many of them of the highest standing in the community, is a power that will make itself felt at election time, and are disposed to give its representatives a hearing on all matters presented to them, and concede all reasonable demands.

The street-car monopoly has granted a concession which will be appreciated by many a benighted wheelman, who has been compelled to trudge several weary miles through the suburbs to his home with a punctured tire or disabled wheel. When the company began to feel the loss of business through the popularity of the bicycle, it retaliated by refusing to carry wheels under any circumstances, but, through the influence of the Federation, wheels are now allowed on the cars, if punctured or otherwise disabled.

The special Morgan & Wright car is here today, and a reception will be given on the car this evening, to which all wheelmen have been invited.

The fifth annual meeting of the Kansas City Cyclists, and election of officers, was held on Saturday, December 14. President Albert Young, under whose able and energetic administration the club has prospered exceedingly in the past year, was honored by a unanimous re-election. Other officers elected were Dr. W. T. Stark, vice-president; A. T. Hillyard, treasurer; N. T. Haynes, secretary, and H. R. Warren, captain. The new directors are E. A. Hatfield, E. A. Sherrill, T. C. Bell, and Dr. C. E. Wilson. The club has recently moved into handsome and commodious quarters at 15th and Charlotte streets. There are now 160 members in good standing in the club and it is on a sound financial basis.

STATUS OF CYCLING IN TEXAS.

FORTH WORTH, TEX., Nov. 30.—It is not generally known in the older states, and more especially in the north and northwest, where the bicycle fever first broke out, and has since reached so high a state of pulsation, that Texas is one of the finest fields for the bicycle business known to the trade. There are many reasons for this. Nowhere else will the climate permit of the amount of riding that can be done here, and, in addition, the roadways of north Texas—an empire in itself—are hard, smooth, and free from dust.

The writer, while on a cycling tour, visited St. Louis during the recent exposition there, and could not but contrast the roads surrounding that city with our own. During his sojourn there an excursion party left the city on their wheels for a jaunt of twenty miles into the country, and so dusty was the road traversed that before they had gone a great distance they were unable to recognize one another. With us the buoyancy of the atmosphere, combined with

The Smooth, Elastic Roads,

is exhilarating beyond description.

Referring again to the climate, it may be said that this is the last day of November, but the writer is in his shirt sleeves, comfortably seated in an open room with not a particle of artificial heat in the house. A party of young ladies and gentlemen, without wraps, have just left on their bicycles for a twenty-mile ride in the country. Most of the riding here for pleasure is done before breakfast or after the curtain of night has been drawn, when the stars are bright or the moon is shedding her light upon the pleasure seekers.

Bicycling in Texas is in its infancy, but is not without its devotees, and enthusiasm, particularly on race-meet occasions, runs high. This is natural enough when it is recollected that a majority of the riders are still in their teens, including the fastest riders in the state. But of those riding merely for pleasure, or for business, a list would

Embrace Boys of all Ages,

girls of no age at all, mothers, business men of all professions regardless of age, and the veteran whose hair is white with the frosts of seventy-five winters. There is great expectancy among the flyers of Texas for the new year and the new wheel. Competition among dealers will run high, it is believed, and record-smashing wheels will be in the hands of them all. New dealers and old are already making arrangements for '96, and the merits and demerits of new and improved makes are discussed with great interest.

The predictions of croakers that the life of cycling was destined to be short will not be fulfilled next season at least, and enthusiasts, like the raven in Barnaby Rudge, entreat them never to say die. However that may be, the success of the cycle, even in Texas, has already attained to

An Eminence Never Dreamed Of

by its most sanguine advocates in the early stages of its history, and the surprise is as agreeable to lovers of the sport of riding it as its existence promises to be lasting. No other invention has ever been known to afford the means of so thoroughly combining business and pleasure, and it is greatly to be doubted if another of like merit will be produced for some time to come, and it will be strange indeed if its popularity should ever cease, unless something of a kindred nature and better should supersede and supplant it. At least, such is the feeling regarding its destiny by those best calculated to judge—the riders themselves.

One of the results of the bicycle is the influence it is exerting toward the improvement of public thoroughfares. Everywhere the condition of the roads is being agitated as a direct result of the efforts of wheelmen. Some counties in this state are holding special elections to settle the question of a direct tax for the betterment of the highways.

MILWAUKEE WOULD LIKE THE MEET.

MILWAUKEE, WIS., Dec. 15.—At a meeting of the North Side Cycling Club, a few nights ago, it was definitely decided that the Associated Cycling Clubs, of this city, will make a determined effort to secure the state meet for '96 at the meeting of the new board of officers of the division, at Marinette, on December 20. All the clubs of the association were represented at the meeting. The meeting opened on the "track question." The committee appointed to look for a suitable track consisted of President Cambier and Secretary Ludwig. They reported that H. D. Quin, the proprietor of Athletic Park, had guaranteed to improve the quarter-mile track, built at the park several years ago, providing the cycling clubs of the city would assure him that the track would be patronized. The committee also reported that they had a meeting with President Killilea, of the baseball club, and that he made the following proposition. The Associated Cycling Clubs should guarantee that 600 wheelmen pay $5 each for the use of the track for one year, the baseball club would put in a third-mile track at Milwaukee Park at the probable cost of $4,000, and lease it to the Associated Cycling Clubs for meets next season at the club's own figures. The club will not take any action on that proposition.

The next chairman of the Wisconsin Division racing board will be Fred Schroeder, of this city. This was decided upon by Chief Consul Brown and Secretary M. C. Rotier at a conference a few days ago. Mr. Schroeder first declined the position, but later accepted, and the appointment will be approved at the meeting in Marinette on December 20. Mr. Strauss, the retiring chairman, has been a hard worker and has done a great deal to create interest in the sport in the state.

The next important appointment will be that of the state official handicapper. D. D. Warner, of Madison, will not serve next year and therefore it is necessary to have a man well posted on racing matters. There is talk of appointing Gerhard Aussem, who is at present handicapper of the North Side Cycling Club. He will attend the meeting at Marinette and will have the Milwaukee delegation to back him for the position.

Ernest Fails, trainer for Roth and Crocker, against whom he made charges of violating the amateur rules, has written a card completely exonerating Chief Consul Brown of any connection with the actions of the wheelmen. It is understood that many riders in the state and others interested have forwarded affidavits to Mr. Gerlach to the effect that the charges are not founded upon facts. Both riders are confident that they will not be suspended by the L. A. W.

WANTS HEAVY DAMAGES.

WASHINGTON, D. C., Dec. 14.—Suit for $20,000 damages has been entered against the Washington & Georgetown Street Railroad Co. by George F. King. According to his story, King was riding a bicycle across 7th Street, near Florida Avenue, on September 1, when a cable car, which was standing at the terminus, suddenly started and ran over King. He was badly injured, made ill as a result of blood poisoning, and forced to expend $2,000 to recover.

HARRY TYLER WILL RETIRE.

It is authoritatively announced that Harry Tyler will permanently retire from the track at the close of the year. Tyler has been one of the most popular men in the profession, and few cyclists, if any, have lowered more records than he. It is understood that he will enter a business college in Albany, N. Y., to prepare for a commercial career. Tyler has of late been in the employ of the Union Cycle Mfg. Co. He was a member of the Springfield Bicycle Club's team in 1893, and later had charge of the Union cycle agency in this city. He is a warm favorite with the bicycle club boys, and at tournaments is popularly known as "Our Harry."

The cyclists of the City of Mexico have been obliged to take measures to protect themselves against the brutality of the coachmen of the city, who make a practice of running them down in the dark. The killing of Paymaster Hill, of the Mexican National Railway, followed by the deliberate driving down of a French cyclist, has aroused public indignation, and a popular subscription has been raised to bring about the arrest of all guilty coachmen.

NEW YORK NEWS NOTES.

Gotham Takes Road-Improvement Lessons from Jersey — An Uncanny Ride to Tarrytown.

NEW YORK, Dec. 16.—The necessity for a good highway-improvement law in the Empire State has been apparent for years, but up to the present time no measure has ever succeeded in getting the indorsement of the legislature and the signature of the chief executive. Another attempt is to be made during the coming season at Albany, and with the support of the press and the now universal use of the wheel the effort should be crowned with a successful termination.

A conference took place the other night regarding the general complexion of the bill to be drawn up. Those present were: Gen. Roy Stone, special agent in charge of the bureau of road improvement of the agricultural department; Assemblyman Richard Higby, and Chief Consul I. B. Potter. What will be incorporated in the measure has not been fully decided upon, but its provisions will be sufficiently sweeping to bring about better roads if it becomes a law.

New Jersey is a standing reproach to New York, for that commonwealth has, by common sense legislation, secured miles and miles of roadways that equal the boulevards in this city. Every Sunday, during the riding season, there is an extensive invasion of Jersey by the riders of greater New York, and the jokes about mosquitoes have been changed to praises of good roads. That New Jersey has gained immeasurably by reason of its improved highways can not be doubted, and the thousands of men who do business in New York and live in that state are proof positive of the genuineness of the assertion.

New York's Cycling Coppers.

Last Saturday the cycling policemen began to furnish evidence of their worth. Officer Gleason arrested a driver who persisted in driving on the wrong side of Western Boulevard, and Officer Negguswith captured a runaway horse after an exciting chase. The runaway was on Eighth Avenue, which is asphalted, and the officer had to sprint at a record-breaking gait to catch the horse. Getting ahead, he dismounted, then turned, threw his arms around the animal's neck, and succeeded in stopping it after being dragged half a block.



The bicycle corps at present consists of four men, John Gillis and John Lake being the two who complete the quartet. While on duty they wear ordinary patrolmen's uniform, with the exception of substituting a cap for the helmet. Leggings are used instead of stockings, and no clubs are carried. The desirability of a short coat has been shown, as the long one used by patrolmen is unsuited to cycling. All the men are expert riders, and two of them can do centuries in good style. The beats are confined to the Western Boulevard and Eighth Avenue, and the day's work concludes at 10 o'clock. The men are required to perform the regular duties of patrolmen, but are supposed to pay particular attention to vehicles and bicycle riders. Since the corps has gone on duty there has been an apparent abatement in the scorching proclivities of those riders who haunt the streets patrolled. If Chicago has been waiting for the result of the experiment in this city, she can now go ahead and mount her policemen.

For a Bottle of Wine.

Annually at the hour of midnight, when the new year is born, a party of cycling enthusiasts leaves 110th Street for a scorch to Tarrytown. The first one there receives a bottle of wine, which the others assist him in disposing of. But it isn't the bottle that causes a dozen or more apparently sane fellows to leave their warm beds and make such an uncanny effort. There is a certain amount of fun and excitement in the performance, and the honor is just tangible enough to be sought for by those who hanker for this sort of thing. The event has been held for several years, and recently the Riversides and Harlems have had the field to themselves. This year the Greenwich Wheelmen have decided to have a hand in the game, and with three clubs represented the occasion will be more notable than usual.

Goodman, the Indoor King.

"Teddy" Goodman has stamped himself the "Indoor King" on account of his numerous board-floor victories this winter, and he is without a peer hereabouts on a flat track. Last Friday night, at the Eighth Battalion games, he won the one-mile handicap from scratch, and did it so handily as to leave no doubt of his superiority over the others. Owen, the crack man of the Greenwich Wheelmen, has not had a decisive meeting with Goodman, but it is doubtful if he is as good as the Riversider, who should be very much in evidence next year on the tracks hereabouts. He is coming fast, and was never speedier.

PHILADELPHIANS REJOICE.

PHILADELPHIA, PA., Dec. 15.—Local wheelmen had cause to rejoice a few days ago at the expense of one of their bitterest enemies, the turnpike monopolists. The company in question runs from within the limits of the city to Jenkintown, a distance of about eighteen miles. A year or so ago the People's Passenger Railway Co., of this city, decided to extend its lines to Jenkintown, and obtained the right to build tracks on the turnpike. It was given out that it had bought out the turnpike company, and one of the specific agreements in their franchise was that no toll was to be charged for vehicles and bicycles within the city limits, as had heretofore been the case. The company has failed in this part of its contract, however, and has all along been

Exacting Exorbitant Tolls

from farmers, bicyclists, and other persons having occasion to use the highway. The matter was brought to the attention of the city solicitor, and he immediately gave out a decision that the company had no right to collect toll, and that it was his intention to see that their agreement with the people was carried out to the letter. The complaint reached the headquarters of the People's company, and the officers tried to crawl out of their position by declaring that the old turnpike company, and not they, still controlled the road; that they had simply bought out the right to lay their tracks there. Three toll gates are owned by the company operating the road within the limits of the city, covering from three to five miles of road, and under the city solicitor's ruling it is illegal for the aforesaid corporation to collect toll.

At the annual meeting of the Tioga Cricket Club last week, the organization which controls the Tioga track, the reports showed that during the past season

There Were Eleven Race Meets

held in this city, seven of which took place at night under the management of O. S. Bunnell. The total attendance was over 27,000 persons, 15,000 of whom attended the night races. This is an excellent showing for a town that had but one track, and a poor one at that. With three new tracks next year and the old Tioga track to rely on, the results are easily imaginable.

The Century Wheelmen's annual theatrical show opened its season of two weeks' duration at the club-house theater last Monday night with the play, "A Night and What Came of It," written by E. H. Collins, one of the club members. All previous affairs of the kind under the club's auspices pass into oblivion when compared with this year's show. Everything connected with it is new and original, and, what is more, all the work is done by Century Wheelmen, including the acting, stage work, and scenery. The pretty theater has seating room for over 600 persons, which has been taxed nightly to its full capacity.

THE WAIFS' MISSION CARNIVAL.

The cycle entertainment at the Second Regiment Armory, held for the benefit of the Waifs' Mission on W. Washington Street, Chicago, opened Wednesday night, December 11, and was advertised to run till the night of the 17th, but after that evening's entertainment had closed it was found that the mission was just even in the matter of expenses, and it was then decided to continue the nightly programme for the rest of the week, so that the object of the carnival might be accomplished.

The Associated Cycling Clubs willingly gave their assistance to the enterprise, and the entertainment offered to the public is unique and interesting. It comes in for perhaps an undue share of criticism from the cycling men, who find fault with the wheelwomen's costumes, the

Shedding of Coat and Trousers

by one of the trick riders while riding, and with the stuffing of the ballots in the voting for the best-appearing club, but the gentlemen and ladies of a not too critical public appear to enjoy the whole thing immensely.

Certainly the trick riding of Lee Richardson merits much applause, for the grace and ease with which he handles his machine can not be surpassed. White's bucking broncho trick and the jumping of hurdles on his wheel is loudly cheered. Some of the living pictures are well done, although the colored lights are in most cases too vivid for good effect. The Midway on wheels is cleverly gotten up, and the specialty acts of the clubs, such as the Indian war dance, which

Sends Shivers down the Backs

of the lady spectators, and the military drill of the Western Wheel Works Club, which calls forth hearty applause from all, are features that add greatly to the popularity of the entertainment.

The affair is quite informal, as it were, and much of the fun afforded by it arises from the palpable lack of training together of the participants, who scarcely take the trouble to follow the lead set by James Levy in the various marches on wheels.

Owing to the action of the Cycle Board of Trade in refusing to permit the local dealers to exhibit their bicycles in Battery D, the carnival lacks a feature that was expected to prove a drawing card, and the meritorious effort to raise needed money for one of the most worthy objects of charity in the city is for that reason less of a success than it deserves to be.

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GEO. K. BARRETT, EDITOR.

TO CORRESPONDENTS AND ADVERTISERS.

On account of Christmas "The Bearings" will go to press one day earlier than usual. Correspondents and advertisers are requested to get their copy in one day earlier than usual to facilitate the work.

BOARD OF TRADE PRESIDENCY.

The question of whom will be the next president of the Board of Trade is an interesting one. The position is one that carries with it no end of influence and no end of work. The first president, Colonel Pope got the board organized but did little more. When A. G. Spalding was elected, it was on his promise that whatever course he pursued, it would not be one of inactivity. He certainly has not been a figurehead. The trade has been queried and circularized without end. Still practical results are hard to find. The cycle show question has been handled vigorously, and still seems to be unsettled. The guarantee was announced to have been reduced from a year to six months, but the reduction came so late in the season that it was found impossible to get a sufficient number of members to adopt it, and it was therefore abandoned.

There are still many matters that could and should be regulated by the board that have, as yet, received no attention. Spalding says that he would under no consideration accept the office again, not if there were a salary of $25,000 attached to it. There seems no imminent danger of that amount being set aside for a president's salary, so we need not speculate on the possibilities of his yielding to a monetary temptation. Moreover, there is considerable jealousy among members of the board and it is not probable that the stockholders of the organization would consent to one man's receiving two consecutive years of the glory attendant on the office with its accompanying advertising.

R. Phillip Gormully, R. Lindsay Coleman, and E. C. Stearns are all members of the directory of the board and are all men of progress and ideas. Any one of the three mentioned would make a good president. We trust that the matter will be carefully considered and the selection made only after a careful canvass.

There is another matter that should receive the attention of the stockholders of the board when they meet in New York, and that is, the subject of making an equitable division of the stock among all those who desire a slice of it. As the stock is now divided, a very few of the manufacturers are in a position to dictate to the others, as far as the power of the board enables them to dictate, what their policy in business shall be. If the board is to be the representative body of the trade, it should either be a body in which the holding of stock counts for nothing, or else the stock should be fairly divided.

A FAIR SIMILE.

It will be remembered with what hesitation the pneumatic tire was received by the riders of this country, and how the trade, almost to a man, discouraged its adoption. We can not but feel that this was mainly due to the changes in frames, tools, and parts which the manufacturer was called upon to make. Nearly all of our prominent manufacturers at that time had thousands of connections and forks made up for the coming season's output, and the royalties of the Dunlop Tire Co. were considered burdensome, so the innovation was frowned upon and the compromise of the cushion forced on the dealer and rider. The proof of the pudding was soon had in the eating of as much of it as could be obtained, and the leaven worked to the end that we have no other form of tire on any wheel, high, medium-grade, or cheap, than the pneumatic. It appears to be a case of history repeating itself with the chain case. The continental and English makers are fitting them generally, sundry makers supply them, and they are recognized as an attachment little short of the pneumatic in value; but here in this land of progress and improvement, where we are able in two short years to leave the English bicycle builders far in the rear in the matter of construction, weight, and finish, we must ride cycles with the chain and gear wheels absolutely unprotected, or go to the length of importing a suitable covering for these all-important parts. If some maker of sundries will only devote one-half of the time he is now spending for the conception of novelties to the perfecting of a gear-case, we feel sure that his efforts will meet with a hearty welcome at the hands of riders who would ride for pleasure and not for toil. As it is now, we have chain adjustments which are used to loosen instead of to tighten chains, and many devices to keep a chain clean, and lubricants which are claimed to be dust-shedding, and which, as a rule, are not; and with it all a world of trouble with the chain. Gear-wheels wear unduly, chains tighten on the road, mud grinds around with the chain, and the result need not be told to any knock-about rider, century fiend, or everyday wheelman. Give us gear cases and complete the work so well begun.

MERRY CHRISTMAS.

For Christmas times are full of cheer,
And Christmas comes but once a year.

For all of which we are duly grateful. The editor, the mechanical editor, and the poetry editor have all tried their hands at writing Christmas editorials, and all have been flat failures. That is one of the reasons that we are glad that "Christmas comes but once a year"—and there are others. From this office, this year, there will be issued no voluminously padded Christmas extras, filled to the brim with sense and nonsense, that no one has time or inclination to read. The average issue of THE BEARINGS affords all the bicycle reading that the busy man of today finds time to crowd into one week, even when it has a holiday in it. The Christmas edition of THE BEARINGS is an all-the-year-around affair. We put into each number good things for rider, dealer, and manufacturer. We can not afford to bottle them all up waiting for Christmas.

Christmas, this year, finds cycling more popular than it has ever been before. The trade is in the best condition that it ever was, and the prospects for the coming season are the best in the history of the sport. All of this makes an acceptable Christmas present—the very best that can be imagined, for it brings to those most interested in cycling the wherewithal to buy other presents and to make merry this holiday season.

Christmas has very little to do with cycling, but THE BEARINGS, as a strictly cycling paper, finds much in the season to be glad about, and the trade is in the same position.

We wish every rider, every agent and dealer, and every manufacturer all the good times, all the prosperity, all the blessings that should be theirs.

LATITUDE IN BUYING.

The *Irish Cyclist*, commenting upon a recent advertisement in THE BEARINGS, closes its remarks with the following sentence: "The manufacturers [American] seem to have a wholesome contempt for the luckless



cyclist; they do not encourage him in such vagaries as specially-built mounts, and he has not nearly such latitude in choosing his own tires. etc., as over here."

Freaks, like the poor, we have always with us, but the American bicycle of today is built upon lines which time and much service have proved correct, and the riders, as a rule, rest content with a wheel that wears the approval stamp of common use. In this way the public is spared the excruciating pain of gazing upon innumerable freaks, and the riders do not risk their lives in posing as martyrs in the introduction of some mechanism that "will revolutionize cycling." The standard bicycle is built in a variety of models to suit everybody except giants and dwarfs, and specially constructed wheels are about as little needed as grease on a racing track. In the matter of latitude in the selection of tires and saddles, the American rider has just enough to get the best, but if he cares to insist upon it, he will be accommodated with almost anything on the market. The manufacturers and dealers don't proclaim that they know what the rider wants, better than he himself knows, but such is very nearly the fact, however, and the good qualities that go to make up a machine of late model are so carefuliy combined that whoever insists upon a departure from the customary mount and its fittings is almost surely forcing inferiority upon himself in the way of grace, durability, comfort, and safety.

The Cleveland Wheel Club is disgruntled again, and threatens to withdraw from the League, The cause this time is the club's failure to land the prize in the shape of the L. A. W. state meet for '96. The delegates from Cleveland left their hearthside with a blowing of trumpets and an unshaken confidence that at last, after many years of patient waiting, their native stamping ground would be selected as the favored spot for the momen'ous occasion. But the Dayton delegates were fully alive to the interests of their own city, and surprised the Cleveland men into protracted silence by carrying a majority of the votes at the meeting of the board of officers of the Ohio Division. Now, having partially recovered from the shock, the Cleveland delegates are nursing their wrath, and the Cleveland Wheel Club, like a sulky baby, don't want to play any more, and talks of withdrawing from the League.

Green and Erswell have been at it again, and the public has been treated to another surprise. Their latest is a tandem mile on the road in *1*:17⅕. Unless they have gilt-edged proof that they made this record the public will look at it with suspicion. How two men, comparatively unknown, can get out on the prairie and ride faster than Johnny Johnson ever thought of doing is beyond comprehension. When Bert Myers, in the old days, claimed to have ridden a mile in 2:13, "down hill with the wind on his back," mathematicians figured out that it was a physical impossibility for any man to pedal that fast. How about Green and Erswell?

Another name has been added to the retired list and now Harry Tyler has joined the ranks of "has beens." "Gentleman Harry" has announced his retirement from the track for good, and will start in on a business career. Tyler made an enviable reputation during the time he has been on the track. A more modest rider or a more perfect gentleman never responded to the call of the clerk of the course. Harry can rest assured of one thing—his record as a gentlemanly rider will never be beaten.

Berlo is a wonder, Although well advanced in years and thought to belong on the shelf, he has proved that he is still the crackajack of old, and has broken records galore this fall and winter. His latest performances at New Orleans will help to destroy the illusion that a man can not ride fast after he has passed the thirty-year mark.

The females are at it again and the long suffering public is asked to once more give support to a hippodrome exhibition at New York. Our friends in England are enduring these farces and seem to like them. It is to be hoped that the New York race will be a "frost," for women's place is not on the racing path.

Sterling Elliott's scheme to give prizes to the Massachusetts Division consuls for getting new League members has proved a success. It has roused up the consuls and they have been working tooth and nail to add to the membership of the L. A. W.

About the nicest Christmas present that Chairman Gideon could send out would be little notes to Cabanne, Titus, and Murphy informing them that their suspensions had been raised.



WITH THE RECORD BREAKERS.

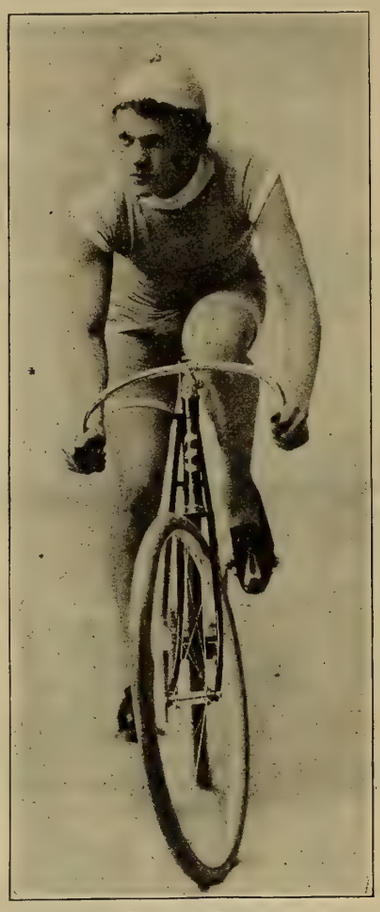
The Stearns and Syracuse Teams Getting into Shape at Santa Monica—The Pilgrims Banqueted.

SANTA MONICA, CAL., Dec. 12.—It is mean to rub a thing in, but the weather out in this country is grand and the Pilgrims, now fifty in number, are anxious that their friends in the east should know that they are now in paradise, and that this is the country for a racing man to winter in and in which to keep the shape he has been riding in during the year and to add to his speed and to better his condition. The weather is not too warm and it certainly is not cold. The evenings are so warm right here on the shores of the Pacific that overcoats are never needed and the walk along the high bluff on the recent moonlight nights was one of the most pleasant that could be found in the world.

There are now grouped at Santa Monica track fifty men, members of two teams, and

These Men are after Records.

Training here is much as it is in Louisville. The track is a couple of squares from the hotel and the men ride at 10 in the morning and at 3 in the afternoon. The crowds come down on the morning and afternoon trains prepare to spend some time at the track and in the city, for this is a summer resort and there are many hostleries where men may put up for any length of time at a moderate expense. The Hotel Jackson is the home of the men and as they are with a few exceptions the only occupants there, the life is a pleasant one. Two squares away is the ocean, and two squares the other way and at right angles is the track. When not training the party may be found at the wharf or in the plunge bath, this being directly at the foot of the street. This plunge is provided with water from the ocean heated to eighty degrees, but the men as a rule prefer the surf, for



FRED A. L. SCHADE.

One can Bathe the Winter Round in this Climate,

and the water is of a uniform degree all the time. Hunting takes the time of some of the men, some go fishing down under the long wharf which extends out over the ocean for nearly a mile. There is also a long boulevard that extends along the bluff and a ride along this at any time is a pleasure. The men go out for a walk and, returning, bring great bunches of lilies, roses, or of a dozen different flowers, and the rooms at the hotel are filled with the odor of the blossoms.

At the present time the Syracuse team is the hardest at work on the track, being the nearest ready for the record work. The men of the Stearns team have had a hard campaign during the racing season just ended and are just about ready to begin work. Wilbur Edwards and his quint team will arrive from the north during the coming week and the Stearns party will then number twenty.

The Syracuse Team is Being Completed Rapidly,

Washburne and Godfrey Schmidt having arrived during the past week. In their work on the track some good speed has been shown. Shafer was looking for a tandem team during the past week and on Sunday placed Herbert McCrea and Bob Terrill on a tandem together. These two men went out and cut a third in :35 the first time and later did :36 without much bother. They will be hooked up for tandem work for the rest of the trip.

The Stearns people have not had their multicycle machines on the track as yet and their men have been doing none but single training and not much of that for a few days, Manager Gleezen having decided to give them a chance to rest from the work and to grow fat.

Work will be Commenced in Earnest

and by another week the entire party on the track will number fully forty and scenes will be replete with interest, news plenty, and fast time of daily occurrence. Captain Steer, representative of the Southern Pacific Railroad, has had men on the track during the week sprinkling, rolling, and in one or two places rebuilding to adapt the track to the quint and the sextet, neither of which machines were in evidence when the track was planned. The quad has held the track in good style with the four men from Denver up.

This fight for the records is going to be historic. It is on for all winter and one team or the other will have to retire or the fight will be continued until a sanction is refused them in the spring owing to the opening of the circuit. Whether all of the record work will be done on this track is not known, but that it will all be done in southern California is certain.

The National Circuit Ended very Auspiciously

with a banquet that was a star number, given by the business men of Redlands to the visiting wheelmen. There were over 100 plates laid and every seat was occupied. The banquet itself was very modest and informal, but the speech making was of the highest order. When it is known that Bald, Cooper, Windle, Wells, Shafer, Gleezen, Kiser, Temple, and others of the Pilgrims, including Spooner, broke their novice record and actually made speeches, then it may be safely jotted down that there was a good time. The toastmaster, Maj. F. C. Prescott, was the star performer of the evening and carried with him the hearts and the good will of every one of the wheelmen. He was witty and his remarks caused roars of laughter at all times and placed everybody at their ease. Banquets have been given in the east where everything was so stiff-back that nine out of ten people called on for a speech would refuse for the reason that everything was so chilly. Such was not the case here and the evening passed in

One Constant Round of Jollity.

The Pilgrims expressed themselves as more than pleased with southern California, with its climate and with its people. All who spoke guaranteed to come back in the spring for the opening of the circuit and to prepare for the season's racing. Bald, Cooper, Kiser, and others were toasted standing and several were cheered three times and a tiger. Jim Temple made the hit of the evening with one of his characteristic speeches, for he was encored, and every one was disappointed that there was not more to come. Knapp gave his famous telephone story, which, although told in other climes, is never to be told as Knapp tells it. This was encored and Knapp had to tell another to save himself from trouble. Sporting Editor Sullivan, of the Los Angeles *Herald*, made a speech characteristic of the man, as did Gates, of the *Times*, also of Los Angeles. The business men of Redlands parted with the Pilgrims with the best wishes for success and with a sincere desire that the springtime might see all of them present, with additions from the east, for the national circuit meet at this track. The men of the Pilgrims' party will be seen in races on Christmas Day and also on New Year's, meets being arranged for the latter day at Pasadena and for the former at Los Angeles, or one of several points round about this great country.

F. ED SPOONER.

AN EXCITING TANDEM RACE.

PARIS, Dec. 6.—There are three names which, in their specialty, stand as examples of invincibility in our sport—Zimmerman, Michael, and the Farmans. It would certainly be easier to find another team of the same strength as the Farmans, than a sprinter like Zimmy, or a stayer like Michael, but the difficulty would nevertheless be great, insomuch as sprinters do not, as a rule, ride double machines. As an example, Zimmerman has never ridden in a tandem, and Banker has only ridden once, that is, as far as his riding in France is concerned. For this reason and thanks to their extraordinary virtuosoship, the Farmans have remained unconquered. Last Sunday they defeated, with the greatest of ease, the celebrated team composed of Hautvast and Borrizowski. It is true the latter were somewhat handicapped, owing to Hautvast's recent illness which left him a bit weak and in rather poor form.

The great surprise of the day was the victory of Bouhours, who, in the final of the scratch race with pacemakers, beat Jacquelin by half a wheel. The result must be considered regular for Bouhours did all the hard work, having followed the triplet in third position behind Jacquelin and Piette.

What does that prove, some will say? It does not prove anything, perhaps, but brings forth the following reflections: Firstly, that this new style of using a pacemaker in short distance races has its *raison d'etre* since it allows certain competitors to show a special aptitude; secondly, that Jacquelin—who, by the by, fainted after the race—is sadly in want of a rest (he has been racing regularly for over twelve months); and a third reflection is suggested by the taste of the spectators, who appear to really appreciate this kind of racing.

There was a Big Attendance

at the Velodrome d'Hiver to witness the race. As usual, the proceeding commenced with a 900-meter handicap which necessitated ten heats. Soibud, Domain, A. Verheyen, Fournier, Descaves, Vasseur, Govin, Ruinart, Boulay, and Durand competed in the final, which resulted in a victory for Vasseur, Fournier beating Ruinart on the post for second place.

The amateur race which followed was won by M. Bernain, who had little difficulty in defeating Defrance and Pouscarme.

The scratch race of 2,000 meters was run in five heats of 1,000 meters, which were won by Jacquelin, Bouhours, Fischer, Piette, and Dumond. In the final Jacquelin jumped at the start and went for the triplet which made the pace so hot that Dumond and Fisher dropped out. In the backstretch Bouhours took the lead, followed by Jacquelin. Both entered the straight abreast and a very interesting tussle was witnessed. To the general surprise, Bouhours won by a fair margin.





It's Not Surprising.

At Cheyenne, Wyo., December 3, John Green, mounted on a Syracuse wheel, rode an unpaced straightaway, flying mile in **1:25** flat, the half in **:41 2-5.** This is the fastest mile ever ridden by mortal man, and almost passes belief.

One mile, straightaway, flying start - - - - 1:25
One mile, straightaway, standing start - - 1:40 2-5

On the same day and at the same place Charles S. Erswell rode an unpaced, straightaway, standing mile in **1:40 1-5,** the half in **:51 2-5.** He also rode a Syracuse wheel, and gathered in two world's records by it.

They Both Rode Palmer Tires

You don't have to use two miles' worth of energy to go one, if you ride Palmers.



THE PALMER PNEUMATIC TIRE CO.

133-139 South Clinton Street,
CHICAGO.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
66 Reade St., New York, and 159 Lake St., Chicago.



The feature of the meeting, the tandem match of the brothers Farman against Hautvast-Borrizowski, then came on for decision. The distance for the first heat was 2,000 meters. The heat was not very interesting. The Farmans, from the start, took the inside position, which they kept during the whole of the race, and won by a good length. Time, 2:41⅗; last lap, :23⅗. Heat number two was run over 3,000 meters. The two teams covered the first lap abreast when the Belgians took the lead. Just before the bell rang for the last lap, the Farmans jumped and shot past their opponents, who were then in full swing at a terrible pace, taking the first corner in such a dashing and daring way as to make the ladies in the boxes fairly scream with fright. They continued to increase their lead and won by fully twelve lengths. Naturally, the public gave the two brothers a tremendous ovation. Time, 4:37⅕; last lap, :21⅗. After the race the Belgian team issued a challenge to their victors for a match to be ridden early next spring on an open-air track, as they consider the Winter track irregular. The Farmans have accepted the challenge.

Jacquelin Severely Injured.

On Tuesday last, Jacquelin met with a serious accident while riding a tricycle in town. He collided with a milk cart, which was being driven at a reckless pace, and was severely hurt. At the doctor's, it was found that, besides several nasty cuts about the head and face, his nose was broken. He will have to keep his bed for at least ten days and will naturally be unable to ride for some time to come.

"Choppy" Warburton is willing to match Michael, Arthur, and Tom Linton against any other team of three riders in the world; distance, 50 kilometers to 100 miles.

George Hunt, the English rider, left for Bordeaux yesterday with several pacemakers. His intention is to go for several records on the famous Mondesir track. Although in good form, it is not thought that he will be successful, the season being too far advanced for outdoor work.

BERLO BREAKS RECORDS.

NEW ORLEANS, LA., Dec. 14.—Tom Eck and Johnson are here for records, but Johnny is spending a few days at Atlanta. While he is away Berlo has been improving his time and today succeeded in breaking the three, four, and five mile records. He was paced by the quint and quad teams, and demonstrated that records could be lowered on a quarter-mile track. Berlo's figures were as follows: One mile, 1:51; two miles, 3:50; three miles, 5:50⅘; four miles, 7:50; five miles, 9:51⅖. He afterward did an unofficial five-eighths in 51⅘.

BROKE FOUR WORLD'S RECORDS.

DENVER, COLO., Dec. 12.—Four world's records were broken here today by O. H. Hackenburger, who rode five miles on the Denver Wheel Club track in 11:56⅘. His intermediate times were: Two miles, 4:37; three miles, 7:03; four miles, 9:31⅗; all of which are lower than Harry Clark's Class A records. Hackenburger is known here as "The Buttermilk Boy," as he drove a milk wagon and was wholly unknown as a cycle rider until last Labor Day, when he broke the twenty-five-mile road record.

THIS BEATS THEM ALL.

CHEYENNE, WYO., Dec. 16.—It is claimed that the fastest mile ever ridden on a bicycle was made here today by Charles Erswell and John Green, on a 38-pound tandem geared to 96. A thirty-mile wind was blowing on their backs and the team covered the mile unpaced, with flying start, in 1:17⅕.

A WOMEN'S SIX-DAY RACE.

NEW YORK, Dec. 16.—A six-day bicycle race, open only to women, will commence on January 6 at the Madison Square Garden, William Harren having made a contract with the lessees for the purpose. The tournament will be conducted on the same line as was the long-distance women's race recently held in London, in which the winner scored 371 miles in twenty-four hours.

FRED A. L. SCHADE.

One of the speediest Class A riders in the south is Fred A. L. Schade, who hails from Herndon, Va. He is at present a student at the Columbian University at Washington, D. C. He was first heard of at Charlotte, N. C., on May 21, 1895, when he rode a dead heat with George N. Adams for the championship of the south. Since that time he has won forty firsts, seven second, and eleven thirds. Schade holds the half-mile, the one-mile, and two-mile southern Class A competition records. Among the good men whom he has repeatedly beaten are R. V. Connerat, Claude Leatherbury, and George N. Adams. Schade rides a Columbia.

A cyclist in the west has made a suggestion which all bicycle makers would do well to follow. It is that the saddle-post be graduated into inches and quarter inches, both longitudinally and vertically, so that the owner will have no difficulty whatever in readjusting the seat to its most comfortable position after it has been altered to accommodate some other rider. We all know how difficult it is now to get the saddle back into exactly the same position in which we are accustomed to use it, and yet nothing would be easier than to readjust it if the sea t-post was graduated as suggested.

FORMING A PROFESSIONAL CIRCUIT.

SPRINGFIELD, MASS., Dec. 13.—"Senator" Morgan was in town this week in the interest of a syndicate of well-known sporting men with a scheme to establish a professional bicycle racing circuit. Although no names are mentioned, Mr. Morgan says that a number of prominent men in the city were willing to enter heartily into the plan. He expresses confidence that all the Class B men will merge into professionalism another year. He believes that such races as aroused enthusiasm to the highest pitch in 1884 and 1885 could again be had in this city under professional control. Morgan expects to secure, besides famous European riders, Zimmerman, Bald, Johnson, Sanger, and other fast men in this country. A. G. Spalding is understood to be one of the chief promoters of the project. Morgan went to Hartford from this city.

Opinion is Divided

as to the effect of strictly professional racing upon the annual tournament of the Springfield Bicycle Club, which is given under L. A. W. sanction. It is not generally believed that the two would conflict, unless the professional circuit was so arranged that the professionals would be unable to attend the bicycle club's meet. With Zimmerman, Bald, Sanger, and Tyler in the professional ranks, one or more professional races are almost a necessary adjunct of the tournament. The old-time favorites still occupy first place in the hearts of local enthusiasts, but it is questionable whether Springfield audiences will ever take as kindly to

An Entirely Professional Meet

as they have to the bicycle club's annual tournament, in which both amateurs and professionals are recognized. In by-gone days Springfield has fostered amateurs such as Hendee, Nelson, Graves, and at one time Harry Tyler, a fact which may account for the hold which amateur racing has secured in this part of New England. The great objection to professionalism which local lovers of cycling express is the fear that the same methods which have killed horse racing in certain sections will creep into bicycle racing.

MASSACHUSETTS DIVISION AFFAIRS.

BOSTON, MASS., Dec. 13.—Boston's boys are lively just now. All the social gayeties are at full swing, and what with Chinese nights and riding parties and broken bowling scores, and all that sort of thing, Boston is a pretty giddy sort of town just about now. But in the midst of the gayety her politicians have a chance to do some good for the League in the way of wise legislation. The regular quarterly and annual meeting of the Massachusetts board of officers of the L. A. W. division was held last Wednesday evening, with Chief Consul Sterling Elliott in the chair. There were forty-seven members present and thirteen proxies. His report was substantially as follows:

The largest membership which the Massachusetts Division ever had was at the close of March, 1894, when we had enrolled 6,297 members. Of these there were renewed during the summer and fall of 1894, 3,999, or about 63½ per cent. To these renewals were added 1,338 new names, so that at the close of last March we had a total of 5,337, or a little over 84 per cent of the former year's membership. Of that 5,337 we have renewed 3,459, or about 64¾ per cent, a gain of 1¾ per cent in renewals over last year. The total number of new names received to March 31 of last year was 1,338. The new names received this year to December 1 number 2,459, or a gain of nearly 84 per cent, with 3½ months yet to hear from. Of the new names received 815, or about one-third, have been sent in by local consuls. It is my belief that a considerable proportion of these names may be credited to the cash prizes which we offered. The total amount received by the division in fees from new members put in by local consuls is $1,100.25. The total amount of the prizes is $200, the money being divided in accordance with a circular sent out from my office last spring. The division had no unpaid bills December 1, and, as will be shown by the secretary-treasurer's report, had a balance on hand of $1.450.17.

I would recommend the appropriation of $200 for prizes next year, to be divided among the fifteen consuls who will send in the largest number of new names and renewals. I am in a position this year to give more careful attention to the duties of the office of chief consul, beside being better informed as to what should be done, and I will certainly make an earnest effort to deserve the confidence you have shown in re-electing me.

Routine reports were read and accepted from the various committee chairmen, showing the division to be in a very prosperous condition.

The Election in Lynn Resulted in a Wheelman's Victory,

Representative Jackson, of that city, reporting to the board that twenty-eight out of thirty-six members of the city council were indorsed by his club as men favorable to good roads. George A. Perkins made a speech against the proposed Potter amendment to the national constitution doing away with racing, and it was voted that the Massachusetts Division did not approve of the amendment, and that her delegates on the floor of the assembly would vote against it.

The motion of Chief Consul Sterling Elliott to do away with the proxy system was informally carried, but lost on a formal vote. The A. C. C. will conduct the spring division meet May 30. It was voted to so amend the constitution that there will be a midwinter meet in the shape of a huge entertainment, or something of that sort. Secretary-Treasurer Peck was voted a salary of $500. The following were elected as delegates to the national assembly: L. H. Adams, Springfield; J. S. Dean, South Boston; W. C. Dillingham, Malden; J. J. Fecitt, Roxbury; C. W. Fourdrinier, Boston; A. G. Frothingham, Boston; Fred I. Gorton, North Attleboro; Fred S. McCausland, Somerville; A. K. Peck, Boston; C. G. Percival, Boston; H. W. Robinson, Charlestown; N. W. Starbird, Malden; Allen W. Swan, New Bedford; Spencer F. Williams, Malden.

ADVERTISEMENT.

SUMMARY OF BALD'S WORK.

The close of the national racing circuit, bringing with it the termination of the season for competitive work in 1895, presents opportunity for the comparison of results and averages which can not help furnishing much food for reflection. The most remarkable developments, however, are those for which E. C. Bald, of the Columbia team, is responsible, and which earned for him the title of "Cannon Ball." Incidentally Bald's performances on the track, in connection with those of Calvin Paxson, of Buffalo, on the road, have demonstrated beyond all shadow of doubt that there is nothing speedier than the Columbia equipped with Hartford single-tube tires.

A most remarkable feature of Bald's work, aside from his ability to win, is the splendid average in time made, and a brief resume of his season's work should prove interesting. In mile events, which seem to have been his favorite distance, and of which he has won thirty-six of the fifty-five in which he started during the season, his time averaged exactly 2:10½ for each of the thirty-six races, and is certainly unprecedented. His fastest mile was 1:55⅕, at Denver, on October 18, and his slowest 2:32⅖, at Waltham, on September 14. During the season Bald has competed in 102 races, winning 63 of these, 53 on the circuit and 10 off the circuit. He has won 19 second prizes and 11 third prizes, finishing fourth five times, and fifth only once. In half-mile events he was proportionately less fortunate than in mile races, winning 12 out of the 21 in which he competed. Bald's list of winnings includes three of this year's national championships—the quarter and half miles, won at Asbury Park, and the one mile at Denver. Three times during the year he has held the world's competition record for the mile, bringing it down on successive occasions to 2:04, 1:58⅕, and 1:55⅕. In addition he holds state and local records too numerous to mention, and his work during the season, reviewed as a whole, is certainly the most remarkable ever achieved upon the racing path.

TRADE DISCOUNTS.

A Columbia agent soon learns to recognize the wisdom of the old saw relative to the slow shilling and the nimble sixpence. It is a well-known fact that the discounts on Columbia bicycles are the smallest of any in the trade. The agent knows, however, that he is buying his goods at the very lowest market price, but is willing to accept a smaller discount on the Columbia because he immediately discovers that the quantity of his sales is greater than can be effected in handling any other make, and he has the additional guarantee that not only can no one undersell him, but that it is equally impossible for any other dealer to obtain Columbia bicycles at lower prices than he himself pays. Columbia quality is the standard. A greater discount is only obtainable by the sacrifice of quality of material, of care in manufacture, of rigid inspection in assembling, of thoroughness in finish, and of the hundreds of other items that go toward establishing the enviable reputation the Columbia has obtained. Hence it is that the Columbia agency is sought after instead of the company seeking the agent, for Columbias are easy sellers. There is no one who cares to contemplate a stock that requires unusual effort to move. In the same connection the reason is not far to seek why Columbia agents are sought after by other manufacturers who desire to follow the path of success, which is, at best, a narrow one. While the subject of discounts is of vital interest to the agent, the quality of the discount is of much greater moment.

A STANDARD PRICE.

It is small satisfaction to the purchaser of any commodity to discover after he has made his purchase that it was possible by patronizing some other dealer to have secured the same article at a reduced price. Such a condition of affairs can only result from illegitimate practice on the part of some one either directly or indirectly concerned in the sale of the goods. Either the wholesaler discriminates in favor of one agent over another, or else the agent himself sacrifices part of his profit by sharing his commission with the buyer. In either event such practices are not calculated to promote wholesome conditions of trade, nor are they liable to bring either the seller or the article sold into good repute.

There is therefore an ironclad agreement between the Pope Mfg. Co. and its agents that under no circumstances whatever is a Columbia to be sold for less than $100. Consequently, when a Columbia bicycle is purchased at any one of the Columbia agencies the buyer knows that he has received exactly the same treatment from one agent as he would from any other, or directly from the Pope Mfg. Co. itself; and he knows, moreover, that Columbia reputation for honesty and square dealing has guaranteed him value for value, and he feels satisfied that he has expended his money to the very best advantage.

EASY TO REPAIR.

The simplicity of the Hartford single-tube tires is only equaled by the simplicity of the method of repairing them. A temporary make-shift is unnecessary, as a repair once made—which occupies only a few moments with the use of the Hartford repair kit, furnished with each pair of Hartford single tubes—is permanent, and does away with the spectacle of a rider returning to town with a punctured tire done up in rags. And if, by some oversight, the repair kit should be left at home, a piece of chewing gum and a few feet of tire tape, or a handkerchief, will keep the air in until you can get your tools.

The French cycling papers say we are on the eve of great changes in bicycle saddles. It has been found, so they claim, that the point or pommel of the present style of saddle is more dangerous and injurious than useful or necessary, and they predict that this part will be entirely missing on the ideal cycle seat to come, which will doubtless be broader and much more comfortable.

The Standard Tires

Hartford Single-Tubes

The quality and satisfactory service of HARTFORD Single-Tube Tires have convinced almost the whole cycling world of the wisdom of the Single-Tube method of construction. For durability and scientific making Hartford Tires have no equal. They are standard.

WILL YOU USE IMITATIONS
BECAUSE THEY ARE CHEAPER?

The Hartford Rubber Works Co. Makers of Hartford Single-Tube and Dunlop Tires.
HARTFORD, CONN.
100 Chambers St., New York. 335 Wabash Ave., Chicago.
Dunham, Carrigan & Hayden, San Francisco. Elastic Tip Co., Boston.
Supplee Hardware Co., Philadelphia.

RACING QUESTIONS.

Indications that Makers Will Have Nothing to do with Professionalism—Teams Certainly Good Advertisements.

What will be the attitude of the makers toward racing another season? is a question that is being asked every day. This is being answered daily by new clews, which, when followed up, show a greater inclination to push this branch of advertising than ever before in the history of the sport. Is it going to be professionalism or Classes A and B? is another question that is anxiously asked; and this is also being answered strongly from day to day by rumors, cross rumors, and actual facts.

The racing men have decided to a man in favor of Class B. This, of course, leaves the professionals out of the question altogether. They have been asked the questions and have answered for Class B. Why? Well, for the reason that they know the side on which their bread is buttered. This is not the expression of the writer, but of a man who knows the business from head to foot.

Does this Class of Advertising Pay?

Does racing benefit the business of cycle selling? are questions that are also being answered by the enthusiasm of some in the racing business, and by the reluctant way in which others go into it. This very same reluctance shows that it is good advertising for some and that others follow because they feel that they must. It is a noticeable fact that many new wheels have come onto the market and by the advertising of racing teams have been placed in the front ranks, their agencies sought for by prominent firms all over the country, and all because the wheels are kept before the world as they are by these racing teams. Advertising with a racing team does pay.

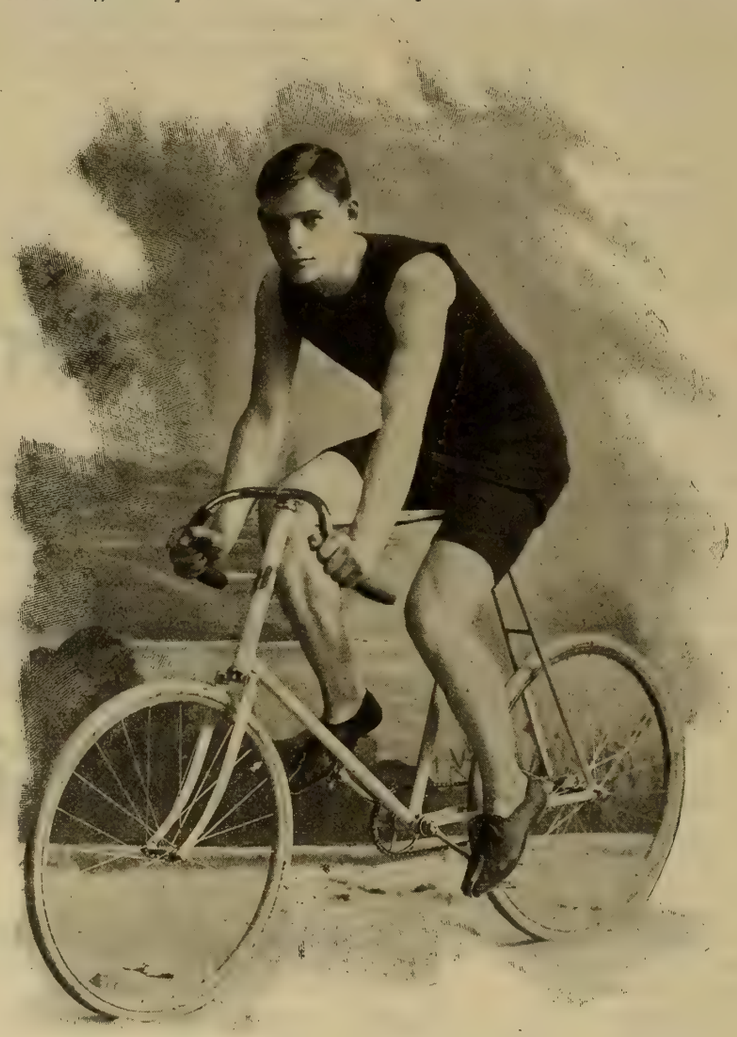
An illustration of

The Attitude of the Makers Toward Professionalism

is furnished by a prominent B-ite who jumped into the professional ranks last spring. This man asked the representative of a prominent manufacturer for a wheel to ride and was told that he could have two "for $150" and that the manufacturer would "loan him the trunk to carry the wheels in."

"But I want a salary for riding," said the rider, who was told that "the Cycle Board of Trade does not employ professionals." "What kind of a box have I gotten myself into?" said the pro and "Dad" smiled. Later in the season comes the announcement by a prominent man in the Cycle Board of Trade as follows:

"I see that the men all say that Class B will be their class next season. They are wiser than they think and must hold to their determination at all hazards, for that is



P. J. Becker, of Denver, Holder of the Class A, Paced, Mile Record, 1:54 3-5.

Their Salvation in the Racing World."

As straws show which way the wind blows, so do all these little things show the disposition of the makers toward racing another season.

Several of the makers have ordered new teams to the coast for the winter and are seeking to develop new men for the coming season. The colts are being sent out to pasture for a time, but that pasture is in a place where they can be seen and watched. In the earliest springtime these men will be placed on some one of the many new tracks in the southern part of California and will there be developed for the coming season. They will ride on the road for a time to bring out their muscles and will then be given months of systematic track work. This does not show that the makers want to withdraw from the racing field, but does show that the field

Will Have More Men Next Season

in it than ever before. New tracks are being built all over the country and preparations for the national circuit are already under way with the idea of covering even more territory than during the present season, but with more economy. Economy of space and economy of time are needed. Eight new makers at least have been in the field with offers to the men. Manufacturers have signed men for the Morgan & Wright team, which will be larger than ever. Class A men who have been prominent in various sections during the past season are preparing for a southern trip for training and will enter the circuits, unsigned, at the beginning of the season, knowing full well that should they prove to be fast enough for company of the first class that no maker will allow them to suffer.

California has put a bid in for the start of the national circuit and also wants to have

The Finish of the Circuit

and will bid for the record breaking end of the game another season. Meets have been given this season that in most cases have paid good money. It is certain, therefore, that we shall see racing on a broader scale another season, covering a wider area and starting earlier and continuing fully as late in the season as has been the case the present year.

The agitation in the cause of the men known as second raters on the circuit, and the agitation for class racing are gaining friends, and letters are received daily from makers and from racing men asking that the good work be continued. The manner in which the prizes of the year have been divided, or rather not divided, has brought to the attention of the public and prominent men more forcibly than ever the need for a change in this particular. When four or five men can go out in a season and take one-half of all the prizes,

Something is Lamentably Weak

in the way that the races are conducted and some one is getting the worst of it. Men are plentiful but, in the words of one manufacturer, "We are trying to get Bald, Murphy, Cooper, or Cabanne and if we can get one of these men we will have a team." This maker would not speak in this way were races to be given that by their class would bar men like Bald, Murphy, Cooper, Cabanne, and a few others. It is this way! If a class race is to be given that will bar Murphy and Bald, it is but necessary to call it a 2:00 class, and if to bar others, a 2:05 class. Not to say that the more prominent men are to be barred out of the races altogether, but that they are to be given one open race a day and one that

Will be an Invitation Affair

and to which only a field of the most prominent riders will be invited. In many ways this running of class races and of invitation affairs will keep down the number of heats and will shorten the programme. It is the time to think of all these things now, when some steps may be taken to rectify the errors and when it can be done to a certainty. Meet promoters are naturally anxious to see the more prominent men ride and will give a list of races that will allow them to ride in all. This bars many men. During the past season but four class races have been run in Class B, one a two mile, and three one-mile events. The latter three were crack races and excited interest sufficiently to warrant the running of others of the same character. With more class races and less open races, the cracks would be seen in the handicaps and a handicap is often the most interesting race on the programme.

Makers are Beginning to Realize

that the best advertising to be secured from the racing men comes through the agencies in various parts of the country, the agent using the doings of the men of the team riding the wheel he represents very strongly in effecting a sale. It is the truth that old riders like to ride a wheel that is fast, and admittedly fast, and a wheel that is being shown to be fast by the work of a team on the track. It is a fact that numbers of the very old timers like to say that the wheel they are riding is of the same make that so and so rode when he won that great race last year, last week, or last month. Agents find that the doings of the racing men riding their wheel is of the greatest interest to their customers. In Los Angeles, southern California, riders of the Stearns wheel know of all the winnings of Kiser, the Johnsons, and others. Spalding riders speak of the doings of Titus and Cabanne. Columbia riders are conversant with all the noted winnings of Bald, and so on with all the teams. This is found to be true in all parts of the country.

With one of the prominent makers the advertising of the doings of his

DO YOU KNOW

That the saddle is the most conspicuous part of the bicycle and that, no matter how well your wheel looks, a crude saddle will spoil it all?

THE MESINGER SADDLE

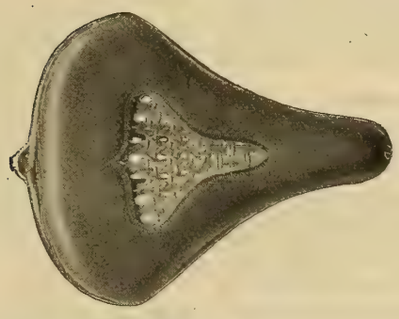
will keep up the reputation of any make. It's chic, fin-de-siecle, reliable, handsome, and avoids all the injurious effects of ordinary saddles.

MEN'S



BOYS'

WOMEN'S



GIRLS'

IT COSTS A LITTLE MORE BUT !!!

Rattan first, to make the seat firm but elastic; then felt, to soften; then leather, to waterproof and make durable; and a "V" shaped aperture cut through both felt and leather to relieve any injurious pressure.

Samples sent on 10 days' approval at our expense.

HULBERT BROS. & CO.,

26 West 23d Street, - New York City,

Manufacturers Firearms, Majestic Bicycles, Sundries, and Sporting Goods.

team in the cycle papers was out of the question, so he said, and further said that the papers' reports of the doings of those men was a constant source of advertising. The maker adopted the plan of show-card writing and these prettily gotten-up cards were sent broadcast to the agents in the country who took delight in placing them on the walls of their sales rooms. These carried weight with numbers coming in to look at wheels without a doubt, and the maker admitted that such was the case. But this maker did not organize a team the past year for the reason that he

Could Not Get Prominent Men

at the time when he wanted to sign his team.

This is another mistake made by makers, namely, the desire to sign none but the most prominent men. To the wheel that a man rides comes a deal of credit if that man has never been known on any other wheel of prominence while working his way out of the bulb. In other words, if a man is brought out a dark horse on a prominent wheel and steps into the front ranks, that wheel receives redoubled credit. This is not altogether a plea for the unknown racing man, but is a statement of the case as it stands today. The Rambler team of '93 was a case of this kind, for the stars of that team had never been widely known until they mounted the Rambler wheel. Agents are heard to this day bragging to customers that this and that prominent man started his career and first rode in the front ranks on the Rambler and that the wheel makes fast riders. Indeed the firm advertises the fact. Bald has always been known as a Columbia rider and other men have

Stuck to the Wheels That They First Rode,

which makes better advertising for the makers. There are numbers of green men today who can be brought out prominently with good training and who would go through the first course of development for their expenses alone. One maker has three of these men in California at the present time and will build up and develop them throughout the winter. All are good riders and have that quality of speed that is apparent to the naked eye of the man who knows. That all will come out prominent on the Yellow Fellow team next season is the prediction here. The plan costs little and the men are signed for a year, providing they come out good men.

F. Ed Spooner.

CYCLE SHOW CONTROVERSY.

The present controversy between the National Cycle Exhibition Co. on one hand and the president of the National Board of Trade of Cycle Manufacturers on the other hand demands a clearing up, a resume, a statement of facts.

About a year and a half ago the proprietors of the Chicago cycling papers made up their minds that the growth of the cycle trade in the middle, western, and southern states had been so great as to demand a cycle show in a city that was accessible to the majority of the trade in those sections and accordingly began laying plans for the giving of a cycle show in Chicago. Among the first moves was an application to the Board of Trade for a sanction.

This Application was Ignored for Months.

In the mean while the show had progressed, space had been sold, and it promised to far eclipse the New York affair. The need for a sanction or of help from the board was then gone.

The show was held. It was successful in every respect. When work was begun on the show for this winter the Board of Trade stepped in and demanded that it should be given under its auspices and sanction, and demanded for its influence 50 per cent of the profits. In making this demand President Spalding attempted to justify himself and the board by saying that under the wing of the board the promoters of the show could

Raise the Prices of Spaces

above those charged at last season's show, and thus divide the proceeds, and still have more money left than if they ran it alone and charged a fair amount for space. The statement made to him that it was not the desire of the promoters of the show to practice extortion and that they were not in the show business except in so far as they could serve the trade, had no effect except to make him imply threats of what would be done by the board in case the papers interested attempted to run counter to his wishes and pleadings to help and strengthen the board, and promises that in case that this was done that the papers would not be allowed to go unrewarded.

It was plain that the show would have to be run either under the sanction of the board or in square opposition to it, and

Rather than Precipitate a Fight

which might be avoided, and one which could do the trade no good, the promoters of the show decided to allow the extortion of Spalding's board to prevail. The result has not been satisfactory to the promoters of the show nor to the exhibitors therein, but no public scandal was made until Mr. Spalding plunged into print with criticisms of the promoters of the show and their methods, methods which he had forced on them and which he was solely responsible for.

The only excuse that Spalding could give for making these criticisms was the fact that when exhibitors at the show complained of the rules laid down for the management of the show, that they were told that the rules were those laid down by the Board of Trade, and that the promoters of the show were not responsible for them, and that the blame for faulty rules must be laid at the doors of the board. That such was and is the fact no one can deny. Moreover, Spalding was very emphatic in saying, when the agreement was being considered between his body and the show promoters, that the latter were free to throw the blame of all rules for allotment of space and conduct of exhibits at the door of the board, adding that the shoulders of the board were broad enough to stand all manner of criticism.

It seems as if he had changed his mind. He certainly has changed his tune. That, after all these statements, he should make the assertion in print that the prices charged for space were too high and try to excuse the board, seems little short of preposterous. Nevertheless he has done it. The only reason that we can find for such a course is that

The Roasting that He Received

from members of the trade got too much for him, and he felt called on to blow off a little superfluous steam even at the expense of those whom he forced into a bad scheme against their wishes.

It is not strange that the latter should not be willing to stand such unjust criticisms, and much less be cowed into silence by his threat to "call to account" those who opposed him. The direct result of his talk has been to lay bare the czar-like methods of the president of the National Board of Trade of Cycle Manufacturers.

Spalding plainly saw that when a bald statement of his actions was given to the cycle public that he would

Stand in no Enviable Light.

To detract from the force of these statements which he knew that he could not contradict, he was forced to the poor expedient of making the false claim that the promoters of the Chicago show were conspiring to disrupt the Board of Trade. The statement, when given fair consideration, was too ridiculous to be considered. He admitted he had no direct evidence of such a thing but that he had "reasons" to believe that they were so. He designated the editor of The Bearings as the chief conspirator, an honor beyond that hnmble person's deserts. The article that Spalding caused to be sent out

Could be Proven Libelous

in any court of law, and were the game worth the candle, the promoters of the show would not be slow to put the matter to the test.

The facts set forth above contain the sum and substance of the cycle show question. The result of the interference of Spalding and his board has been, directly, that exhibitors at the Chicago Cycle Show have been, compelled to pay much mo for their space than they would have been had the board kept its hands off, and indirectly, the same at the New York Show—for the one could not practice extortion while the other was run on an equitable plan.

A traveling bicycle salesman of France has introduced into the French Chamber of Deputies a petition praying that a law be created requiring a license of $200 per year for the privilege of wearing bloomers, every infraction of the new law to be punished by a fine of from $100 to $1,000, according to the wealth of the delinquent, or, in the case of non-payment, three months' imprisonment. This petition was registered September 17, and will be examined by the committee. The petitioner claims that bloomers are worn, not because they are comfortable, but to attract attention, and he does not ask that the wearing of them be prohibited, although they shock his modesty, but thinks they can be made a source of revenue to the French treasury, which is probably in need of some such help.



Editor J. M. Erwin's researches in anthropology at Atlanta.

After all, it is only the Class A rider who selects his mount strictly on the merits of the wheel itself, and when "Zimmy" McFarland, riding a MARCH, wins all the Class A events on the national circuit on the Pacific coast, it is evident that in the opinion of the California crackajack

The March, BICYCLES

ARE GOOD BICYCLES

and most of the western Class A cracks think so too. Among them "Fatty" Hewitt, Dan Whitman, the southern California favotites; R. G. Barton, the speedy Fresno man; Percy R. Mott, the Reliance Club flyer; Peter Metcalfe, of the San Francisco I. C. C., and Tom Wing, of the San Jose Road Club.

Here are some of the latest returns:

The Acme Club's ten-mile road race, November 24th last, was something of a MARCH affair—first four riders to finish being MARCH riders. In this event P. Lefevre captured first time and fourth place in 24:43, being remarkably good time, as he rode the entire distance practically unpaced.

Metcalfe on November 9th, at San Jose, half-mile paced in :58; world's record.

McFarland's mile, in competition at San Jose, November 8th, in 2:05; also a world's record.

McFarland's mile at Los Angeles, November 22, 2:10⅘; the same being world's Class A record on the quarter-mile track.

We quote from "On-the-Spot's" report of the last meet of the national circuit at Redlands, Cal., on December 4:

"The two-mile handicap, Class A, had eighteen starters, and was warm all through. McFarland, the scratch man, worked through the bunch, and well to the front. On the finish the peculiar sight was seen of four riders of one wheel, and all in well matched suits of pink, finishing in the first four positions. These were all MARCH riders—McFarland, Whitman, Hewitt and Wing, and all at the front of the entire field."

THE MARCH-DAVIS CYCLE CO.,

FACTORY AND OFFICE: WEST NORTH AVENUE AND WEST 44th STREET,

Or Hermosa Station on Chicago, Milwaukee & St. Paul R. R., Union Depot.

CHICAGO, ILL., U. S. A.

The March-Davis Cycle Co., 739 Market St., San Francisco, Cal.
The March Cycle Co., 431 South Broadway, Los Angeles, Cal.
Phillips & Buttorff Mfg. Co. (Southern Agents), Nashville, Tenn.
F. M. Smith & Bro. (Agents for Minnesota), St. Paul, Minn.

The Bearings
The Cycling Authority of America

The Mistletoe Bicycle

By Harold Quill



When Miss Virginia Maryland, of Boston, came to London for a protracted stay, her letters of introduction, coupled with the friends she made, soon sufficed to secure her welcome admission into the very best circles. We are somewhat exclusive, we English, and we are very great sticklers for formality in everything. We are also exceedingly conservative in our tastes, and possibly the most conservative people are those who take a strange delight in styling themselves radicals—but that by the way. So conservative are we that I have often noticed how habit rules one-half of our lives and formality the other half. But in spite of all this the pretty, bright, wealthy, and decidedly unconventional American girl made fast friends wherever she went, and even her best friend would have admitted that the popularity of Miss Virginia Maryland was such as to inspire no small feeling of jealous envy.

Before the young lady came to England she had learned the art of cycling, and was generally accounted a past mistress in the sport, reckoned by the light of her friends in Boston. But unfortunately when she left home she omitted to bring her bicycle, not realizing that cycling would be considered sufficiently correct by those with whom she anticipated coming into contact. But a very few days had elapsed ere she found herself quite undeceived, and within a week from her arrival a drive in Battersea Park showed a state of affairs that was not by any means unpleasing to the accomplished young wheelwoman.

On her own side Virginia was accounted a real heiress, and as a consequence monetary affairs did not trouble her very greatly. Accordingly the very next morning she ordered her coachman to drive along Holborn Viaduct where she desired to make a few calls. In one of the windows there was shown a most attractive bicycle enameled in a very pretty shade of olive green, and accordingly the young lady entered the store to chat things over with the courteous attendant. After looking one or two machines carefully over, she said, "I conclude your wheels are somewhat heavier than those on our side. Now I just want the very lightest wheel you can turn out, and I'm not particular about the price so long as the wheel comes up to my requirements. And, if you please, I will have it finished in green like that in the window, with fine gold lines and my initials, 'V. M.,' nicely painted on the frame."

The salesman took note of these instructions, and in due course the new machine was delivered, unpacked, and seen to be even more than up to expectations. It was light, rigid, splendidly finished in the pretty green enamel; the gold lining was capitally laid on, and the painting of the initials was universally admired, for the artist—evidently bearing in mind the instructions that the initials "V. M." should be nicely painted—had apparently taken a cue from the main enamel, and had formed the letters out of mistletoe leaves. It was, accordingly, quite natural that the young lady's friends should ignore the name by which the machine was generally known, and christen it the "Mistletoe Bicycle" instead.

The first time that Miss Virginia Maryland took the Mistletoe bicycle to Battersea Park she created quite a flutter in the dovecotes. Staid old dowagers were amazed to see a cycle ridden so perfectly, and flighty young ladies were exceedingly astonished, not to say envious. Yet so tactful was the pretty American girl that nobody could possibly be offended, and she rode for all the world as though entirely ignorant of the fact that the eyes of all cycling society were upon her. She was not, however, entirely blind to the true state of affairs, but at the same time she did not know that among the admirers of her riding and herself was a certain young gentleman who had just returned from a tour round the world extending over the past three years. This gentleman was no less a personage than Lord Frederick Fitzmaurice, who was heir to the earldom and the estates in Sussex and elsewhere. The young man had included Boston in his travels, and while there—traveling under the pseudonym of Mr. Fredericks—he had seen, and fallen in love with, the fair American heiress.

Now, it is common talk that penniless people with titles will sell their titles by marriage with American heiresses, and that American heiresses will buy titles by the same token. It did not seem good to the young man that his title should be bought in this way, for in truth he had small need of money, and merely desired to marry if he could meet with a woman whose love he excited, and who excited him to love. So, when he saw Miss Virginia the cynosure of all eyes, he bethought him what would be the best plan to adopt.

After considerable cogitation, formation, and subsequent rejection of plans he came to the conclusion that, as he had only very recently returned to London, his face would probably be unfamiliar to most of the best people, and that consequently his little scheme did not stand in much chance of discovery. Accordingly he left word that he would not be home for some extended period, and, donning an old suit of shabby-gentee clothes, he made application for appointment as one of the machine men at White's Club, Battersea Park branch. It so happened that there was a vacancy of this kind, and Mr. Fredericks was asked to present himself. His qualifications seemed fair enough, and his gentlemanly bearing made the committee conclude that he was just the sort of man they wanted.

"What causes you to seek such an appointment as this?" asked one member; "you have evidently had a good education. Can not you find something better to do? The salary is only small."

"Nothing better seems to offer itself; so that I can at least take this while the season lasts; of course provided you have no objection to this course of action."

As a matter of fact that was just what the committee wanted. So the engagement of Mr. Fredericks became an accomplished fact.

Before applying for the situation, the young man had been careful to ascertain that Miss Maryland was in the habit of stabling her bicycle on the club premises, and he thought that in this way he might be able to gain an audience without the disclosures of a formal introduction.

The plan succeeded admirably, and the young lady was quite charmed with the well-bred manners of the attendant, who always saw that her bicycle was spotlessly clean and in first-class going order.

"How is it that you come to be occupying such a position as this?" she asked one day.

"It seemed to be the best thing that offered itself," he replied, "and I am quite content."

"Then that is all right," she said, very pleasantly. "I can not quarrel with a contented man."

Time passed by, and the pair became quite intimate, considering their apparent relative positions. The young lady confided to him that on the morrow she purposed riding down to the house of a friend in the country, and he replied to the effect that as it was Sunday he was enabled to accept an invitation which would take him that way too. He also said that he was seriously afraid the Mistletoe bicycle would be unavailable, because something had gone wrong with the tire, and repair was beyond his skill; consequently it would have to be sent to the makers.

"But if you will allow me," he added, "and not think it too great presumption on my part, I shall be glad to escort you to your destination on a tandem—for I think I know where a nice one may be procured. Many a lady is accompanied by her groom, you know," he continued apologetically, "and though as yet the groom rides a different machine, yet no doubt in a very little while he will be accommodated on a tandem. When out driving, the groom does not ride upon a different carriage."

The young lady thought over the situation for a moment, and then replied, "I am sure it is very kind of you to make that offer, and I shall be very glad to avail myself of it. I would not miss the ride for anything."

Thus the outing was settled, and the same afternoon the young man purchased the best tandem he could find, and set about acquiring the knack of its steering. This was soon accomplished, and the next morning he rode round to Miss Virginia's house as per appointment.

The lady was found to be ready and waiting as, promptly at the time appointed, he rang the bell. She had never looked so nice before, he thought; and for her part she imagined that his appearance was rather a credit than otherwise, for he was clad in new clothes of a darkish brown which quite harmonized with her own attire.

"What a beautiful tandem!" she exclaimed rapturously. "Wherever did you manage to get it?"

"Oh, some friends in the trade obliged me," he said.

"Then you had to hire it. Whatever did they charge? Do let me pay."

"They are charging me no hire at all. And if they were I should not accept anything. You are my guest for this ride, if I may presume to say so. Believe me, I do not mean that offensively."

"Oh, I'm quite sure of that. You are very kind, indeed, even to an American girl who is accustomed to be chivalrously treated by every one of the opposite sex."

"Yes, I have noticed that is the case."

"What, have you been in America, then? In what part? Have you been to Boston?"

"Yes, I have been there. Don't you think Commonwealth Avenue a fine thoroughfare?"

"Yes, very. But it does not, in my opinion, rival Beacon Street, where I live."

"Is that in Boston?"

Have you seen the 1896 Advance
Catalogue of the.....

Pope Manufacturing Co.?

It gives the buyer the option of

Dunlop Tires

...on all...

Columbia Bicycles

A tire that receives the continued indorsement of the trade
must be a good one.

The American Dunlop Tire Co.

504-506 W. 14th St., New York City. 302-304 Wabash Ave., Chicago.

36-38 Lombard St., Toronto, Canada.

We exhibit at the New York Cycle Show, Stands 230 and 231.
At the Chicago Cycle Show, Stands 142 and 143.

"Sir," replied the young lady proudly, "Beacon Street *is* Boston."

They rode along in silence for some time after this, when the girl suddenly asked, "How far are we from our destination?"

"About ten miles, I should think. Do you not know the road?"

"No," she said, "I have never been over it before."

"Well," he answered, "it is a very lonely way over a bare, monotonous heath."

The words were hardly out of his mouth where there came an ominous hissing from the back wheel, the machine wobbled, and both riders fell. The young man quickly raised his fair partner up, and she thought he grasped her hand in rather needlessly ardent fashion; and when he offered her his handkerchief she noticed that this was of silk.

"I must humbly apologize for my carelessness, Miss Maryland," he said, "but the fact is that I am quite unused to tandem punctures. Now, the question comes, What are we to do?" As he said this, an idea shot into his brain and he smiled.

"I do not call it a laughing matter," she said; "can you repair the damage?"

"Well, I somehow think my skill will be able to satisfy all demands upon it in that direction. But that is not all. I do not propose to repair the damage yet awhile. Let us sit down and talk it over."

"Sir," she said, "you evidently forget yourself."

"Yes, I am afraid I do. But I'm in a mess, and I mean to get out of it as best I can. I don't intend to repair that tire till we have had our talk."

"Then, I regret to say, Mr. Fredericks, that I shall walk on and leave you to your talk alone."

"Yes, I thought you would say that. But ten miles is a long way, the heath is very lonely, and when last I passed it—a week ago—there were several encampments of gipsies. They are likely to be even more presumptuous than I," he said, with half a smile.

"Ah," she said, "you have the game in your own hands. It was shameful of you to act so."

"Not at all. Could I help the tire going wrong?"

"No, I don't think you could."

"Then don't accuse me of sins you know I have not committed. I have plenty else to answer for."



"I shall walk on and leave you."

"I had no idea of doing so. But, Mr. Fredericks, do please mend the tire and let us get on. I will promise to forgive all your sins if you will."

"Now, I take that to be very kind of you. It shows quite a good feeling on your part. Only one thing remains."

"And what may that be?"

"Do not call me Mr. Fredericks. Call me Fred."

"I could not think of doing such a thing. It would not be right."

"Oh, yes, it would. You call me Fred, and I will call you Virginia, so that we shall be quits. Of course, it will only be done when there is no one else to hear."

"Well, on that distinct understanding, I will consent. And now, Fred, do fix up that tire and let us be going."

"Certainly, Virginia, now that you ask me so pleasantly."

In less than ten minutes the tire was right. And when the machine was quite ready to be ridden, he said, "What does a young man deserve who executes the bidding of a lady fair?"

"I'm sure I don't know," said she.

"Then I can teach you that. The usual reward is a kiss. Will you give me one?"

"Certainly not," she said indignantly.

"Very well, then the ten miles will yet remain, for the tandem does not move from here."

"Oh, this is monstrous!" cried the young lady. "I will bear it no longer." And she walked rapidly down the road.

"It will soon be getting dark," he said loudly enough for her to hear, "so you'd better mind the gipsies."

She came back. "It's not fair to treat me like this," she said, and tears half filled her eyes. "It's taking a mean advantage."

"I've not any desire to be hard," he replied. "But I've done one thing at your bidding and am prepared to do the other—for a consideration. Will you agree?"

"Fred," she cried, "come and put me on to the machine, and cease your fooling."

There was that in her tone which gave the young man encouragement, and as he helped her to the saddle, somehow their lips met.

They rode awhile in silence, and at length Fred asked, "Where are you exactly going today?"

"To the Castle," she replied.

"Now that is very strange. I am going there also." And he mentally noted that Sir William was an old friend of his father.

"Indeed!" she cried, surprised in spite of herself.

"Oh, it's all right; I won't ask you to introduce me. But I know some of the people downstairs—at least I have met them before."

"And you will probably boast to them of having kissed me. Oh, this is disgraceful!"

"Yes, I think you have guessed it correctly. But you have it in your power to seal my lips. One kiss will do it."

"I think it very unfair to take advantage of me in this way."

"Am I so very repugnant to you, then? If my station were not so very different from yours, might I hope that you would not entirely object to giving me my bribe for silence?"

"What is the use of talking of that? We must deal with what is, not what might be."

"But I insist upon dealing with the might-be. I will, however, only ask whether I am distasteful to you?"

"No, I can not say that, else I would not have accepted your offer to come for this ride."

"I was overlooking that rather obvious fact. But, joking apart, will you consent to seal my silence in the way indicated?"

"I suppose I must," she said. "But wait a minute. Would you not consider it cowardly to betray me?"

"Not at all; that you have kissed me is something to be very proud of."

When they arrived at the castle the porter at the gate admitted them graciously, and touched his hat to Mr. Fredericks.

"Fred," said the young lady sharply, "what did the porter mean by that?"

"Only that he had seen me before, my dear."

Miss Virginia Maryland blushed deeply, but she made no reply.

They stopped for a moment under the shadow of a great oak tree near the house, and then the young lady said, "We understand one another now, then, and you won't tell?"

"Not until you allow me to do so, dearest."

They went up the steps together and were bowed admittance. Presently Sir William came forward: "So pleased you've come, my dear Miss Maryland, and the very idea of your riding down on the tandem! Do you two understand one another?"

Lord Frederick Fitzmaurice replied: "I offered to escort Miss Maryland, as her own bicycle was damaged, and she was very desirous of coming down by road."

"And have you enjoyed the trip?" Sir William asked.

"Immensely," replied the young lady instantly.

"Good!" said Lord Frederick to himself.

A fortnight afterward Miss Virginia Maryland was the chief Christmas guest at the Towers, Lord Frederick's country seat.

"Will you allow me to tell the world now, my love?" he asked.

"Certainly, dearest. Only you must not omit to mention that the real cause of all our happiness was the Mistletoe bicycle."

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A NEW FRENCH CYCLE UNION.

The appearance of the manifesto of the Union Cycliste de France has caused much comment in the French cycling world. It is said that the French cyclists were waiting for this *coup d'etat*, and that the necessity arising from the confusion in the Union Velocipedique de France was quickly comprehended, and is the reason for the new league.

The new federation will be based purely upon cycling as a sport, existing only for sport, which is so important today that the federation must be successful. The following manifesto was issued:

"In view of the present state of cycling in France, it seems to us that the moment has come to separate touring from sport, and to assure to the latter its autonomy.

"To Provide for its Destiny

we have resolved to make an appeal to all those who should be interested—federations of different regions, cycle track managements, racing associations, and independent wheelmen.

"It also appears to be desirable to recognize a special class of records on a covered track.

"Such, in general lines, is the plan which appears to us to respond to the immediate needs of French cycling sport."

Crimson Rim Glints

Two Sycamores spun to win in Cheyenne, Wyo., recently, and the records they made will never be forgotten by the public. Think of going a mile in 1:25. John Green must have made his wheel tremble when covering the ground in this lively fashion. He had a flying start but was unpaced, and has to his credit the fastest mile ever ridden.

The Standing Start

mile record also took a fall. Charles Erswell was up and he did nobly. Erswell rode without pacemakers in 1:40. League officials were on the spot and no taint is left on the best records ever made. The Crimson Rims they rode were responsible to a large degree for the meritorious performance, and these two incidents illustrate their speed qualities.

There is but one Crimson Rim--
It is THE SYRACUSE!

Green and Erswell's straightaway records were made on Palmer Tires.

New York Cycle Show,
Spaces 47, 48, 49, 50.

Chicago Cycle Show,
Spaces 174, 175, 176, 177.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Southeastern Agents,

Supplee Hardware Co.

Philadelphia, Pa.

CYCLE SHOW HISTORY.

The First Show was Held Five Years ago in Philadelphia—Description of the Successive Exhibitions to the Present Time.

How very few of the many people who will attend the coming cycle show at Tattersall's know from what a small beginning this mammoth trade enterprise has grown. It will seem almost incredible, when gazing at the seemingly endless number of bicycles and parts grouped together in this spacious building and the annex in tasteful and attractive forms, revealing mechanical ingenuity and skill that was almost thought impossible, and representing millions of dollars in capital, that the first real cycle show held in America was launched only five short years ago at Philadelphia, in a hall scarcely a tenth the size of the main building that will be the scene of this winter's display, but which was yet amply large for the demands made upon it. No better indication than this could be pointed out to show the tremendous strides the bicycle industry has made in the last half decade.

A Resume of the Shows

that led up to the exhibition, which in magnitude and magnificence will eclipse anything in its line ever held before, can not be other than interesting, for never in the wildest dreams of its most sanguine projectors was it thought that the humble display of wheels in 1891 would develop into the vast proportions of the display to which we will be treated next month.

To Thomas Hare, president of the Century Wheelmen, of Philadelphia, is due the honor of first suggesting the advisability of holding an American cycle show, and with many misgivings Horticultural Hall, since destroyed by fire, was engaged for the week of March 2, 1891, and the various makers were invited to display their wares. In all, about twenty spaces were occupied, which was really all that the place could stand. It was highly successful in every way. The public was attracted, so that it

Excited Fresh Interest

and vastly helped the local dealers; the members of the trade were for the first time brought into close relationship, and the many benefits that would undoubtedly accrue from these yearly gatherings were at once so apparent that many wondered why the idea had not been thought of before. A committee of the Associated Cycle Clubs, with Thomas Hare as chairman, had so creditably managed the affair that the exhibitors almost to a man signed a paper agreeing to hold another show in Philadelphia the following year, and the experiment was voted an undoubted success.

Strange as it may seem, in looking through the quite elaborate catalogue of exhibits, not a single illustration of a wheel with pneumatic tires is shown, every one being fitted for the most part with cushion or solid rubber tires, the only air-shod bicycle in evidence in the book being a half-tone reproduction of "Kirk Brown and the first pneumatic wheel in America." The machine in question was a New Rapid, which was looked on a comparatively few months before as

A Veritable Curiosity.

A few pneumatics were on exhibition at the show, however, a Starley Rover weighing about 42 pounds being regarded as a marvel of lightness, and the man who had charge of the Rover exhibit was thought to be risking his neck when he rode about the streets on this featherweight(?). By the way, some of the cuts in the old catalogue have a decidedly interesting appearance when looked at nowadays. One represents Zimmerman and Taxis on a drop-frame Quadrant tandem, with solid tires, on which they had made a record of 14:32 for five miles; another one is a picture of the start of a race at Brotherhood Park, the contestants being Zimmerman, Wilhelm, and Taxis, the first two on Stars. The writer remembers the contest well, and it was for blood. A picture of the Murphy boys, with a solid-tired Ivel tandem, also adorns the pages of this old relic. In those days "Billy" was king pin, and "Brother Charl" was used only for donkey work. It is with

A Feeling of Real Veneration

that we turn the pages of a book only five years old, containing within its covers the history of an industry that in those days was a mere fledgling, but which now is among the most important of the globe.

The second show was also held in Philadelphia on the 15th of February, 1892, in Industrial Hall, which afforded the greatest available floor space in the Quaker City. By that time cycling had, through the improvements in machines and tires, received a fresh impetus, and the A. C. C. cycle show was an event to be looked forward to. Great interest was manifested, and the attendance was so large that the projectors cleared a handsome profit. There were seventy-eight stands, and so great was the demand for room that many applicants had to be refused. At that time improvements on the old "rag" Dunlop tire were being eagerly sought, and many were

The Freaks Shown,

a few of which still survive, although most of them have gone into such articles as are made of reclaimed rubber. During the last days of the week John Palmer came with his self-healing tire, and, to the astonishment of those present, performed for them the seemingly impossible feat of puncturing the rubber without causing any corresponding escape of air. He won the day. His tire was the talk of the show, and for the time being all others were pushed into the background; but actual practice proved that it needed improving, and it was some time before the tire, that has since made a fortune for its inventor, was on the market.

This show of '92 marked the beginning of the breaking away from the many curves and furbelows that were thought so strictly necessary in the frames of safety bicycles in the past. The diamond frame with its straight lines was soon seen to possess more strength than the others, besides allowing a greater

Reduction in Weight,

and the cutting down of wheels from 30 to 28 inches was universally acknowledged to be a good move. Again the show proved a financial and artistic success, and although not held with any other idea than that of advancing the interests of the trade, a handsome profit was realized by the management.

Every one in the trade remembers the show of 1893, which it was thought at one time would have to be abandoned entirely because of the lack of a suitable hall. In vain did the committee scour the city in the hope of discovering a place large enough for their purpose, but to no avail. They finally came across an old market-house down on 5th Street, in the business section of the town, that was about to be torn down to make room for the contemplated new Bourse Building. In sheer desperation a deal was consummated with the owners, and the work of making the structure suitable for their purpose began.

It was a Herculean Task,

but the men entrusted with its performance did it well. The old stalls were all removed, platforms were laid, a stage was built for trick riding, etc. A gallery was erected, and a large steam-heating apparatus was put in; electric lighting had to be introduced, and many details that were never dreamed of had to be looked after, so that the A. C. C. found they had a job of the greatest magnitude on their hands. One not familiar with the details of obtaining the building and making it fit for occupancy can scarcely appreciate the difficulties it was necessary to overcome before the place could be finally put in proper condition for the exhibition. Some of the old tenants were in the building up to within three days of the opening.

Finally, on January 4 (by a strange coincidence the same date as this year), notwithstanding the disadvantageous circumstances attending it, the show opened its doors to exhibit

The Greatest Line of Bicycles

yet shown in this country. The weather was intensely cold, it being the most frigid spell in the history of the city, and this, of course, affected the attendance, which was so poor that, combined with the enormous expense to which the promoters were subjected, made the enterprise a financial failure. In all other respects, however, it was undoubtedly a success, and the committee had the satisfaction of knowing that it had kept its word with the trade and provided, to the best of its ability, a place in which to hold what had now become one of the recognized features in the cycle business.

In all, 158 stands were occupied, and, as is always the case, some of the late comers had to be refused space in the show on account of the lack of room. No startling novelties were shown, although

The Chainless Safety,

in a crude state, was one of the new things, but, on account of its rough construction, very little was thought of it, and this form, the Bradley, has since been abandoned.

It had now become very apparent that unless Philadelphia could secure a place sufficiently large and possessing all the conveniences necessary for the carrying on of an exhibition of this character she would lose the annual show. The new building, on the plan of Madison Square Garden, that had been promised, did not materialize; no hall in the city was large enough to accommodate the vastly increased needs of the trade, and to top it off the New York management expressed their intention of holding a show themselves. This almost led to the entire abandonment of the idea, but so much pressure was brought to bear on the Associated Cycling Clubs that they resolved to once more make the effort, and Saturday evening, January 27, 1894, the opening of the last cycle show that would ever be held in Philadelphia took place. The show had begun to be looked upon as

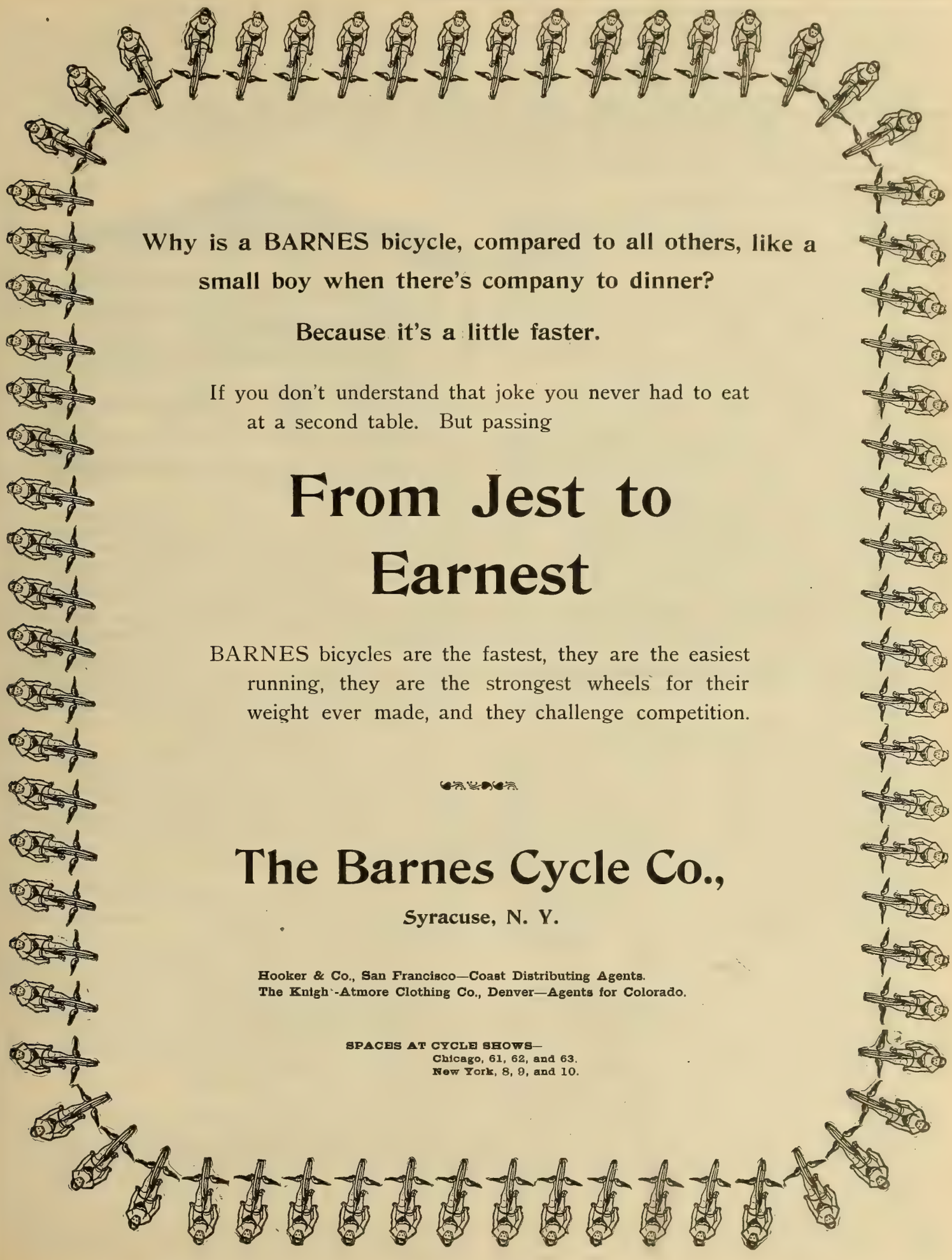
A Yearly Fixture,

and the loss of it was much to be regretted from a Philadelphia point of view. However, it could not be helped, and in this last despairing effort the committee scored a most pronounced success.

Although only about half the size of the New York affair of last winter, having 104 stands, the First Regiment Armory, where it was held, was by far the best hall yet used for the purpose, and in every way the show eclipsed any previous attempt in this line in the Quaker City. The Overman Wheel Co. and Gormully & Jeffery were decidedly prominent by the splendor of their exhibits, having brought their World's Fair booths, and of course attracted more than their share of attention. The attendance of the outside public was phenomenally large, the capacity of the building being taxed to the utmost in the evenings. Many of the trade expressed regrets that this would be their last appearance in the city that had always been so hospitable; the A. C. C. felt that their efforts had not been spent in vain, and the last Philadelphia cycle show went out in a blaze of glory.

The Two Shows of 1895

are still too fresh in the memory for comment. The necessity of holding one in the east and another one in the west had many times been talked over, and finally, in the fall of '94, it was decided to arrange for a western exhibition to meet the demands of this growing and already extensive sec-



Why is a BARNES bicycle, compared to all others, like a small boy when there's company to dinner?

Because it's a little faster.

If you don't understand that joke you never had to eat at a second table. But passing

From Jest to Earnest

BARNES bicycles are the fastest, they are the easiest running, they are the strongest wheels for their weight ever made, and they challenge competition.

The Barnes Cycle Co.,

Syracuse, N. Y.

Hooker & Co., San Francisco—Coast Distributing Agents.
The Knigh`-Atmore Clothing Co., Denver—Agents for Colorado.

SPACES AT CYCLE SHOWS—
Chicago, 61, 62, and 63.
New York, 8, 9, and 10.

tion of the country. Of course Chicago was selected as the place and January 7 saw the formal opening in the Second Regiment Armory Building. In all 154 spaces were occupied, and as the opening day approached, the enterprize had broadened out to proportions far beyond the hopes or expectations of its sponsors. The business transacted by the trade was enormous, and the deals consummated were vastly in excess, both as to number and size, of any previous year. Western push had asserted itself, and the show passed into history as in every particular the most successful ever held.

The New York Show, at the Madison Square Garden, following immediately after, of course merited its share of attention, but the show at Chicago had robbed it of a certain degree of novelty, which is one of the chief points in an exhibition of this kind, and notwithstanding the fact that the various displays were

Up to Every Standard

it had to take a back seat in at least one particular, viz.: The volume of business transacted. However, every space was occupied, and many of the exhibitors were relegated to the galleries; the beauty of the immense building added much to the charm of the exhibition, and all in all the show proved a most pronounced success.

The lessons of the successive shows are decidedly interesting to the student of the bicycle business. They showed by yearly stages the decadence of the English-made machine. Where once the foreigner led supreme in the matter of light weights, he is now forced, however ungracefully, to make way to the superior ingenuity of the manufacturer on this side of the Atlantic, and we now see domestic-made wheels lighter by pounds than the English machines, and stronger at that.

Then the gradual evolution of the shape of the safety frame is also

Food for Much Thought.

At one time it was almost imperative that each maker have some distinctively formed frame. Each successive year saw the many curves and twists give way to the more rational straight lines, so that today ideas so nearly coincide that in many cases the only distinctive feature is the nameplate. The same is true of tires, of which we had a plethora a few years ago and each one a world-beater. At every show new ones were proudly explained by their confident inventors, but in the survival of the fittest the successful ones can now be counted on the fingers of the hand.

The number of small makers has increased wonderfully the last five years. Of course the natural growth of the business has allowed that, and only the future will determine whether there is room for all or not, and then only those who can keep up the standard set by the big 'uns need expect to continue in a profitable way.

Perhaps the time will come when the trade will have outgrown shows of this kind. There is already some talk of this, but it can not be denied that they have done much good in the past, and, whatever may be the decision, many loving memories still linger of the good times we have enjoyed and the many fast friendships that have been formed and cemented tighter and tighter each successive year at the cycle shows of the past.

LOUIS GEYLER.

NEW RUBBER DISCOVERIES.

A new rubber-producing region has been recently discovered near Lagos, a small British settlement on the western coast of Africa, and the new industry has taken as indiscriminate a hold on the inhabitants of the colony as a gold fever would. Clerks, small traders, and even professional men have started into the interior to begin collecting and preparing the gum for market. The shrewd natives who own the forests are making all they can out of the excitement by charging royalties on all the gum collected, and some of the more enterprising of them have also begun gathering the rubber and preparing it for market. Prices of the product have risen in the interior with the demand, so that the profit in handling the rubber and getting it to the coast is not so great as at first.

Lagos is not credited with any exports of rubber in 1893, but in 1894 imports to the amount of $30,000 were recorded as coming from that colony, and in the early part of October one steamer alone took $75,000 worth to Liverpool.

Strange Varieties Appearing.

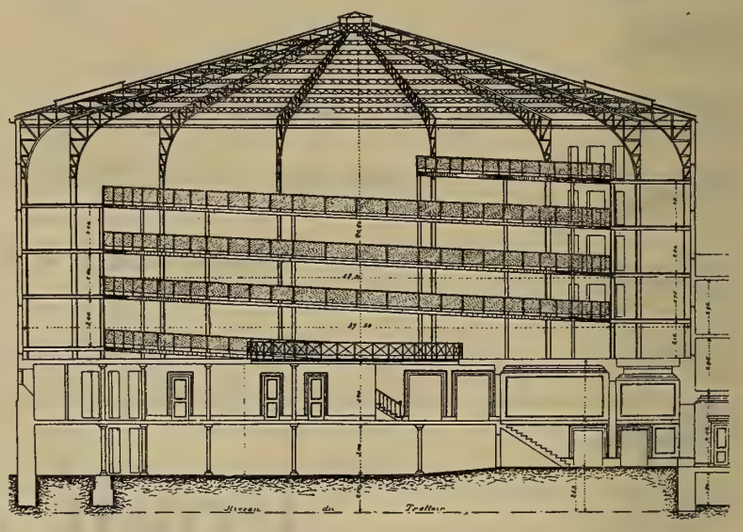
Several new varieties of rubber are beginning to come from unexpected quarters. One comes from Madagascar. It has a horny appearance and is full of earthy impurities. The west coast of Africa is sending to market little black rubber balls having white centers. Packages of very elastic rubber which does not bear cutting up very well have been received from New Zealand. It is taken from the banyan tree, which grows rapidly and quickly replaces those trees which the natives almost destroy in bleeding.

Owing to these new discoveries and the opening up of large new rubber forests, the fear that the supply would be exhausted and resort have to be made to artificial products is not much entertained at present. The wholesale destruction of the trees by the careless natives has been stopped in many of the countries.

An automobile club has been organized in Paris to develop the mechanical vehicle industry and all the branches connected therewith, to furnish all possible technical and practical information to its members, and to give each the strength of their combined numbers in defense of his rights. The entrance fee has been placed at $30, and the annual dues at $22 plus the vehicle tax. The 200 charter members are exempted from the payment of the entrance fee. No headquarters for the club have been selected yet.

A FOREIGN RIDING SCHOOL.

Many riding schools have been established in Paris during the past few years, but most of them have been converted into professional racing tracks, and the novice who wishes to learn to ride, or the amateur who does not care to go into the crowded streets in winter when they are wet and muddy, has been in need of an indoor riding school and track. Such an institution has recently been opened in an old panorama building in a wealthy part of the city. The builders hit upon an ingenious idea, and have constructed a spiral track from top to bottom of the building. It is 3,280 feet long, and extends around the interior of the structure, like four deep balconies rising one above another, the top one being thirty-five feet from



the floor. In the center of the main floor is a circular railing within which spectators may sit at small tables and enjoy refreshments while watching the riders race around the cement track that constitutes a part of the floor, and which is distinct from the spiral track. A stairway leads from this pit to the floors below. A public promenade is provided on one side of the hall, and will accommodate more people than the pit. A track for instruction is located on the second floor just beneath the main track, which is on the third, and below this on the ground floor is still another. Bicycle storage rooms, dressing rooms, bath rooms, and similar conveniences are also provided.

The spiral riding track is fifteen feet wide, and the grade is so gradual that it is not fatiguing to ascend, and the descent is not dangerous because mattresses are placed at the bottom to check the speed of the rider and prevent injury should he fall. There are separate tracks for ascending and descending, with several halting places arranged on the way up.

THE FRENCH CONDEMN IT.

The Simpson chain is still being discussed in Europe. Opinions are divided on the subject, just as they were on the pneumatic tire and the Boudard gear. Opinions are formed without seeing or testing the device, which has so far been used by only a few of the racers. Those who believe in the merits of the new chain cite the records made with it, especially the mile in 1:39, made by Leitch, at Pellan. But this record was afterward broken with the ordinary chain by Osmond and Chinn, who rode a mile in 1:36⅖.

Others, who think the chain worthless, say that Stocks would have made his twenty-nine miles in the hour if he had had an ordinary chain, and that the world's record has not been broken, notwithstanding all that has been said and predicted.

Engineers are also taking part in the discussion. Nearly all of them say that there is nothing in the new chain; that it is neither better nor worse than other chains. They say that, while the Simpson chain increases the lever application of the motor power, each link must travel a greater distance over the rear sprocket, and the longer the lever the farther they will have to go. Others predict that the new chain will soon join other inventions of its kind and will be found only in the museum of cycle inventions.

As the Simpson chain will increase the price of a bicycle $10, it is not likely to become popular at a time when all means are being used to reduce the price of wheels, unless its superiority is demonstrated beyond peradventure.—*Le Veloce.*

Senator Chandler, from New Hampshire, has become a proficient wheelman during the past summer and fall, and has ridden a great deal. Now that congress has been called, he does not intend to give up his riding but will probably be seen climbing Capitol Hill on his wheel as soon as the weather will permit. Speaker Reed has also learned to ride, but it is not likely that he will do any riding while in Washington.

The police commissioners of New York have decided to experiment with policemen mounted on bicycles, as suggested by the Cyclists' Federation. The experiment will be made at once, one mounted officer being stationed in Eighth Avenue and another in the boulevard.

Many People There Are

who form their opinion of a bicycle from the looks of it alone.

They do not stop to consider the mechanical side of it.

The "SOLID STERLING" is beyond criticism in both these particulars.

The material used in its construction is the very finest and most expensive obtainable.

The best material and finest workmanship means fewer repairs.

We know of a good many STERLING riders all over the country who have ridden other wheels, and are therefore in a position to know the differing points.

Notice the STERLING FORK and FORK-CROWN for example.

"Be sure you are RIGHT" in your selection of a '96 wheel, then go ahead.

Want our '96 Catalog?

STERLING CYCLE WORKS,

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Schoverling, Daly & Gales, 302 Broadway, New York City.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 370 Washington St., Boston, Mass.

Some Representative Dealers:

Jackson Cycle Co., New Orleans, La.
Minneapolis Cycle Co., Minneapolis, Minn.
Ruben Wood's Sons' Co., Syracuse, N. Y.
Novelty Bicycle Works, Rochester, N. Y.
S. G. Le Valley, Buffalo, N. Y.
C. C. Crooks & Co., Baltimore, Md.
Kenyon, Cooper & Co., Des Moines, Ia.
Holley, Mason, Marks & Co., Spokane, Wash.
T. C. Power & Co., Helena, Mont.
Salt Lake Cycle Co., Salt Lake City, Utah.

Applications for agencies for Missouri, Kansas, and Texas should be addressed to the Chicago office.

Chicago Cycle Show Spaces, Nos. 209, 210, and 229.
New York Cycle Show Spaces, Nos. 136, 137, 138, and 139.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



HARLEY DAVIDSON

Harley Davidson is said to never have protested a race. He has never been accused of foul riding. So much for his moral make-up. Physically, he is short, thick, and strong. He won his first race in Winona, Minn., in 1893. He landed in Canada in January, 1894, and won his first Canadian race at Simcoe in May, 1894. He now holds nearly every Canadian record up to 22 miles. In 1895, up to July 1, he had entered 16 races, winning 14 firsts and 2 seconds, the seconds being to Ziegler and to Coulter, whom he beat later at Syracuse. His unpaced, flying start half in 53 seconds (world's record), ridden at Toronto, October 2, is additional proof of the fact that he can ride some. He is a good man to have on the Brantford wheel and Morgan & Wright tires.

We are sometimes asked, by those who lack experience, why we stick to the form of tire we now make. We reply, it is because we KNOW that what we make gives the least trouble and the most comfort to the most people. Our method of knowing is as certain as that used in preparing government statistics. Read what others say:

The best tire on the market.

The Wayne Sulkeyette & Road Cart Co., of Decatur, Ill., in a letter to a customer, say: "Whenever you have a Morgan & Wright tire sent out by us, refer the matter direct to them as you did in this case. We believe they have the best tire on the market and are certainly the finest people on earth with whom to do business."

Conscientious merchants speak out.

Lintner & Sporborg, Gloversville. N. Y., write: "In all our correspondence to wheel manufacturers we boldly say that we will not buy any wheel fitted with any other tire than your make, and this we do with a pure, conscientious motive. We have had so much trouble, expense, and annoyance with other makes of tires this season that we have been at times ready to retire from the wheel business. We bought fifty wheels of different makes that were fitted with the ———'s make of tire, and have been obliged to return every tire of their make that we have received during this season, and we wrote the company that we were so disgusted with their tire that we would have nothing to do with any wheel that used them. This may be rather discouraging to the , but we gave them only facts in the case."

Both sells and rides them.

P. C. Wortman, Iselin, N. J., writes: "I have handled your tires for two years, and have not had a single complaint. I have ridden a set of your tires for two seasons, and rode 4,000 miles, during the time, and they are far from being worn out yet."

They stand the test.

T. Baumer, Vice-Pres. Omaha Turner Wheel Club, Omaha, Neb., writes: "We are all 'Morgan & Wright tire riders.' There were several ——— and also ——— tires in our club, but they have been replaced by the 'good' M. & W.'s, because they never stood the test."

Next year they will say the same nice things about the Morgan & Wright quick-repair tire. Easy to distinguish this tire, because

Its Stem is red.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

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ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Some Western Racing.

Commencing with the St. Louis meet, October 9, and finishing at Redlands, Cal., December 3, out of 107 events Morgan & Wright tires won 41 firsts, 29 seconds, 40 thirds, and 2 fourths, or nearly 35 per cent of all the prizes, leaving the balance to be divided among a dozen or more different makes of tires.

World's Records.

Three miles, unpaced, standing start, Class B..... 7:18
Four miles, unpaced, standing start, Class B..... 9:50
Five miles, unpaced, standing start, Class B 12:18

By F. G. Barnett, on a Fowler with Morgan & Wright tires,
at New Orleans, December 6.

World's Record (Quarter-mile track).

One mile, paced, flying start, professional 1:50

By J. S. Johnson, on a Barnes with Morgan & Wright tires,
at New Orleans, December 12.

Texas Record.

Half mile, standing start, Class A..... 1:08 2-5

By William Grandover, on a Syracuse with Morgan & Wright tires,
at El Paso, November 28.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, DECEMBER 19, 1895. No. 16.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Main Office and Factory,
142-148 W. Washington St., Chicago.
New England Branch, No. 8 Park Square, Boston, Mass.
New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

THE "DAILY FOWLER TRUTH."

During the week of the Chicago Cycle Show, January 4-11, 1896, we will publish a daily edition of THE FOWLER TRUTH, eight pages in size.

Those who attended the last cycle show at Chicago will easily recall the truly "strong hit" scored by the "Daily Truth," each exhibitor, as well as every attendant at the different displays, making it a point to obtain a copy of the paper each morning the first thing.

"Absolute impartiality" was our motto in running the "Truth" that week and the same slogan will guide us in '96.

If ever an interesting sheet was offered the cycling public, it will be the "Daily Fowler Truth" at the Chicago Show.

Look out for it.

RECORDS, RECORDS, RECORDS!

F. G. Barnett, on a Fowler '96 model, M. & W. tires, started for the five-mile *unpaced* standing start record at New Orleans, La., December 6, and here's what occurred:

Two-mile world's record, Class A and B, 4:39.

Five-mile world's record, Class A and B, 12:22

On November 28, at "Jack" Prince's indoor Coliseum track, Nashville, Tenn., Barnett placed the two-mile, *unpaced*, flying start, Class B, world's record at 4:49⅗.

In the first issue of FOWLER TRUTH we claimed that one unpaced record was worth more than all the paced attempts on earth.

Unpaced records count for the easy running and perfect construction of a bicycle and that's where "The Fowler" is four aces high.

OTHERS CONFIRM OUR CLAIMS.

The following, clipped from the *Philadelphia Enquirer* of December 5, needs no comment:

W. S. Emerson & Co. 111 S. 11th Street, are receiving and delivering models of the '96 Fowler daily. A large shipment was received yesterday, in which number of 26-inch frames were noticeable. This firm is advocating the use of high frames, because they argue that they give a better appearance to the rider when mounted. The new Fowler tandem, which embodies the truss frame features of the single wheel, is on exhibition at 704 Chestnut street, where its beauty attracts much attention. The Spring Garden Cycle Co., on Spring Garden Street above 11th, will be sub-agents for Emerson & Co. next season, and also push the Fowler. Emerson & Co. had remarkable success with their $60 Emerson wheel last season, and now have the '96 model on exhibition.

WATCH 'EM COME.

The Bearings gave us last week a most gratifying wrlte-up of our new Chicago South Side sales palace, Nos. 112-114 Dearborn Street.

From the article we quote the following:

It is a significant fact that the opening of this store is the forerunner of an exodus of bicycle dealers and branch houses from the other sections of the city.

All of which caused us to smile contentedly and murmur to ourselves: We *are* original—actual leaders in a business literally overrun with brains and brightness.

Agents

don't wait until the cycle shows to buy

Fowlers

The chances are that there won't be any to buy—then.

THE FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO.

We often wonder how our imitators feel inwardly. We don't know for sure, as we never yet aped the ways of our competitors.

Some day we are going to declare ourselves however, and then adopt the ideas of others, for one short day only, just to see how it feels.

ORIGINALITY PAYS.

Recently we decided to advertise during the winter months in the programmes of the leading theaters of Chicago.

We prepared a simple announcement, neatly displayed, and had it appear upsidedown in the programmes.

The first night the advertisement appeared we hied ourselves to a balcony seat where we looked down on the occupants of the orchestra chairs and lo, we had proven to us what our originality meant.

Not less than two-thirds of the total number of persons below us, at one time or another, were seen turning their bills of the play upsidedown in order that they might read what we had to say.

We were satisfied with our ideas of what was what and straightway accompanied ourselves out to purchase what our friend "Steve" Brodie would term "a couple scuttles of suds, see?"

GEORGE E. HANNAN—HUSTLER.

When one has a friend, it is always desirable to have one that no man can say aught against.

If you are in the manufacture of bicycles, and have hundreds of agents scattered throughout this entire blessed country of ours, is it not more satisfactory to have agents selling your goods who are regarded, where known, as hustling, enterprising, aggressive, successful, honest men? We say yes.

Agents who handle "The Fowler" are as royal a lot of men as can be found handling any line of goods, no matter where.

Such a man is Geo. E. Hannan, of Denver,



GEORGE. E. HANNAN.

Colo., the subject of this sketch. We are proud of Fowler agents; we are proud of Geo. E. Hannan, a man that started out in life, his sole capital at the beginning being enterprise and business qualifications.

No better or more successful business man ever stood in shoe leather, and he deserves the distinction he bears in the "Chicago of the far west"—Denver. He is popular among the most progressive and able merchants of that great city and still Mr. Hannan is as yet a young man, with a happy family, a most prosperous business, and a magnificent home.

Why should he not have every reason to feel as proud of his success as we are of him?

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE NATIONAL SHOW.

The Best Ever Held in England—Descriptions of the Leading Exhibits—Attendance Smaller than at the Stanley.

LONDON, Dec. 7.—The National Show, which opened yesterday at the Crystal Palace, is certainly one of the very best cycle exhibitions which have ever been held in this country. The finish of most of the machines exhibited is far and away superior to those shown at the Agricultural Hall. Nevertheless the attendance of the public on the opening day was decidedly disappointing, and fell far short of that at the Stanley Show.

Turning to the exhibits themselves, one can only praise the high-class workmanship and finish displayed on every hand; there are few novelties, and, if ever a cycle exhibition demonstrated the fixity of patterns, the present National Show certainly does. The first of the larger firms one came to was the Premier Cycle Co., Ltd., which had a really magnificent exhibit of the well-known Premier cycles, every machine shown being constructed of the helical tubing, which was so prominently brought before the public some two years ago. In general design the Premiers have not been much altered, and no startling novelties were displayed by the company.

The Rover's Changes.

J. K. Starley & Co., Ltd., have considerably modified their Rover safeties, and have this year returned to straight tubes for the rear fork-legs in preference to using those with double bends, to which I and several other critics took exception last year. By this alteration the Rovers have, in my estimation, been greatly improved, and the show made by the firm is fully up to its world-wide reputation.

The Bamboo Cycle Co., Ltd., also has a large show, and, if I can not congratulate them upon the stiffness of their machines, I can honestly do so upon their pluck in setting forth cycles of this material beside those of steel turned out by the best houses in the trade. The neatness of the bamboo machines has been considerably enhanced by the adoption of steel handle-bars. I expect that in a year or two the firm will come to the conclusion that steel tubes are also to be preferred for other parts of the machines.

One of the novelties of the show was a hand-geared safety exhibited by the New Howe Cycle Co. In this the handle-bar was divided into two parts, each portion being connected with the crank on its side of the machine by a coupling rod. The movement of the handles was not great, and the working of the bar did not affect the steering of the machine, but I doubt if any additional power can be gained by this or any other kindred device. The other patterns of the New Howes are about the same as last year.

The Only Two-speed Gear.

The Cycle Gear Co., of Coventry, is one of the few firms who still fit a two-speed gear. Last year the company applied this to the crank-axle, but now it has adapted the pattern to a rear hub, so that agents and others can be supplied with a complete hub, which can be easily fitted to any existing machine at a small cost. This is a great point in favor of the firm's new pattern, while the weight is also considerably reduced.

The Centaur Cycle Co., Ltd., shows some machines which are certainly in advance of the times in many respects. This firm sets the fashion to the English trade in the matter of barrel hubs, which are now rapidly becoming popular, and it is now leading the way in several other matters of detail, all of which tend to add greatly to the comfort of the rider, and must, therefore, be appreciated by the practical cyclist. In addition to fitting all its machines with the Centaur hubs, the company is supplying one of the best pedals in the market to its machines at an additional cost of $2.50. This amount, which at first may seem a great deal, is necessitated by each pair of pedals taking as much care and work as a pair of hubs. The bearings are constructed on the same principle as those of barrel hubs, and consequently the workmanship involved in their manufacture is as great. Another matter in which the Centaur machines are ahead of the times is the handle-bars. These are made to adjust in the stem, so that a horizontal movement of the handles can be made. Yet so neat is the arrangement adapted, that no one who did not know of it could tell the bar from one of the ordinary fixed kind. The bar is not intended to adjust while riding, but is merely intended to allow of the cyclist finding a comfortable position and then fixing the handles in it.

Fred Osmond's Wheel.

Much attention naturally centered round the stand of the Osmond cycles. The Osmond ladies' safety is somewhat similar to a Beeston Humber with the addition of an extra tube from the top of the head to a point on the upper front tube of the frame. This is no doubt an improvement, but not a startling one. I liked the design of the tandem much better. In this a cross diagonal is carried from the rear crank-bracket to the junction of the central horizontal tube with the front diagonal. This certainly stiffens the frame a great deal, as does the arrangement of the rear part of the central tube itself, which instead of terminating at the rear diagonal, as usual, is carried past it on each side, and terminates at each of the back stays of the machine. This naturally renders the frame immensely stiff. Of course D-section rear tubes are employed on all these machines, and if imitation be the sincerest form of flattery, F. J. Osmond should feel proud, for practically the only "novelty" of the shows this year is the general adoption of tubes of this section, which were first introduced by him fully twelve months ago.

The stand which had been allotted to Humber & Co., Ltd., was of course vacant, but the management had covered it with ferns and placed seats around it for the public. Nevertheless the absence of the big firm undoubtedly robbed the show of a great deal of interest.

The Raleigh Cycle Co., Ltd., had a fine display of machines, mostly fitted with the Fairbanks wood rims. In detail the patterns have not been materially altered since last season.

Something New in Pedals.

The Quadrant Cycle Co., Ltd., showed its tricycle fitted with the swivel bearings, which have proved very satisfactory and are not altered. The firm also has a new pattern pedal with what is called a single central bearing. It is neat, but practically I can not see that it is any better than a pedal of the usual type. The Quadrant spring frame safety is also shown, and seems to have matters much its own way, as I have not up to the time of writing come across another machine which can be classed under this heading.

The Triumph Cycle Co., Ltd., is a firm which has rapidly made its way to the front, and, good as the Triumphs have been in the past, there is little doubt that the 1896 patterns will exceed them in matters of detail. For instance, I may mention that the firm has a peculiarly ingenious method of oiling the eccentric bracket of its tandem. The difficulty of supplying oil to the bearings of a bracket of this otherwise excellent type has long been felt and the company get over it by providing the inner barrel with an external groove and four holes. Round the groove fits a tight collar, hollow on its inner side and connected at its outer with the lubricator projecting through the barrel of the bracket. The oil from the lubricator enters the groove in the collar, and thence penetrates into the bearing by means of the four holes mentioned. Of course the collar is held in one position relatively to the outer barrel by the lubricator, but, as the inner barrel is turned to admit of the chain being adjusted, the collar revolves round it, and the only alteration is that the tube of the lubricator is pushed out rather more through the hole in the exterior barrel.

The Hydraulic Brake.

Terrell's hydraulic brake, which was, by the way, shown at the Stanley Show quite as much as the Humber cycles was, on view at the National, and created a great deal of attention. The brake consists of a small cylinder clipped to the stem of the handle-bar, and provided with a piston-rod to the top of which the end of an ordinary pattern brake lever is attached. This cylinder is connected by a small pipe at its lower end to another cylinder clipped between the back stays of the machine. This latter cylinder is provided with a piston rod from its lower end, which rod is attached to the brake itself consisting of a steel wire frame about twelve or fourteen inches in length, hinged at one end to a bracket projecting rearward from the back stays. This frame is covered with a piece of stout hogskin, which comes in contact with the tire of the wheel. The lower end of the leather makes the first contact, and the rest only goes on the tire when the brake is applied really hard. The piston of the rear cylinder is provided with a spiral spring. The front cylinder is filled with water—spirit would be better in winter, or the apparatus might possibly freeze—and when the brake lever is depressed this is driven out into the rear cylinder, the piston of which is correspondingly depressed, so applying the brake. When the brake-lever is released, the action of the spring drives the water again into the front cylinder, so taking off the brake. I believe that this brake will prove a really first-class thing, more especially as it does not detract from the appearance of the machine, as the piping, which is very small, can, if desired, be carried inside the tubing of the frame.

Of course there are the usual number of fads, perhaps the biggest being the DeBurgo spring wheel. I have not seen or heard anything of this contrivance since the last show, and I quite expected that it had died a natural death.

Features of the Show.

The general features of the National Show tended to show that the fashion is all in favor of D-section tubing for the back forks and back stays, or, where this is not used, for oval tubing. I can not say that I am at all in favor of the latter pattern, for I can distinctly remember the way the frames made with it used to give in the days when the safety was in its infancy. It may be said that we have advanced since then, but it must also be remembered that when oval rear forks were adopted by the Coventry Machinists' Co., Ltd., the wheel bases of safeties were considerably shorter than they are at the present time. This is an important consideration in dealing with a matter of this kind, and one which must not be lost sight of. With D-section rear forks I am inclined to agree, but they are vastly different to the oval tubes used by some firms, and said to be just the same to all intents and purposes.

So far there appear to be but few lessons to be learned from the

TWO TOURS
Around the World

to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.















THE DEMAND IS

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THE AGENT:—Well, about
him. W

If that's the kind you are

The show, did you say? Oh! Ye

PROTECTION
AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.

INDIANA BICYCLE C









Are Known
the World Over

EATED

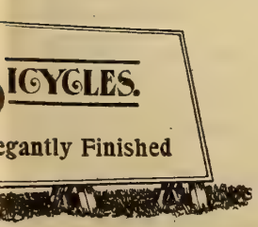
ghest of all high-grade wheels for $85.
know it through our advertising, which is
xtensive in the bicycle business.
rds of praise from the mouths of Waverley

has to do is to take orders that are given
leys sell themselves.

after for '96===Write us.

We'll be at both in full force.

- INDIANAPOLIS, IND.

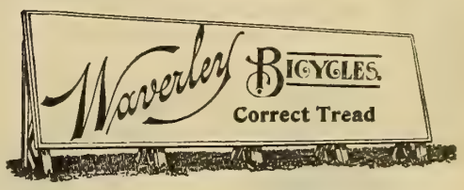


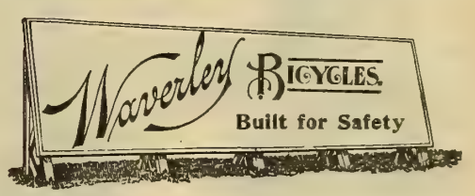


TWENTY TRIPS
Through Europe

COVERING THE PRINCIPAL CITIES
to be given as
Prizes to Waverley Agents
in 1896.
ALL EXPENSES PAID BY US.









Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

TWO TOUR

Around the W

to be given as

Prizes to Waverley A

in 1896

ALL EXPENSES PAID B









PROTECTI

AGAINST PRICE-CUTT

TO EACH WAVERLEY AGEN
standing who furnishes us wi
and satisfactory proof of price-cut
Waverleys during 1896, by any age
ed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.





THE BEARINGS OF THE CYCLING AUTHORITY OF AMERICA

THE BEARINGS OF THE CYCLING AUTHORITY OF AMERICA

TWO TOURS

Around the World

to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.

Waverley BICYCLES. Best Quality Throughout

Waverley BICYCLES. None Can be Better

Waverley BICYCLES. Half Nickel Front Forks

TWENTY TRIPS

Through Europe

COVERING THE PRINCIPAL CITIES

to be given as

Prizes to Waverley Agents

in 1896.

ALL EXPENSES PAID BY US.

Waverley BICYCLES. Lead the World

Waverley BICYCLES. Have No Equal

Waverley BICYCLES. Best Made

Waverley BICYCLES. Always Perfect

Waverley BICYCLES. Are Known the World Over

THE DEMAND IS CREATED

BY supplying the highest of all high-grade wheels for $85.

letting the people know it through our advertising, which is the most extensive in the bicycle business.

the continual words of praise from the mouths of Waverley riders.

THE AGENT:—Well, about all he has to do is to take orders that are given him. Waverleys sell themselves.

If that's the kind you are after for '96===Write us.

The show, did you say? Oh! Yes. We'll be at both in full force.

INDIANA BICYCLE CO. - INDIANAPOLIS, IND.

Waverley BICYCLES. One Price to all

Waverley BICYCLES. Correct Tread

Waverley BICYCLES. Built for Safety

Waverley BICYCLES. Easy Running

PROTECTION

AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.

Waverley BICYCLES. Best of All High-Grades

Waverley BICYCLES. Most Elegantly Finished

Waverley BICYCLES. Easy Hill Climbing

Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

National Show—types are all alike; only the expert can detect any difference, and that lies in workmanship and finish, rather than in design. Of course it is impossible to thoroughly examine everything on the opening day of a big exhibition, for, however good the management may be, there are certain to be some stands which are not in order, and, therefore, I may, after dispatching these notes, find something of interest which I shall be able to incorporate in my trade letter next week. WILL O' THE WISP.

SNYDER & FISHER.

The citizens of Little Falls, N. Y., have always been cognizant of the fact that a city's permanent growth and stability are to be found in the extent and character of its manufacturing enterprises, rather than in the shifting and varying commercial enterprises, and have accordingly given every encouragement and practical support to all who have come to establish manufacturing industries in their midst. There are many manufacturing industries in the city, but the one which we now wish to call attention to more especially is that of the firm of Snyder & Fisher, the growth of which is nothing short of being phenomenal. Three years ago last April a partnership was formed between H. P. Snyder, who for the past ten years has been the very able superintendent and manager of the Saxony Knitting Co., and M. J. Fisher, of Buffalo, N. Y., whose mechanical ingenuity had attracted considerable attention. They erected a two-story building 40x100 feet—which has been increased from time to time, till at present it is 40x226 feet—and started the manufacture of circular rib knitting machines, employing only about twelve men. The firm at once sprung into prominence, greater facilities were required, competent mechanics were constantly added to their force, and a year later they were obliged to run night and day with a force of seventy-five men. This has continued ever since, and they now find it difficult to fill their orders.



H. P. SNYDER.

The firm of Snyder & Fisher is now known the country over for the quality of its machines. This is just one of the salient features of this establishment of which the citizens of Little Falls are justly proud. The



M. G. FISHER.



J. E. SEARLES.

fact that the members of the firm have spent a lifetime in the knitting industry enables them to readily meet the demands of the trade in this line. They are able at all times to build for parties these machines especially adapted for the manufacture of any line of goods which any manufacturer desires to make. More credit is due the firm of Snyder & Fisher for bringing out the high standard of ribbed goods on the market today, than any other concern in the world.

As a guarantee of special advantages in the products of Snyder & Fisher, every knitting mill in Herkimer County uses machines made by them, and most of them no other machines, having discarded the other makes. When we take into consideration the fact that nowhere else in the world can be found a more conservative, keener, and better class of mill men, whose products have a national reputation for their superiority over other makes, than in this section of the state, one can easily understand the reason of Snyder & Fisher's machinery springing at once into such prominence, after being adopted by Herkimer County manufacturers.

A special feature of their line at the present time is a machine which makes what is known as rib tails and cuffs. This machine is provided with an attachment for making a proper welt and slack course. These machines are being shipped nearly every day to different parts of the country. Snyder & Fisher will also shortly bring out two other machines, especially adapted for the manufacture of ladies' golf jackets and stockings.

Three months ago the firm began the manufacture of high-grade bicycles—terming their product the S. & F. line. Their regular wheels are Model A for gentlemen and Model B for ladies. The wheels are strictly high grade, and made of the very best material by the very best mechanics. Some of the many features are as follows: Mannesmann's spiral drawn weldless steel tubing, 1⅛ inches in diameter; tool steel bearings; tool steel bearing cones; tool steel barrel hubs; pressed steel and drop forged reinforced connections. One of the simplest handle-bars on the market, adjustable with the fingers, and when so adjusted is absolutely rigid and impossible to come loose. Other features of the S. & F. wheels are the steel sprockets, direct seat-posts, light road Sager saddles, Morgan & Wright and Vim hose-pipe tires, or any other tire desired. An anti-friction brake, one which is most effective, and will positively not wear the tire.

A special feature is also found in the lower head connection, which is made larger, thereby strengthening the forks at an always weak place in other wheels. Other noticeable improvements are found in the S. & F. diamond frame, detachable key fastening round cranks with 6½-inch throw, forged from the best quality of tool steel, cold swaged steel tangent spokes, thirty in the front wheel and forty in the rear. Plymouth rock elm wood rims, 28-inch wheels, 10-inch head. The regular frame is 24 inches in height. The firm will, however, make to order any style and weight of wheel desired, with frames ranging in height from 23 to 26 inches. The S. & F. wheels are most handsomely finished in jet black enamel, nickeled spokes and fittings. Their regular product's scale weight, fitted with wood rims and tires complete, is from 21 to 23 pounds. The ladies' wheel is a beautiful piece of machinery, indeed. The same quality of material, and the same care as observed in the manufacture of the gentlemen's wheel, is shown in this elegantly finished production. They are geared to but 60 inches, with 5½-inch cranks. The wheels are listed at $100.

The wonderful increase of trade of the concern has compelled them to construct an entire new plant on a much larger scale. The site is located west of the store house of the Titus Sheard Co., and the work of construction is being rapidly pushed forward. The building is to be 75 feet square, and five stories in height. It will contain 30,000 square feet of floor space, while their present plant has only 9,000. Their force of workmen will be doubled from the start, 150 men will be employed. The machinery will be run with a 100-horse-power Buckeye engine, which is manufactured at Hartford, Conn. This is just double the size of their present 50-horse-power engine. The drive wheel is to be 8 feet in diameter, and the boiler, manufactured by John N. Collins, of Amsterdam, will be 5x16 feet. Taken all in all, the plant will be one of the finest and best appointed manufacturing houses in this section.

In order to encourage cycling in this section, Snyder & Fisher will, on January 1, open a riding school in their new plant, devoting all of one floor for this purpose. This will be an excellent opportunity for those desiring to master the "animal," as competent assistants will be in attendance.

H. P. Snyder, the senior member of the firm, is a well-known man in New York state and is one of the leading business men of the city. W. J. Fisher is a practical mechanic and among Little Falls' most ingenious and progressive manufacturers and inventors. James E. Searles is the manager of the bicycle department.

IVER JOHNSON'S BIG THREE.

Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., have just closed a deal which will give them three of the largest concerns in the country for distributing agents for Iver Johnson cycles. John Wood, Jr., 76 Washington Street, Boston, has taken Suffolk and Essex counties and will handle the Iver Johnson and Fitchburg cycles. This is one of the best known bicycle houses in Boston and rates with the John P. Lovell Arms Co. and Wm. Read & Sons, of that city. With this concern for this part of Massachusetts, the Simmons Hardware Co., of St. Louis, as western agent, and Charles J. Godfrey, of 11 Warren Street, New York, who has New York, New Jersey, and Pennsylvania, the Iver Johnson's Arms & Cycle Works have a trio of agents that can not be beaten.

Things are progressing rapidly at the Fitchburg factory. E. H. Wilcox, formerly with Humber & Co., and one of the best known men in the trade, has just accepted the position of superintendent of agencies for the company and will devote all his time and energy to making the Iver Johnson agencies the best in the country. Advance circulars will be ready for mailing in a few days and will be forwarded to any part of the country on application. This concern is also doing an immense business in firearms for the Christmas holidays. Iver Johnson's firearms have a world-wide reputation and that dealers in all parts of the country recognize this is shown by the large number of orders sent in.

SNUG-FITTING GARMENTS.

Nothing contributes more to the pleasure of riding a wheel than well-fitting and comfortable clothing. The Shauer's self-supporting trousers, manufactured by the Chicago Self-Supporting Pants Co., 127-129 Market Street, Chicago, have a piece of elastic hub gore inserted at the hips, so that the tension about the belt is uniform and constant, thereby preventing uncomfortable tightness about the waist and misplacement of the garment. The strap forming a belt across the front of the garment is attached at both ends to the waist in such manner that the pants can not slip below it, and the garment adjusts itself to the notions of the body, affording great comfort and ease. The company also makes sweaters, stockings, and bicycle coats, and solicits trial orders, stating that if the goods are not absolutely satisfactory they may be returned at the company's cost.

A. E. Hughes, of Syracuse, a young business man who is well known throughout central New York, and also of some renown as a racing man, has been engaged by E. C. Stearns & Co. to travel for them in eastern New York.

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CHICAGO CYCLE SHOW.

NEW YORK CYCLE SHOW.

BUT-- Take our advice, TALK NOW, don't wait. You can be the Grand Mogul if you sell the peerless

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We have a good solid business proposition that will, undoubtedly, interest a number of big jobbers. We are so fixed that it will be impossible to make this proposition to more than three or four houses. Just what this proposition is, we invite any good, solid firm to inquire.

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Windsor BICYCLES

SADDLES OF SPECIAL DESIGN.

What American Inventors are Doing to Give us Hygienic Bicycle Seats.

It is probable that the hammock saddle is more widely known and generally used than any other form. If one should take the trouble to inspect the various wheels met with in a day, he would find that scarcely more than two out of every fifty are provided with saddles of any other form. And these two, would have, instead of the loose suspension seat of comparatively flexible leather, a stiff dish-shaped leather seat, hung from the two ends of a stiff spring. They would be, in effect, hammock saddles though not so resilient as the older ones. Some riders prefer the more recent stiff modification, but when we consider the importance of the saddle it would seem that something more than a mere seat would be desired.

A good saddle adds greatly to the safety and comfort of a rider, and of late some forms have been put upon the market which are claimed to possess every advantage originally claimed for the hammock saddle, and which, in addition, are supposed to support the rider upon the least delicate part, almost entirely relieving the interpelvic region from direct pressure.

Various Forms of Saddles.

To design a saddle which would support the rider properly would not be difficult, but it must be remembered that it is also necessary to provide for the proper movements of the limbs, that pedaling shall be easy and naturally effected.

The medical fraternity differs individually upon the subject of the bicycle. Some regard it as injurious, others as beneficial; but, however they may differ, it is certain that if a saddle was properly constructed and resiliently supported, there would be little question about the benefit of cycling. Carriage riding is not prohibited even for the most delicate individuals, and one is not *obliged* to assume the celebrated "hump" position thought to be so injurious. There are many forms of saddles especially designed to obviate the defects attributed to the old hammock form, but as yet it is thought that they may be divided into but two general classes, viz., fixed seats and tilting seats. The object in this article will be to describe some of those of the first kind, leaving the others for future consideration.

Of Hip-bone Shape.

Fig. 1 represents a seat supported upon a single strong spring B. The two frame pieces A and A^1 are made of heavy sheet-metal, curved in cross-

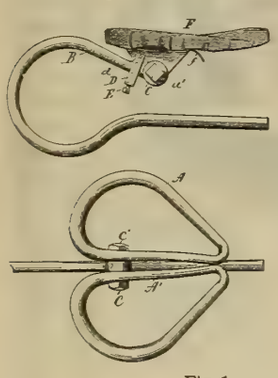


Fig. 1.

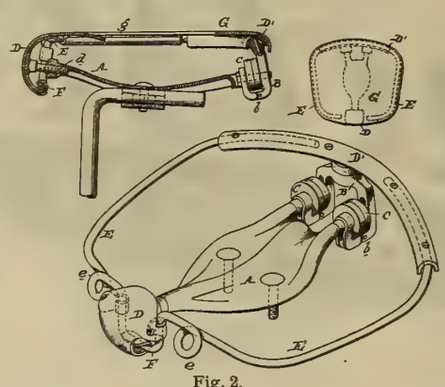


Fig. 2.

section to give them rigidity. They are placed side by side with their comparatively straight portions parallel, each section extending outwardly and then recurving and tapering to form the pommel. The inventor states that "the two sections taken together may be compared in general to the outline of the hip-bone. Each piece is supported upon a perforated plate or ear, and through these perforations and the end of the spring B passes a bolt C provided with a nut. One arm of a yoke D is pivoted to each ear, and its center is provided with a set-screw E. The inclination of the seat may be readily adjusted, as will be seen." According to the inventor, a natural and comfortable seat is obtained by giving to the framework the general outline of the hip-bone, "while by elevating the outer edges of the frame pieces above their inner edges, the weight of the rider is supported above the middle of the saddle in such a manner that the interpelvic region is not compressed." When the covering F is applied it is sufficiently slack to allow depression conforming to the contours of the body.

Has a Flat Top.

Fig. 2 represents a saddle wherein a dished sheet-metal plate A is provided at the base, with a head B pivoted thereto. Rubber springs C are inserted between the frame and the head. The head B supports a curved sheet-metal cantle-plate D^1. The front portion of the seat leather is provided with a pommel-piece D, of metal, which is hook-shaped at its lower end, where it engages a loop of a spring E, which conforms to the edges of the leather. This spring may be loosely inserted beneath the plate D^1, or it may be fixed therein. The pommel-piece D is provided with a screw, by which the pommel-piece may be adjusted. The small illustration in Fig. 2 shows a modified form, wherein the spring E is free at the front portion of the saddle and fixed at the rear. In this case the springs "sustain the edges of the seat sufficiently to hold them always in proper position, and yet permit the movement of the limbs in working the treadles and offer no serious obstruction." It will be noticed that the forward portion of the seat is made wider than heretofore, thereby permitting the central ventilating opening to be made much larger than common.

A Transverse Seat.

The form of seat shown in Fig. 3 needs little description, since the illustrations speak for themselves. The leather B extends transversely of the bicycle, and is supported by the bar a. The tension in the seat is maintained by the constant tendency of the bar a to straighten. The seat is applied to the support in substantially the same manner that a bow is strung, cross-pieces being provided at the sides to keep the leather spread. The leather is cut away at its middle portion and extends forward beyond the edges of the side supports at the points intermediate between the cut-away portion and these sides. The inventor states that "owing to the

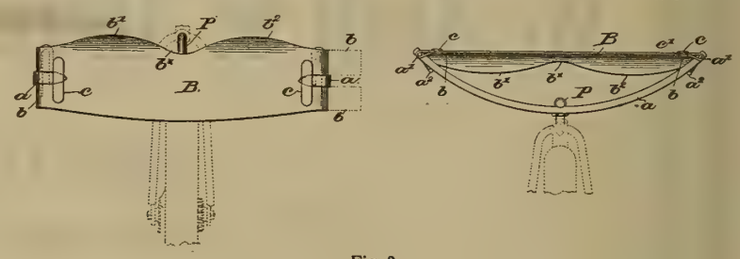


Fig. 3.

flexible nature of the material forming the seat, the flaps will yield to the pressure of the legs and prevent chafing, which would inevitably occur if such movement of the legs was made over a straight edge."

Has a Truncated Horn.

Fig. 4 represents a saddle which is designed to obviate all the difficulties experienced with the hammock form. Whether it does so or not can only be determined by practical use. The inventor, in detailing the advantage of his form of saddle, refers to the disadvantages of the ordinary saddle, saying: "The pointed-front form of the ordinary saddle namely the horn, presents a convex upper surface and projects far enough forward to enter well between the limbs of the rider, and by reason of this fact this portion of the seat is in rubbing contact with the limbs, and, what is more serious, it is very liable to exert a pressure upon another and very easily injured portion of the person." In the alleged improved saddle there is only a truncated horn, that is, there is omitted from it all of the horn "except so much as is essential to enable the rider to maintain himself easily against slipping sidewise on the seat," and this horn portion is cut away centrally thereof. The rear of the saddle is made wider than ordinarily constructed so as to sustain the body more easily. At the rear on each side of the center, the base A is hollowed out for the reception of cushions C, which are readily removed and replaced. This saddle is so foreshortened that it presents a rather novel appearance to those who view it for the first time. It is fastened in place upon the bicycle in any preferred manner.

It Adjusts Itself.

Fig. 5 represents a seat formed by shaping an integral spring wire. The wire is curved at A^6, where it is also slightly convexed, and then passing rearwardly turns outwardly and again forwardly on opposite sides of the center, thereby forming a spring seat portion, which, as will be readily seen from the illustrations, may "give" alternately on each side of the center, thereby following the motion of the limbs. A small coil is formed at the front of each side portion of the seat, and the wire is then extended downwardly and rearwardly and formed into two large coils, which form a spring support for the seat. From this point the wire extends forwardly and parallel, for connection to the seat-post. The inventor states that, "the leather or seat material, being flexible, yields sufficiently to form a slight depression between each side support and the middle support, thereby giv-

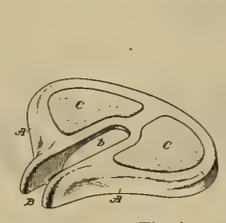


Fig. 4.

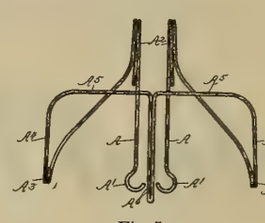


Fig. 5.

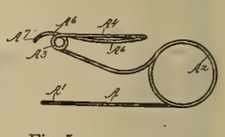


Fig. 5.

ing more prominence to the side supports." The leather, being secured to the side supports only, is free to slide transversely upon the middle support, "whereby the seat is made to adjust itself in a large degree to the position of the rider's limbs."

A Crab-shaped Affair.

Fig. 6 shows a form of saddle seat somewhat similar to that in Fig. 5, but here the spring wire is extended directly from the sides downwardly to the center, where it is joined to the saddle-post. The illustration shows a W-shaped skeleton saddle frame C, made of a single piece of spring wire and provided with eyes c, secured to the clamp by a bolt and nut. The cover E is secured in place by laces d, passing through holes in opposite edges of a plate D, which rests upon the central loop. The inventor calls attention to the fact that there is no cantle under the spinal column of

THE CLEVELAND BICYCLE

If you see a cycle with large tubing, it's a Cleveland or an imitation.



If you see a cycle with large tubing, it's a Cleveland or an imitation.

BUILT TO RIDE. BUILT TO SELL.

BUILT TO GIVE SATISFACTION.

CLEVELAND BICYCLES have the best bearings ever put in a wheel---consequently they are just a little better than any other.

Chicago Show, Spaces 160 and 161. **New York Show, Spaces 70 and 72.**

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the rider, and that the seat yields at each side to accommodate the movements of the leg.

In the form shown in Fig. 7 the frame is constructed in two parts, "each formed of a single length of spring wire bent to produce the transversely extending arm t, having the free end portion t^1, an upwardly inclined part t^2, bend t^3, from which extends the ogee length or outer forward rail t^4, terminating at the forward end in a bend t^5, center rail or length t^6 in a plane somewhat higher than the length t^4, horizontally disposed loop t^7, rear curved portion or back rail t^8, terminating in a bend t^9 in close proximity to the bend t^3, and an arm t^{10} formed like and extending parallel with the arm.

"An Accommodating Seat.

The arm portions t and t^{10} of the frame sections together form the transverse supporting bar A^2 of the saddle, and the other parts of the sections form the horizontally disposed seat portion. In practice the weight of the rider is imposed more directly upon the bearing surfaces afforded by the loops t^7, and the yielding of these loops is substantially in the vertical

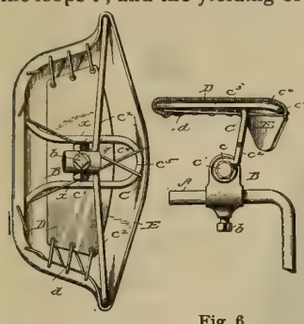


Fig. 6.

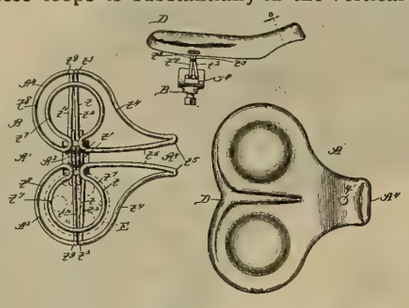


Fig. 7.

plane, with the effect of lowering the center rails t^6. Thus the least resistance is at those parts of the saddle which by yielding produce practically absolute conformity of the seat to the rider's person and thereby give the greatest comfort and ease." The cantle and the pommel are both yielding in nature, which is a most desirable feature, according to the inventor. He further states that "the pommel portion of the saddle will prevent the rider from slipping to either side, and in event that the rider slips forward, the pommel will sink under his weight, and thereby prevent the tendency to injury which more rigid pommels would be apt to inflict. The cantle portion, being yielding, enables a rider to slip off the saddle in a backward direction, in case of emergency, with greater ease than is possible with the cantle rigid."

J. W. ANDERSON.

ENGLISH TRADE NOTES.

LONDON, Nov. 30.—The Stanley Show which closed today has certainly been a most successful one, and the attendance of the public has been very large indeed. Of course the Agricultural Hall is not quite such a "classy" place as the Crystal Palace, and therefore I expect that the attendance of the upper ten will be most noticeable at the National Show, which opens next week. But the National Show will not be the exhibition it was expected, for a great many firms—some eleven or twelve—have been, or will be, barred by the show committee for having indirectly exhibited at the Stanley Show, contrary to their signed agreements. The news that Humber & Co., Ltd., had been definitely barred by the National Show committee reached the Agricultural Hall last night, and even now it is hardly believed by some. Nevertheless I have it on the best authority that the rumor is correct and that

Humber & Co. will not Exhibit;

further that a wire has been sent by the general manager to the various factories of the company, stopping all further expenses connected with the show. There is now no doubt that, strictly speaking, the National Show committee is well within its rights, and that, indirectly, Humber & Co. have exhibited at the Stanley Show, for it is common property that the Marvel Spring Frame Syndicate, of Oxford Street, is really only the big firm's West End Depot, and, moreover, several Humbers were shown which had no pretensions to be spring-framed machines at all. Then, again, the Boudard Gear Co. (Ldt.) showed some more Humber safeties which were not fitted with the Boudard-Peveril gear. It could hardly be expected that the National Show committee, composed of business men well up in

The Various Ramifications of the Trade,

should be so blind as not to notice these things.

But now the question arises. what will be the future effect of the action of the management of the National Show? Have we really arrived, or are we at any rate rapidly arriving, at the solution of the two shows' question. There were many people who in conversation expressed their conviction that the National Show would rapidly fall, and that without the support of certain large firms it could not continue. The Stanley Show authorities seem to regard the matter as settled, and one or two well-known men declared that if they had squared the National management it could not have played more into their hands. Meanwhile it must be remembered that the Crystal Palace is a large building, and that there are several side courts which may probably be ruled out of

The Jurisdiction of the National Show People.

Therefore I should not be surprised if Humber & Co.'s machines are found there after all. The question seems to me to be a complicated one and it will in a short time be a hard matter for any committee to decide who is who in the cycle trade.

The Simpson lever chain came in for much attention at the show and I sincerely pitied the young men in charge of the stand who had to endeavor to persuade an incredulous public that black was white. Even the placard calling attention to the wonderful mile accomplished on the Simpson chained tandem in 1:31, was of no avail against the Rudge-Whitworth Co.'s mile in 1:25. Verily the Simpsonites had a bad time.

The great legal action between the Gormully & Jeffery Mfg. Co. and the North British Rubber Co. came to an end, so far as the court proceedings were concerned, on the 23d inst., Mr. Justice North announcing that he would consider his judgment, and the trade is now awaiting his decision with considerable interest.

The Columbia Exhibits.

On the whole I must congratulate the Pope Mfg. Co. upon the notices which it has obtained in the English cycling papers regarding its exhibits at the Stanley Show. As a rule there is some little, perhaps natural, prejudice displayed against what is frequently termed a foreign invasion, but so far I think that the Pope company's exhibits have, in the main, been treated with fairness.

The cycle export trade during the ten months ending October 30 last has amounted to $6,154,165 as against $6,004,565 for the whole of last year. These figures are remarkable and point conclusively to the flourishing condition of the trade in this country.

The first annual meeting of the Triumph Cycle Co. was held last Wednesday, and the balance sheet presented was a most satisfactory one. The directors recommended a dividend at the rate of 10 per cent per annum for the four months from the formation of the company.

Rumored Trade Changes.

As usual at this season of the year, there are rumors of several important trade changes which are to take place shortly. It is never wise to place much faith in these reports until they are verified by facts, but I expect that one long-talked-of amalgamation of two well-known companies will take place at an early date. Meanwhile R. W. Webb, Ltd., have bought up the businesses of the Double Hollow Rim Co., Ltd., of London, and the Nottingham Machinists' Co., Ltd. The firm has taken over some large works at Draycott, Derbyshire—which, by the way, bids fair to become a regular cycle manufacturing center—and will there manufacture all kinds of cycle parts. The parts business seems to pay well, and yet the Components' Co. do not appear to be doing a very large trade, and their shares are low.

The popular feeling regarding the Simpson chain seems to be that the invention is not quite all that it was claimed to be, and toward the end of the Stanley Show the gentlemen in charge of the stand had

Many Awkward Questions put to Them.

The fact is that there has never yet been any real proof afforded of its speed. The wonderful road miles have each been handsomely wiped out almost directly they have been accomplished, and to crown all the *Engineer* has pronounced against the chain in no measured terms. Engineers themselves are laughing at it, and it is further extremely doubtful if the matches between it and the plain chain will come off. All this does not look particularly well for the shareholders.

There is apparently going to be a great deal of price-cutting next season if the tactics pursued by a great many firms exhibiting at the Stanley Show are to be followed. I know of several cases in which two or three of the larger houses offered large discounts to perfect outsiders, on the mere assertion that these men had been quoted so-and-so by such-and-such a firm, whose price they mentioned, though very often they had never obtained any quotation at all. It would certainly be well if, before the season really opens, some definite course of action could be decided upon by the trade. Indiscriminate

Quotations of this Kind do a Great Deal of Harm

to the genuine agent, and render no proportionate return to the manufacturer. The prospects of the cycle trade generally are now so bright and orders are coming in so well, that there is no necessity for cut-throat tactics, which are always to be deplored, but are, perhaps, more excusable in times of commercial depression. The agent has in the past done much for the trade in this country and those firms which have profited by his exertions should stand by him in this matter.

The Coventry Machinists' Co., Ltd., is refusing to guarantee wood rims, and is telling its customers that if such are ordered the responsibility must rest with the purchaser. From this I gather that Mr. Philpott has not found wood rims satisfactory for this climate. This is a pity, for they undoubtedly add to the appearance of a machine. Several other firms are, I hear, about to follow in the footsteps of the old Coventry house in this particular.

Humber & Co., Ltd., have taken the bull by the horns with reference to the action of the National Show committee in barring them from the makers' show at the last minute. The big firm has

Proved Itself Equal to the Occasion

by taking the Royal Aquarium, Westminster, where a magnificent display of Humber cycles is now being made, and will continue while the National Show is on. All the patterns made by the company are on view, and will undoubtedly attract the public. I can not help thinking that the National

Show management have made a grave error in barring the big firm, although there is no doubt that they were, to a certain extent, guilty. The committee had a very hard task, and, without all the evidence, it is difficult to judge of its action. That it will have a great effect upon next year's shows there can be no doubt.

The "lady" racing at the Aquarium has been a draw, and, as was to be expected, the trade is being badgered by these females, who are asking all sorts of fancy terms for riding this, that, or the other thing. One of the competitors—I am sorry to say she is English—has written a chain manufacturer asking how much he will give her to go on riding his chain, saying that she has been offered $10 per week by the Simpson people to ride theirs. The maker sent this letter on to *The Cyclist*, and a scathing par. is the result. I should recommend the trade to turn a deaf ear to all such communications; the racing man is quite bad enough without taking on with the new woman.

Humber & Co., Ltd., in their new form were registered last week The capital is now $250,000 in $5 shares, and of course the new company take over the entire business of the old one (which was registered in 1887) as it stands. I am wondering whether the fact that the firm are not exhibiting at the National Show will spoil their business to any extent. Somehow I hardly think that it will, for the firm have an immense connection in the West End, and all the best class of cyclists seem to ride Humbers. Still the fact that none of the machines can be shown at the Palace may possibly send the shares down a bit. If so, there will, I fancy, be many buyers.

WILL O' THE WISP.

NEEDED BY REPAIR MEN.

A. U. Betts & Co., Toledo, Ohio, have in the Red Cross Vulcanizer something that is needed by every repair man for tire-repair work. It is cheap, listing at $15, and is within reach of every one. Betts & Co. describe the vulcanizer as follows: "We have at last discovered a way for the average repair man to successfully vulcanize rubber without the great skill and details that have always been considered necessary in all work of the sort. Our system in this respect is something entirely new and novel, doing away with all the old ideas of vulcanization, and striking on an entire new line. Our method is so easy and the vulcanizer so simple, that the average boy can operate it as successfully as the most experienced repair man. It matters not how badly the tire may be punctured, snagged, or torn, it can be repaired as good as new; in fact, the repaired part will outwear any other portion of the tire. This may seem to be a very broad statement, but we stand ready to prove it, and have at present over fifty tires in daily use for the past four months, on which we have made the severest test possible. With care the outer casing of the tire can be patched, no matter how badly it may be snagged or torn, so that the repair is hardly perceptible. Old solid or cushioned tires can be shortened or lengthened to any amount desired, and made as strong and serviceable as new. The cost of operating the vulcanizer is exceedingly small. The heat costs about 2 cents per hour and the material for the repair work from 3 to 5 cents, depending on the size of the repair. The average cost per hour for the entire plant is about 5 cents per hour. This vulcanizer, with all necessary information, tools and chemicals, weighing about 100 pounds, is now ready for shipping, and can be sent by freight or express to any part of the United States or Canada. A sufficient amount of material goes with the plant for repairing fully fifty tires. Extra supply furnished on short notice at very small cost. Hose-pipe tires repaired as quickly as double-tube tires."



Tinkham Carriers Abroad.

Ernest F. Walton, vice-president of the Tinkham Cycle Co., returned recently on the "St. Paul" from England, where he has been engaged in looking up the motor carriage and carrier business. During his three weeks abroad he visited London, Birmingham, Coventry, and Paris, and came back thoroughly posted on the condition of the trade abroad. While in London he made some very advantageous arrangements for the sale of the Tinkham carriers in England and France, and the Tinkham Cycle Co. expects to export a very large number of these machines during the coming season. Mr. Waltham has just been elected secretary of the Tourist Cycle Co., of Syracuse, N. Y.

WILL MAKE HAWTHORNS.

One of the year's additions to the list of bicycle makers is the Thorn Mfg. Co., Washington, D. C. The company has been incorporated, and the factory is complete and already at work on the '96 output. George E. Shaw, of the company, has been in Chicago showing samples of the medium-grade line, and has arranged with the management of the Great Northern Hotel for a suite of rooms which will be used during the time of the show for the exhibition of the complete line. A high-grade wheel will be built under the name of the Hawthorn, a combination of a part each of Mr. Shaw's and Mr. Thorn's names. The wheel will be in every way up to date and will be built throughout of drop-forgings, best-grade tubing, and with many distinctive details. A one-piece crank-shaft and cranks will be used. This is held in the hanger with two collars setting around it and screwing into the bracket with right and left hand threads. The cups are set into the collars, and the cones screw on the crank-shaft with washer and set-nut for



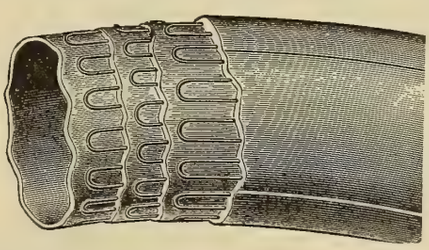
adjustment on the off side. On the chain side a boss is provided which has three arms set on it for the reception of the sprocket. The shaft and cranks are easily taken down, and the material used will be of the best, so that this feature will doubtless not often be called into play.

Large tubing will be used, 1⅛-inch for the main frame and ¾ for the rear stays. The head will be 1¼-inch, of heavy gauge, and in varying lengths to preserve the lines in different heights of frame. The general outlines of the wheel will be on approved '96 lines, with the crank-hanger dropped below the line of the front and rear axle bearings. The front forks will be of 1¼-inch flattened section, corresponding with the diameter of the head, and a double-plate forged crown will be used. The equipment calls for the best grade of one-piece or built-up rims, Sager or Garford saddle, high-grade tires, as ordered, and best grade of pedals. Three heights of frame will be built—22, 24, and 26 inches, and the weight will be 21 pounds. The wheel base is 43 inches, and the tread less than 5 inches.

The medium-grade line will list at $75, and in general follows the make-up of the Hawthorn. Instead of the one-piece cranks and shaft, a Humber pattern bracket is fitted with the chain side-crank forged with three arms for the sprocket, and square cranks will be fitted. The weight will be about 22 pounds, and the frame will run from 22 to 26 inches in height. Drop frames will be built in both grades, the Hawthorn weighing but 20 pounds, and the other a trifle more. Black enamel will be the standard finish, but other color enamels will be supplied to order.

THE BEEBE TIRE.

This newcomer on the market is constructed of spring wire, rubber, and cotton fabric, all of the best material obtainable, and can be used with or without being inflated with air. The piano wire is first shaped to gridiron form, and then hardened, after which it is passed through rollers between thin sheets of rubber so that the wire is firmly compressed into the rubber. These sheets are then cut into the required lengths and breadths and firmly wound together, as shown in the cut, forming a tube with inlaid springs. Then the tire is placed in a vulcanizer and subjected to steam heat and pressure to cure the rubber. The tire can be ridden deflated without injuring it in the least, so that there need be no fear of a puncture. But if air is used as an auxiliary to aid the springs, the tires will last longer and the rider can regulate the elasticity to suit himself.



The Beebe Tire.

Leander Fisher, treasurer of the Yost Mfg. Co., paid Chicago a hasty visit this week.

THE WORLD.

The line of World bicycles manufactured by Arnold, Schwinn & Co., Chicago., is complete, and embraces seven distinct models, with various heights of frame in the singles. The standard roadster will be known as Model 1, and will be built after the following specifications: Main frame, 1⅛ inch, 20 gauge tubing; rear stays, ¾ inch, 21 gauge; top, 13-16; bottom, 18 gauge on the chain side and 20 on the off. The head will be 1¼ inch 21 gauge, and the fork-crown of the double open type with 1¼ inch forks. Frames will come in four heights, 20, 22, 24, and 26 inches, and the weights will be 22 and 23 pounds, according to fittings. Model 2 will be the light road wheel, and will follow the lines of Model 1 with the necessary lightening of tires, saddles, pedals, etc., to bring the weight down to 20 and 21 pounds. Model 3 is a track racer built after the same lines with lighter gauge tubing, 24 being used in the main frame instead of 20, will weigh from 16 to 18 pounds according to height of frame and fittings. The ladies' drop frame will be known as Model 4, and will be made with 21-inch frame, and will weigh 23 pounds. Model 5 is a double diamond tandem for road use, and will weigh from 36 to 38 pounds, according to fittings. Model 6 is a combination tandem, with drop frame in front, and will scale 38 pounds. The last of the string is Model 7, a racing tandem, single steering, and built throughout of light gauge tubing. The weight will be under 32 pounds, which will make it one of the lightest tandems on the market.

A novel construction will be seen in the tandem framing. The lower main tube is topped with a bracing of a tube of the same diameter, and the construction is said to be stronger than the usual framing. It is certainly very effective in appearance and looks strong. A single-piece crank-shaft and cranks will be used in all wheels of the line and the tread will be kept under 5 inches—in the racer it will measure 4⅞ from outside to outside of cranks. The tandems will follow the measurements in tread of the singles and will be 4⅞ for the road machines and 4⅞ for the track. All the connections are drop forged, set inside of the tubes of the frame, making flush joints. Black and maroon enamel, striped or plain, will be the standard finish. Other color enamels will be furnished to order.

THE SYRACUSE LINE.

As last year, the Syracuse Pacer is the Syracuse Cycle Co.'s leader. It is the practical road wheel for everyday use and contains all 1896 improvements in the way of barrel hubs, sheet steel fork-crown, etc. This year the company will enamel it in all crimson, unless otherwise specified, and list it at the popular price of $100; weight, 23 pounds. The Syracuse Thelma, the lady's mount, has been constructed on entirely new lines for 1896. The new model affords greater space for dress and knee action. Price, $100; weight, 22 pounds. Syracuse Model C, as last year, is the "fat man's wheel." It is designed to meet the requirements of heavy weight riders, and is guaranteed to carry with perfect ease and safety any man weighing 350 pounds or less. Price, $100; weight, 27 pounds. Syracuse Model D is a wheel which has been designed especially for those who desire a machine of a smaller diameter of tubing than is popularly the demand this coming season. It is built on the same handsome lines as the other models. Price, $100; weight, 21 pounds. The Special Syracuse is a wheel which is intended to satisfy the demand of a few who wish for a wheel which embodies rich and artistic qualities. Its list price, $125, designates its high standard; weight, 20 pounds. The Syracuse racer is light, elegant, and speedy. Price, $100; weight, 17 pounds. The Syracuse road tandem is constructed throughout of the finest possible material. Price, $150; weight, 36 pounds. The Syracuse racing tandem is a wheel for track purposes only. Price, $250; weight, 26 pounds.

THE WYNNEWOODS.

A. M. Scheffey & Co., New York, report their prospects for '96 to be of the brightest. Their new catalogue is now in course of preparation and will be ready for distribution in about two weeks. It will fully describe their line of wheels, which will consist of eight patterns—four 28-inch machines, two 26-inch, and two 24-inch. Wynnewood M, their best model, will weigh 22 pounds and will be fitted regularly with M. & W. quick-repair tires. Its companion, Wynnewood L, the ladies' machine, will weigh 24 pounds and be fitted similarly to Model M. These wheels will list at $75. The next grade will consist of the Wynnewood B (for men) and Wynnewood C (for ladies), both listing at $60. The Wynnewood D (for boys) and the Wynnewood E (for girls) are 26-inch wheels and list at $50. The last are Models N and O, 24-inch wheels, listing at $40. In addition to this regular line they will have the Wynnewood X, a special machine, made in one height of frame. They are getting machines through now from the factory in car-load lots and are not only delivering samples, but stock to various customers.

GETTING READY FOR THE SHOW.

The work of fitting up the Tattersall Building for the Chicago Cycle Show is progressing at a satisfactory pace. A large force of men are engaged in tearing out the seats, putting down floors, and otherwise shaping things for the reception of the exhibits. The Jonathan Clark Building, corner of State and 16th streets, which will be used as an annex, is already prepared for occupancy, and the spaces are divided off and fitted with the railings and necessary platforms.

CROWNS FOR THE PEOPLE.

The handsome trade-mark of the Crown Cycle Co., of La Porte, Ind., adorns the cover of the catalogue issued by that company. But this is not the only feature of the pamphlet, which has evidently been gotten up regardless of expense. It is finished in colors and has a number of fine wash drawings of cycling scenes. The crown line is described, there being six models. The Model E, men's roadster, has a 25-inch frame, the rider's position being directly over his work. The bearings are on a direct line, and the wheel has a 5-inch tread and a 43-inch wheel base. Model G is slightly different. In this model is used a straight single, and in the rear tangent straight spoking. This style of spoke is used mostly with wood rims and for light riders. The tubing used is 1¼-inch head, 1⅛-inch front frame, and ¾-inch rear forks. The racer is an exceedingly light and graceful machine, with many improvements. With a double fork-crown and reinforcements the front part of the wheel gets all the necessary strength. The three bearings on a direct line do away with considerable of the friction. The weight is in the parts where it is necessary to get the strength. The machine lists at $125. There are two models of ladies' wheels, Models S and T. The latter wheel is furnished with single straight spoking.

In an explanatory note the Crown Cycle Co. says: "Before showing the advantages of the different parts of our cycles, we wish to call attention to a few points regarding these wheels. It has long been the desire of manufacturers to get the tread of their wheels down to narrow gauge. Our diamond frame has the correct tread of 5 inches. Taking into consideration the fact that the top and the lower bars of the frame are exactly parallel, it gives the three bearings on a line. The advantage of this will be greatly appreciated by the rider. With a wheel base of 43 inches, a 11½-inch head, and the proper sizes of tubing, we have a most symmetrical and correct frame. By close examination you will note that the two back braces for rear frame are separable, fastening on the top with a bolt to the seat-post, and at the bottom to the rear axle. The popularity of the double fork-crown is widespread. We have added to it this year by a longer reinforcement both in the head and in the fork-sides, which gives it much extra strength.

"We claim to be making more of our own parts than any other manufacturer. Our new machinery bears all the recent improvements, and the stock is of the very best. All of the cones, cups, and cases we make from the solid bar, and with our new hub machine. They are of the large size, to correspond with the present sizes of tubing, and are a most handsome piece of work. We have a new style of bearing, which we will guarantee to be strictly dustproof. Over the case where the bearings lie we are putting a steel washer, covered by two felt washers. Outside of this the outside cone is placed, making it absolutely dustproof. The same principle is used in the crank-hanger, and the adjusting of the bearings throughout is a simple operation. The combination sprocket that we are using can not help but be popular. The right crank, with its three prongs, receives all the strain, its advantages being readily seen. If one desires to change his gearing, it is easily done, and should, by some unforeseen accident, this part be broken, it is quickly replaced. The adjustable handle-bar used on the Crown is something new. The clamping device consists of a cone and taper sleeve, cap screw, and a washer is shown. When assembled for use it makes a neat and compact fastening, and when placed in position is entirely hidden from view, except the cap screw and washer. Each handle-bar gives the rider the choice of two positions. By removing the clamping device a perfect lock for the wheel is made."

MORE ABOUT THE ADLAKE LINE.

Adams & Westlake, of Chicago, have just issued specifications of their '96 line. There are eight models in all, including two tandems. Model A, the roadster, weighs 21 pounds, has a 44-inch wheel base, 23-inch frame, 1¼ and 1⅛-inch tubing, adjustable handle-bar, barrel hubs, and lists at $100. Model B is another roadster weighing 21½ pounds with a 25-inch frame. The Model D is the road racer weighing 18 pounds, with a 23-inch frame. Model C is the same machine with a 25-inch frame. Model E, the ladies' wheel, weighs 22 pounds, the frame is 21 inches, the wheel base 43½ inches, and a 5¼-inch tread. Model F is the same machine with a 23-inch frame. Model G is a tandem, it weighs 37½ pounds and has a 23½-inch frame, the tread is 5¼ inches; this machine lists at $150. The Model H tandem weighs one pound more.

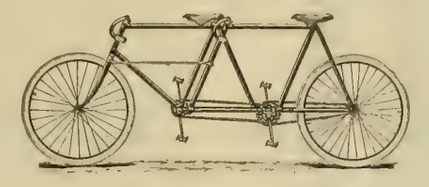
TELEGRAMS.

Six models of Telegram wheels are described in the catalogue of the Telegram Cycle Co., of Milwaukee. Three of them are gentlemen's wheels, one ladies', and two tandems. The men's wheels range in weight from 18 to 22½ pounds, while the ladies' wheel weighs 23 pounds. These wheels list at $100. The tandem weighs from 34 to 36 pounds, and is constructed on the Sanger racer patented frame principle. It lists at $150. The crank-set is a new device. The ends of the axle are shaped to correspond closely with the openings in the cranks. The ends are split, and a tapering hole drilled into the center and threaded. By the aid of a tapering screw the axle-end is spread to occupy, under a strong pressure, the aperture in the crank. The eccentric chain adjustment has two pins set accurately opposite each other in the axle slide, and the eccentric adjustment plate, with holes engaging the pins by the same numbered hole, is held there by the axle-nut. The slack in the chain is taken up by setting the plate to the next higher number.

Some '96 Wheels.



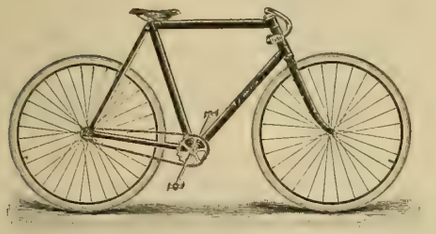
Syracuse Pacer.



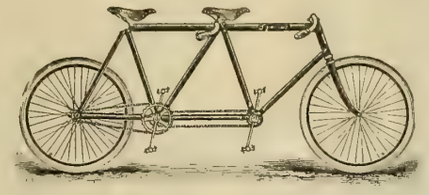
Syracuse Road Tandem.



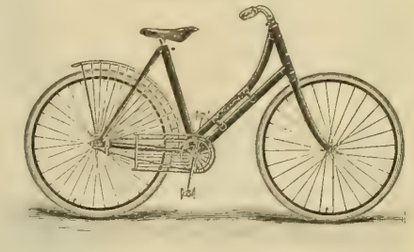
Syracuse Model C.



Syracuse Racer.



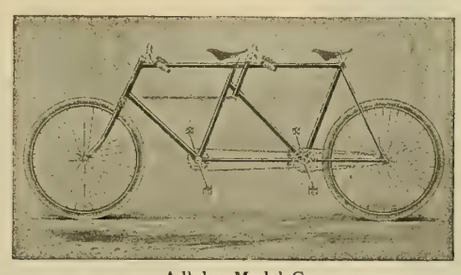
Syracuse Racing Tandem.



Syracuse Thelma.



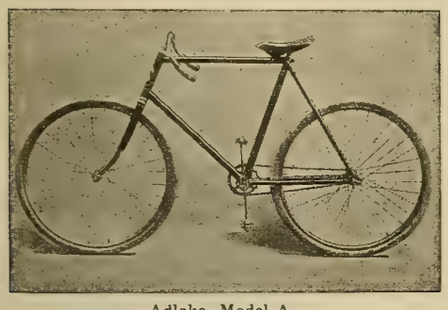
Adlake, Model B.



Adlake, Model G.



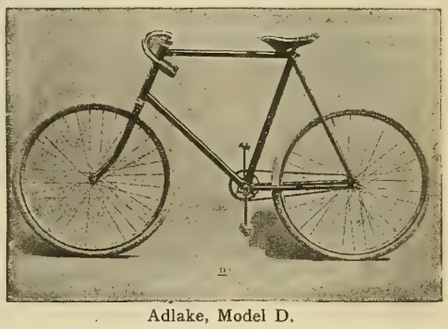
Adlake. Model E.



Adlake, Model A.



Adlake, Model H.



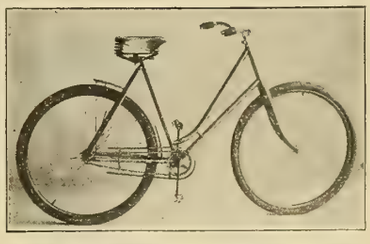
Adlake, Model D.



World Light Roadster.



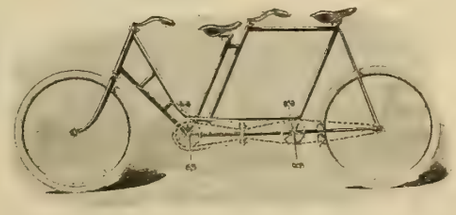
World Tandem.



World Ladies' Model.



Crown, Model E.



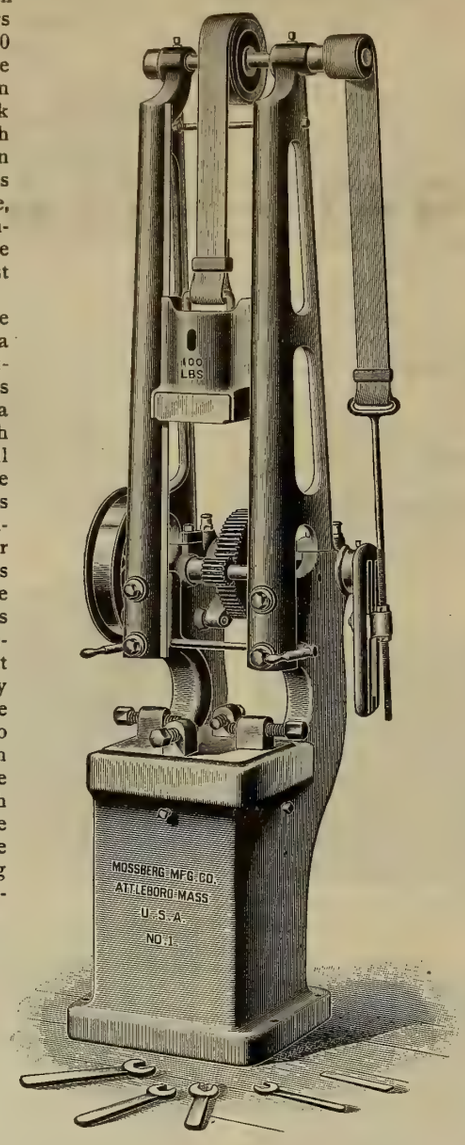
World Combination Tandem.



Crown, Model T.

IMPROVED AUTOMATIC DROP PRESS.

This machine is especially adapted for the manufacture of sheet metal work, hardware novelties, and all classes of swaging and flattening. These presses are being built in six sizes, with hammers varying from 50 to 500 pounds. With one of the smaller presses a boy can do more and better work than an expert stamper with the ordinary drops now in use. The mechanism is simple, reliable, and durable, and should therefore commend itself to all who are desirous of reducing the cost of manufacturing goods.



On the shaft with the driving pulley is fastened a pinion which drives a crank-shaft gear. This gear is connected to its shaft by a roller friction clutch, which responds instantly the small handle is raised; otherwise the driving pulley revolves freely on its shaft. The construction of the cheeks for the crank-shaft affords ample working space for the operator, while the guides for the hammer are substantially fastened and can not be thrown out of line by strain or vibration. The left guide is adjustable, so that wear and lost motion can be taken up. All the bearings are fitted with bronze bushings, and the length of stroke may be easily changed by varying the length of the crank motion. The adjustment of the dies is also easily performed, the flange pulley being turned by hand to raise and lower the hammer during the setting.

When power is applied to this machine the hammer is raised to its gauged height. The clutch is then automatically thrown out, leaving the hammer suspended, and, by an ingenious combination of mechanical devices, is securely locked in that position until released by the tripping lever when moved by the operator. The clutch mechanism plays an important part in the action of this press. It acts immediately as the hammer rebounds from the die. The smaller sizes of these machines are provided with a safety stop to prevent the accidental dropping of the hammer on the operator's hands. The die holder, or ordinary poppets, may be used as may be found most convenient. These machines are made by the Mossberg Mfg. Co., Attleboro, Mass., U. S. A., which is placing a number of these machines among bicycle manufacturers for drop forging, flattening, straightening, corrugating, and marking, and other special work. One maker is using six of our drops at the present time.

ADVANCE CATALOGUES ARE OUT.

The A. F. Shapleigh Hardware Co., of St. Louis, sends out greetings for 1896 in the shape of a little pamphlet on "The Life of a Bicycle, and How to Care for It." A bicycle's life depends entirely on the care given the machine, in the words of the author, although this applies only to the wheels of reputable makers. The next axiom is that the first step toward the care of a bicycle is to become thoroughly familiar with its construction, and minute instructions are given of how to take a machine apart and put it together again.

The John R. Lovell Arms Co., of Boston, has just issued an advance list of its Lovell Diamond and Excel lines of wheels, comprising eight models of the former and six of the latter. The Lovell catalogue for '96 will be out February 1.

The Noderer Mfg. Co., of Cleveland, Ohio, is sending out its little red and blue price-lists and catalogues of bicycle sundries. The most novel of these is a rubber handle-bar buffer which fits around the top bar of the frame in a position to receive the impact of the handles when turned sufficiently to strike the bar, thus preventing the marring of the enamel, the denting of the thin tubing, and the breaking of the cork of the handles. The other sundries are cycle lubricants, lantern oils, toe-clips, lantern brackets, rubber cement, and the Cleveland bicycle stand.

The Newton Rubber Works is sending out pamphlets descriptive of the Straus, Newton, and Slick tires, and giving directions for the application of the Straus tires to the rims and of the manner of making repairs. The Slick and Newton are double-tube tires, while the other has but a single tube, which, however, combines a maximum of speed qualities with a minimum of liability to puncture. A supplementary inner wall of rubber on the under side of the Straus makes the repair of a slow leak simple and easy.

Rouse, Hazard & Co., of Peoria, Ill., are making their seventeenth annual greeting to the cycling public and the trade. Their advance announcement and price-list includes four models of Sylph cycles and six of Overlands. The products of this firm's factory are too well known to need much description, but it may be said that the Sylphs and Overlands are wheels for the general public, ranging in price from $45 to $100. The company also carries a full line of sundries.

The Mackie-Lovejoy Mfg. Co., of Chicago, has issued a handsome little brochure to explain the construction of the Mackjoy tubular hub and to illustrate its special features. The company's hub factory contains nearly $10,000 worth of machinery especially designed for the purpose, and is in charge of a mechanical expert who has had an extensive practical experience in bicycle building.

The advance catalogue of the Maroon Flyer, manufactured by F. X. Muller & Co., of Buffalo, and handled by S. A. McKenney & Co., of Rochester, N. Y., is just out, with descriptions and specifications of the Empire State 999, the Boston Special, and the Guide wheels, in their various models. These list from $75 to $100.

A. M. Scheffey & Co., 92 Reade Street, New York, who are sole agents in the United States for H. Miller & Co.'s bicycle lamps, have sent out little price lists of lanterns for the '96 trade, The catalogue shows five different lamps: The Cyclight, retailing at $1 to $2; the Jupiter, listed at $2 to $3.50; the Bell Rock Miniature, at $3.50 to $5; the Bell Rock No. 43, at $4.50 to $6.50, and the Duplex Lito, at $5.50 to $7.50.

The Spalding-Bidwell Co., 29-33 W. 42d Street, New York, has sent out some little circulars of bicycles and toys for the Christmas holidays, which will interest despairing parents looking vainly for appropriate presents for their boys and girls. If cycles are not quite seasonable at the present time, the company's skates and sleds will be.

FACTS ABOUT THE COMET.

The Comet, made by the American Waltham Mfg. Co., of Waltham, Mass., is a strictly high-grade wheel with many features. The roadster weighs about 20 pounds and sells for $110. The track wheel is two pounds lighter and lists at $125. The patent inverted bearing used in the Comet is said to be something that no other wheel on the market has. It is claimed that this bearing only produces half the friction and wear of other bearings because the balls travel only half the distance to each revolution of the wheel; with the same number of teeth in the sprocket there is half an inch longer leverage. The blind joint is very strong. The idea of making the swallow-tail reinforcement and head all in one piece is a good one.



H. L. THOMPSON, PRESIDENT.

The Comet also has a device for fastening the seat and handle-bars which shows no nuts or bolts. It is impossible, in adjusting either of them to get those parts out of their proper positions. The adjustable handle-bar is very neat and shows no joints. The chain adjustment does away with the long screws. The device for fastening the crank does away with the crank-pins. Tubular hubs and 7-16-inch balls are used. The detachable sprocket can be changed without removing the crank. The bearing, however, is the principal feature of the wheel. It is termed an inverted bearing for the reason that the point of contact, which communicates the rotary motion to the circle of balls forming the bearing, is had from the inside or small diameters of the circle, instead of the outside, thereby materially reducing the friction and at the same time increasing the leverage. The idea of the inverted bearing as applied to the axles belongs to E. C. Howe, treasurer of the company.



The Waltham Comet.

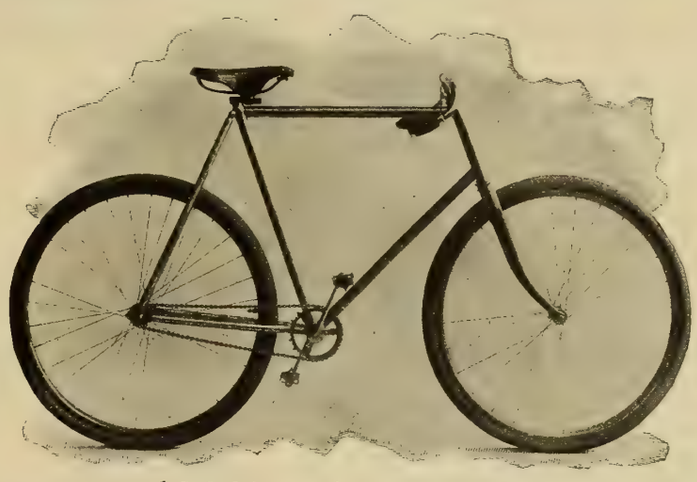
OUR BEST SALESMAN

Is the Bicycle itself.

Its Name

THE WORLD

A SURE ENOUGH LEADER.



A SURE ENOUGH WINNER.

Weight, 20 to 21 pounds.

BEST finish in . . . . . **THE WORLD**
BEST invisible joints in . . . . . **THE WORLD**
BEST steel drop forgings in . . . **THE WORLD**
BEST tool steel bearings in . . . . **THE WORLD**
BEST workmanship in . . . . . **THE WORLD**
BEST material right through in . **THE WORLD**

AGENTS, WRITE FOR QUOTATIONS.

Arnold, Schwinn & Co.

Pacific Coast Depot,
HOOKER & CO., San Francisco, Cal.

Peoria and Lake Sts.

Mention The Bearings

QUAKER CITY TRADE TALK.

PHILADELPHIA, PA., Dec. 15.—Inquiry among local dealers discloses the fact that the Christmas trade thus far this year has been unusually good, not only in children's and juvenile wheels, but in the larger sizes as well. The early advent of next year's models at such a time has had something to do with the activity, and many dealers now recognize that it is a clever business stroke to have the models for each succeeding year out a little earlier than has been the case in previous seasons. The manufacturers as well as the dealers have profited by this fact and have stolen a march on some of their tardy competitors.

The local cycle trade has been making active preparations for the holidays, and many have their places of business handsomely decorated. Conspicuous among the latter is

The Store of the Hart Cycle Co.,

where the output of the Pope Mfg. Co. is handled. Mr. Hart has his store handsomely decorated, and as a result the place is proving a great attraction, not only for cyclers, but for the general public as well. Models of the Columbia and Hartford wheels are shown, and orders taken for immediate delivery. In addition to this the firm is also handling an excellent line of children's and juvenile wheels.

A little farther up the street—Cycle Alley—are located Charles S. Smith & Co., agents for the Rambler and Stormer bicycles. Models of both these popular wheels are on exhibition, and cyclers are taking advantage of the opportunity to secure their mounts on short time in great numbers. This concern also has in stock a complete line of tricycles, velocipedes, and juvenile safeties.

The Business is Booming.

A few months ago it was computed that by actual count there were 132 dealers in this city, but since that time this number has doubtless grown, and it is safe to say that before the warm weather returns the number will reach close to 200. Like the sport itself, the cycling trade is booming in this city, and the establishment of a number of large manufactories and retail stores, together with the unequaled increase in the number of riders, speaks volumes for the Quaker City as one of the leading cycling centers. The only advantages wanted in this city are an annual cycle show and the abolishment of exorbitant toll collections exacted from the wheelmen.

Manager Harry D. Simmons, of the Indiana Bicycle Co.,

Was all Smiles on Thursday

when THE BEARINGS' representative dropped in for a few minutes' chat at the company's store. He had cause to smile and feel good, for the '96 Waverley had just arrived a few moments before. "That's the wheel that'll cut ice in this town next year, and don't you forget it," he confidentially declared. The Waverley "took" from the start this year, which is the first during which it was sold in this city, and its strength and riding qualities, regardless of its spotless reputation, are points that are bound to bring large returns to the Indiana Cycle Co. next year. The '96 Waverley is certainly artistic and beautiful, and, judging by the words of praise emanating from those who have seen and examined it, Mr. Simmons' prediction that it will "cut ice" seems well founded.

A Sample of the '96 Warwick

was received by H. D. Le Cato, the local agent, last week and more than came up to the expectations of the admirers of this excellent machine. Among the noticeable improvements is a new Warwick chain, larger tubing throughout, new and stronger fork-crown, barrel hubs with direct oiling device, two-point contact bearings instead of three-point, which are fitted with Warwick dustproof flanges, and forty spokes in rear wheel instead of thirty-two as heretofore. The finish is in black enamel with vermilion rims, which gives the machine a very striking appearance. The weight is 22 pounds. As a demonstration of the popularity of this machine among Philadelphia riders it remains to be said that Mr. Le Cato has contracted for the delivery of 1,500 of these machines at as early a date as possible. And this is only the first order.

It has been Rumored

for some time past that the manufacturers of the Orient wheel had intentions of establishing a branch house in this city, but as yet nothing definite is known. Hill & Lyster acted as agents last year.

Garden & Brewster expect models of the Victor and Crescent wheels within a fortnight, and then the expectations of a large army of local riders will be realized. Many inquiries have been made for both wheels. The firm received photographs of the diamond frame and combination Victor tandem a week or so ago, and those who have seen the pictures declare that they are two of the prettiest wheels they ever saw.

H. D. Simmons, manager of the Waverley branch, will start on a business trip through the state tomorrow in the interests of the Indiana company. He has received his instructions from the firm, and is confident of doing a big business in the interior of Pennsylvania.

Weise, Bowen & Derr,

the local Stearns agents, who are also handling the Tinkham carrier, are selling quite a large number of the latter machines to big dry-goods houses. John Wanamaker, who runs nearly 200 delivery wagons, was approached by a representative of the firm a short time ago and was asked to adopt the machine in his delivery service. But "Johnny," in a candid manner, said, "Nay, nay, Pauline!" It is inferred that the great merchant, who sells everything from a bunch of celery to a bedroom set, did not like it because the agency for the Tinkham carrier wasn't placed with him instead of a bicycle firm. He may own a good part of this town, but he don't own and can't manage the destinies of the bicycle trade.

The Relay Mfg. Co.,

of Reading, Pa., is to open a branch store in this city, and has wisely chosen a location on Cycle Row, the number being 1,003 Arch Street. This company is well known here, and as Relay wheels have always been a popular mount among local riders, a great future is predicted for it.

The announcement was made some weeks ago that bicycles, which would sell for $12.50 retail, would shortly be imported from Japan. No better proof of the absurdity of this announcement could be made than the fact that Charles A. Smith & Co., local agents for the Rambler and Stormer bicycles, have just received an order from Yokohama, Japan, for a number of Stormer wheels. The order is placed by Andrews & George, who represent a number of American manufacturers in that country and China, and in their letter they state that cycling is

On the Boom in Japan,

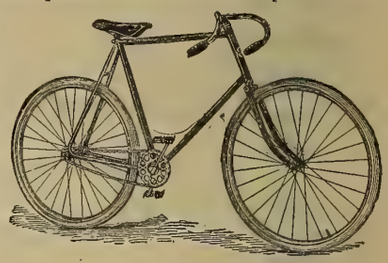
and that there is a big demand for American-made bicycles. The consignment of wheels which the Messrs. Smith will send will be fitted with wooden rims and G. & J. tires.

Elmer Pratt, of the Clipper Bicycle Mfg. Co., of Grand Rapids, Mich., was a trade visitor to this city yesterday.

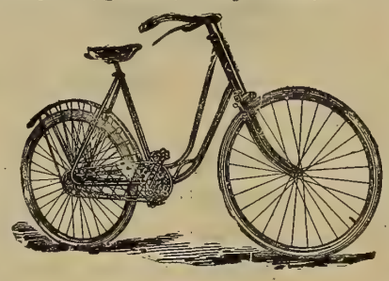
The '96 Sterling arrived in town yesterday, and it is needless to say that it is attracting unusual attention. There is no material difference between this year's and next year's model except that barrel hubs are used and that the tubing is a little larger. The wheel is enameled a pale green and is one of the most artistic looking wheels yet seen.

THE SPALDINGS.

A. G. Spalding & Bros. have made public the details and specifications of the '96 Spalding line. There are four models, the Model R, or track racer; Model M, or road racer; Model H roadster, and the Lady Spalding. The road racer has 1⅛-inch front tubing and ¾-inch rear tubes, swaged and tapered at the connections. All the connections, except one, are steel thimbles. The frame is of tubular construction throughout. The front forks are also tubular, the side forks being of large section reinforced at both ends. The bearings are tool steel, cut from bar, tempered, ground, and polished, with removable ball races. The tread is 5¼ inches. Spalding, Hartford, Dunlop, or Morgan & Wright tires are fitted. The wheel weighs 23 pounds. The track racer has the same specifications, but is considerably lighter, weighing but 19 pounds. The Spalding Standard, or roadster, weighs 25 pounds. The Lady Spalding has a curved double tube 19-inch frame. The wheel, all on, weighs 26 pounds. The tread is 5¾ inches. These wheels all list at $100.



Model M.

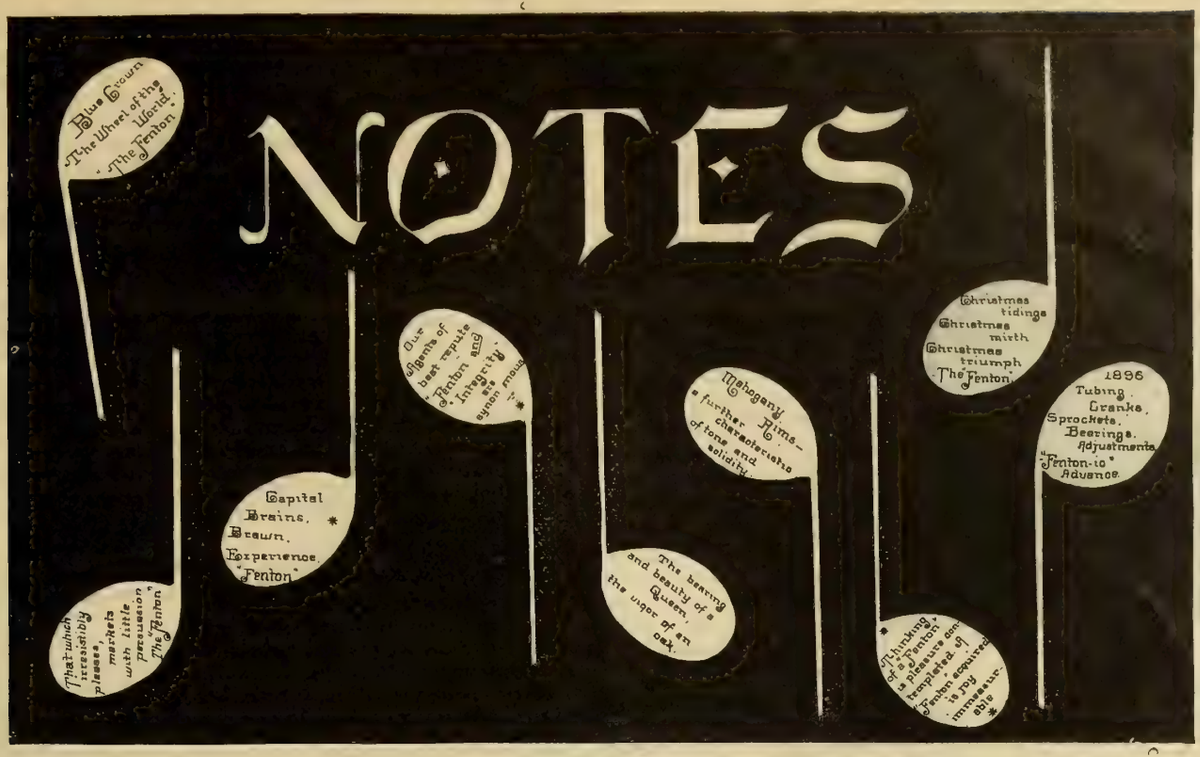


Model L.

There are but two models of the Credenda, the medium-grade wheel made by the Spaldings. The gentlemen's wheel has a 22-inch frame, the front frame connections being of thimble construction. The lower front tube is of 1⅛-inch tubing, the top tube being 1 inch and the rear tube 3¾ inches, swaged and tapered at the connections. The wheel weighs 25½ pounds, and has a 5½-inch tread. The ladies' wheel has the same general specifications and weighs 28 pounds. The list price on these wheels is $85.

TATTERSALL'S TO MADISON SQUARE GARDEN.

The attention of the exhibitors at the Chicago Cycle Show is respectfully directed by Thomas R. Wilt, city passenger agent of the Pennsylvania railroad lines, to the advantages offered by his line for direct transportation between Chicago and New York, pointing out that the Madison Square Garden Show will be held in the latter city one week after the close of the exhibition in Tattersall's, and that it is the purpose of the Pennsylvania line to make especial provision, in the way of extra sleeping cars etc., for parties desiring to go together from the one to the other. Time tables have been sent to the different exhibitors, and if they will let Mr. Wilt (248 Clark Street, Chicago) know what accommodations they will want, he will tender them all the assistance possible in the way of checking baggage, and in the minor details, which, when carried out smoothly, make traveling a comfort and a pleasure. The Pennsylvania route is too well known to the traveling public to need any description of its superiority.



ATTUNED TO THE WELFARE AND PLEASURE OF MANKIND.

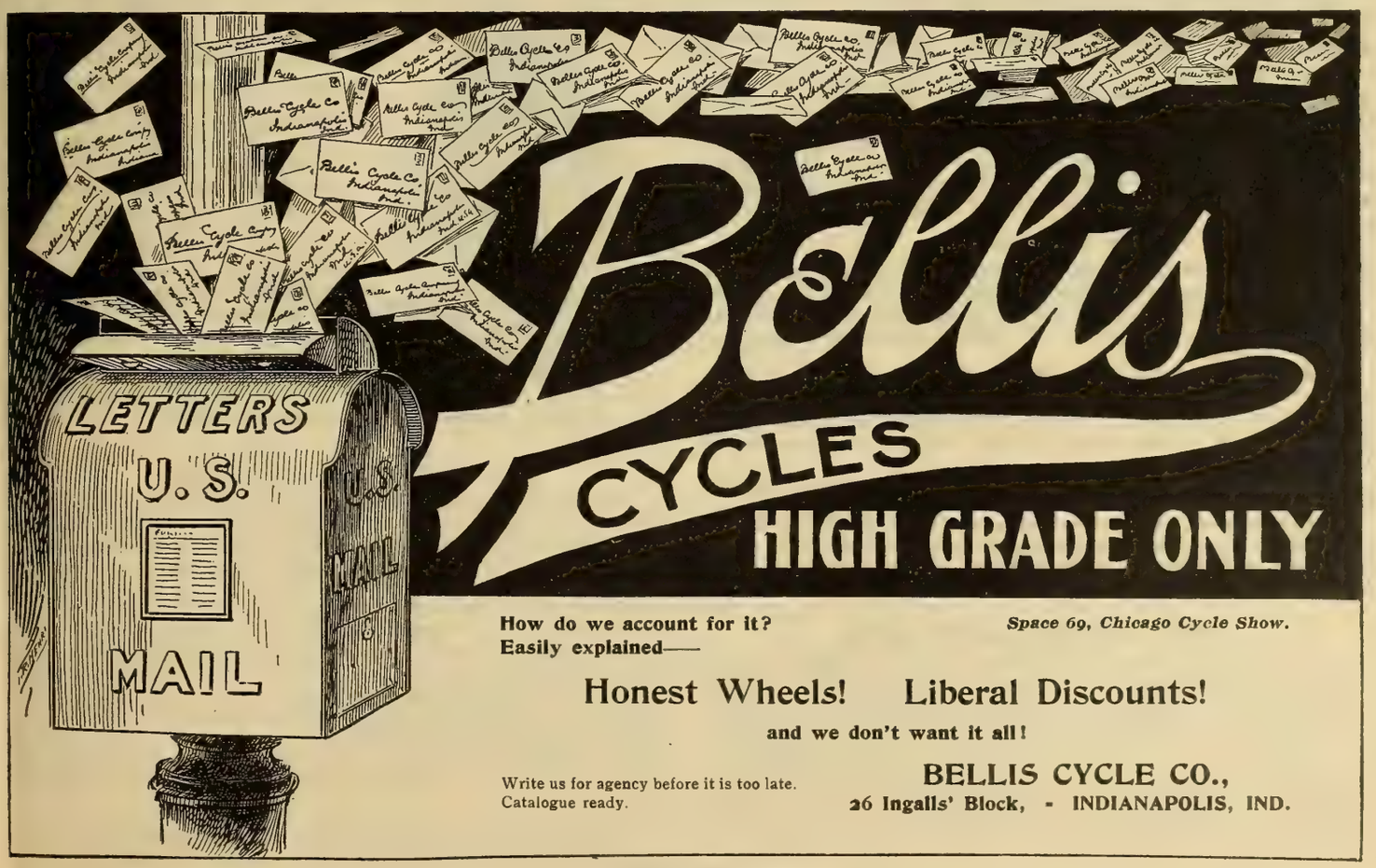
CHICAGO CYCLE SHOW,
Spaces 106-107.

NEW YORK CYCLE SHOW.
Spaces 41-42.

We will be pleased to have you write.

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JAMESTOWN, N. Y.

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Gray & Dudley Hdw. Co., Nashville, Tenn.
A. L. Dean & Co., Denver, Colo.
The J. H. Fenton Co., Chicago, Ill.



How do we account for it?
Easily explained——

Space 69, Chicago Cycle Show.

Honest Wheels! Liberal Discounts!

and we don't want it all!

Write us for agency before it is too late.
Catalogue ready.

BELLIS CYCLE CO.,
26 Ingalls' Block, - INDIANAPOLIS, IND.

A TRANSCONTINENTAL TOURIST.

Geo. T. Loher, of Oakland, Cal., the latest transcontinental tourist, who has recently completed one of the most arduous and difficult long-distance rides ever undertaken by an American, is a firm believer in the strength and stability of the Stearns wheel, as well he may be after weighing it in the balance of almost 4,500 miles of hard usage, without finding it wanting. Loher's journey from ocean to ocean has taken him over an unusual and circuitous route. Leaving his home in Oakland August 11, he skirted the Pacific coast through Oregon and Washington and thence made his way east through Idaho, Montana, the Dakotas, and Minnesota to the Windy City, from which point he followed the beaten path of travel until his arrival in New York October 30. The journey was not undertaken with any view of crossing the continent in record time, but as a pleasure trip pure and simple. The great merit of Loher's performance is that instead of choosing the easiest course, he took, perhaps, the most difficult one that could have been found, his way lying over some of the most impassable portions of the Rocky Mountain region. The pluck and perseverance of the rider in pushing ahead over steep mountain passes and rough and narrow trails that no possible stretch of courtesy could magnify into roads, is only equaled by the strength and endurance of the wheel which stood this trying test so well that no break, flaw, or weakness can be found in it today, after being ridden a distance of 4,500 miles.



GEO. T. LOHER.

THE GUARANTEE QUESTION.

NEW YORK, Dec. 16.—Opinion about the six months' guarantee does not seem to be entirely in favor of the idea, and the announcement that it will be impracticable and impossible to have it go into effect the coming season has been received with satisfaction, as there are many who desire to have the matter more fully discussed before it is established. Those who are skeptical about the wisdom of cutting down the guarantee insist that the purchaser will take the cheaper wheel with a year's guarantee in preference to the higher-priced one which carries a guarantee only half as long. Then, too, all the manufacturers of high-grade machines do not belong to the Cycle Board of Trade, and naturally those who are outside will endeavor to make some profit out of the plan adopted by their rivals. It may be that 1896 will see the windup of many smaller concerns that would prove thorns in the sides of the Cycle Board members hampered by a six months' guarantee.

The Star Cycle Co.,

Lexington Avenue and 23d Street, will handle the Thistles in this vicinity, and the 1896 model now on exhibition is exciting much favorable comment.

The Liberty catalogue, which will soon be out, will be a beautiful specimen of the printers' art. It will be the equal of any announcement sent out by any concern.

The Eastern Wheel Works, at 90 Chambers Street, is the latest newcomer. Globes, Mascots, and Trentons will be the makes put out.

J. H. Robley, the manager of the Fowler branch at Broadway and Duane streets, is out again, after an illness. He is very busy showing '96 patterns.

M. B. Atkinson will have charge of the uptown store of George N. Pierce & Co. at Broadway and 40th Street.

G. P. Keevenaar, a well-known jobber from Holland, has been in New York for several days, and is negotiating for the agencies of several American wheels. According to him, the American makes are slowly crowding the English and French wheels out of Holland and Belgium.

MILWAUKEE TRADE NOTES.

MILWAUKEE, WIS., Dec. 15.—The Bolte Cycle Co. is making preparations to build 5,000 wheels for the market next season. The company occupies the large building at 188 E. Water Street, and three large and spacious floors are used to manufacture bicycles. The officers of the company are well known. The first floor is used for the office and salesroom, and in the rear of this is a place where the different kinds of tubing and other machinery is stored away. The second floor is occupied as a store room, and a large number of wheels are placed in position there, some ready for market, while some need the finishing touches. The machinery department is on the third floor.

The company manufactures everything for wheels except the ball bearings. They expect to open a branch to the factory on the west side where all the nickel-plating will be done. At present about fifty men are employed, but it will be increased to 125 or 150 in the near future. The improvements in the wheel consist of a one-piece crank shaft, new tubular hub and a double spoke. The ladies' wheel is also of the highest grade. The tandems built by the company have been in great demand all the past season, the drop frame weighs 38 pounds and the double diamond frame about 35 pounds. The company also builds parcel carriers and has sold a number of them in the city during the past season. A revolving vise for filing bicycle frames has been invented and will be put on the market by the company in a few weeks.

At 250, 252, and 254 Broadway can be seen bright and gorgeous signs displayed on the windows, indicating that a bicycle academy has possession of the second and third floors of the building. The bicycle school is conducted by N. S. Donnelly and Dan Terhorst, both well-known riders of this city. On the second floor is the reception room for ladies and the practice room, also a storeroom and salesroom for ladies' wheels. On the next floor is the smoking, reading, and reception room for gentlemen, together with a large and spacious room for practice, free. The company rents and sells the Telegram and the Sherman. A large number have already applied for tickets for the winter season. It is thought that the school will prove a success in every respect.

DETAILS OF THE PEER.

The A. & F. Meyer Co., of Buffalo, has decided to call its wheel the Peer, and from the appearance of the machine it well deserves its name. The Peer weighs 22 pounds, and is built in three heights of frame. The tread is 5¼ inches. One and one-eighth-inch tubing is used. The Thor hubs are also features. The bearings of the hub are made of tool steel; the cups are ground after being pressed into the hub, making them perfectly true; the cones are ground on the ball races, and the outer flanges are dustproof between the cups and cones; the patent ball bearings washers insure a dustproof fit to the cups and cones without bending the shaft or cone, or wearing the cone on the inner edge of the cup. They adjust themselves so as to keep the shaft and ball bearing cones in perfect line. The three-point ball bearing does away with a great deal of friction, and the flanges are turned to point to the center of the tire, throwing the strain equally on all the spokes. The chain is something that the company is proud of, the claim being made that it will not stretch or break. The general construction and adjustment are executed by skilled mechanics.

AN AMERICAN PREMIER.

Among the prime ministers whose wisdom aids in governing the American cycle trade, few are better known than the gentleman whose portrait is shown herewith, W. P. Case, secretary of the Premier Cycle Mfg. Co. Mr. Case brought to the Premier company in 1892 a wide mechanical skill and experience obtained in the manufacture of brass and aluminum bronze, and while nominally he is secretary of the new company his mechanical knowledge and skill has given him the responsible position of mechanical director of the Premier company's new factory at Bridgeport. An indefatigable worker, a hustler, and a man of thorough system, he is unquestionably the right man in the right place. To Mr. Case is due considerable credit for the success that the Premier has met with.



W. P. CASE.

PATEE'S NEW VENTURE.

Fred Patee has purchased an interest in the new plant of the Peoria Rubber & Mfg. Co., of Peoria, Ill., and has associated with him some of the best mechanical skill in the bicycle business. The Patee bicycles will list at $85 and $60. The Model A is the higher priced wheel. It is made of Mannesmann seamless tube, with a 10½-inch steering head, 1¼, 1⅛, and ¾ inch tubing, and a 43-inch wheel base. All joints are reinforced. The front fork has a drop forged double crown. The axles are lathe turned from bar special axle steel. The tread is 5 inches from outside to outside of crank. The wheel weighs 21 pounds and is fitted with Peoria single-tube tires. The Model B, the $60 wheel, weighs 23½ pounds. The frame is made of German tube, with a 1¼-inch steering head, 1⅛-inch frame, 11-16-inch rear fork, and a 43-inch wheel base. The frame is made in three different heights. The front fork has a pressed steel crown, and tapered and curved fork-sides. A tandem listing at $125 and a carrier at $150 will also be built.

W. A. Rubey, of Louisville, Ky., holds the individual century record of the C. R. C., of America, for '95. His mount is a Halladay fitted with M. & W. tires.

LOOK
FOR US
AT BOTH CYCLE
SHOWS

AMERICA

There's some mysterious reason why the "America," whether in the truss frame or straight diamond, is head and shoulders above everything else in the market, and we think it is brought about by our careful attention to detail. Remember that we own and control the ***Original Truss Frame Patent.***



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Our new Address is

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TRADE HAPPENINGS.

ANDERSON, IND.—A stock company has been formed for the manufacture of bicycles. Capital $20,000. Principal stockholders: C. H. Newson and W. J. Jackson.

ALBANY, IND.—C. F. Smith, representing the Indiana Bicycle Co. and other capitalists and manufacturers, has purchased a tract of land and will erect a bicycle factory, a plant for making steel tubing, steel forge works, and a rubber tire works.

ALBANY, IND.—The Albany Mfg. Co. filed articles of incorporation, with a capital of $1,000,000, for the manufacture of tubing, machinery, and all appurtenances for the manufacture of bicycles. Directors: E. F. Smith, A. B. Gates, Philip Goetz, J. T. Tedrowe, and A. J. Beverage.

BELLEVILLE, ILL.—The Norman Cycle Co. has located there, and will soon begin the manufacture of a high-grade wheel. Capital stock $50,000.

BOULDER, COLO.—Edward C. W. Kiefer, bicycles, is reported to have gone out of business.

BUFFALO, N. Y.—Buffalo Bicycle Skate Co., has filed certificate of incorporation.

BROOKLYN, N. Y.—Judgment for $371 has been filed against Henry C. A. Gibbs, Jr., bicycles.

BRINKLEY, ARK.—James P. Smith, hardware, etc., is preparing to take up bicycles, and invites correspondence with manufacturers.

CHICAGO, ILL.—The Western Union Bicycle Mfg. Co. has been incorporated with a capital stock of $150,000, by Lewis D. Cartwright, Geo. R. Bennett, and Chas. R. Rode.

CHICAGO, ILL.—Davidson & Sons have certified to the enlargement of the object of incorporation, so as to do a bicycle business.

CHICAGO, ILL.—The Griffin Wheel Co. certified to an increase in capital stock from $1,000,000 to $1,250,000.

CHICAGO, ILL.—The Tonk Mfg. Co., on Hawthorne Avenue, will manufacture a wooden-rim bicycle for the '96 trade.

CHICAGO, ILL.—The Wheeler & Wilson Mfg. Co. is preparing to open a large bicycle store here.

CINCINNATI, OHIO.—A new company with $200,000 capital stock has been organized in this city to manufacture bicycle sundries. The officers are: C. O. Hall, president and treasurer; G. W. Evans, secretary; H. S. Bryan, manager. A new roller-bearing sprocket and bicycle chain will be made a specialty.

CLEVELAND, OHIO.—The L. & B. Cycle Mfg. Co. has been incorporated with $8,000 stock, with I. Lewis, G. H. Kimball, and P. and S. Johnson as incorporators.

COLUMBUS, OHIO.—The Mills-Barr-Ratcliffe Co. has been incorporated by ex-Governor Campbell, Jno. M. Taylor, Edmund N. Hatcher, E. B. Hatcher, and Sam G. Osborne, for the manufacture of bicycles.

COLUMBUS, OHIO.—Col. Horace Park is the inventor and patentee of a bicycle spring, which bids fair to revolutionize the manufacture of these necessary adjuncts to comfortable riding.

CLIFTON, IOWA.—Steps are being taken looking to the establishment of a bicycle factory, and Seymour Davis, of Philadelphia, is engaged on plans for a two-story factory building 40x100 feet.

CICERO, IND.—George Anthony is preparing to take up bicycles, and invites propositions from manufacturers of wheels and sundries.

DANVILLE, ILL.—L. A. Chester, bicycles, contemplates opening a new store in the spring, and invites correspondence with manufacturers of wheels and sundries.

ELWOOD, OHIO.—The Elwood Bicycle Works, of Starkey & Kramer, have been fitted up for work, and operations were begun this week.

EVANSVILLE, IND.—William M. Dunham, bicycles, is reported to have placed on record a chattel mortgage for $750.

FREEHOLD, N. J.—The plant of the George Pearce Co., at Freehold, has been sold to W. S. Bartis. The company manufactured saddles, lamps, bells, and other bicycle sundries.

GALESBURG, ILL.—S. Friedberg and R. T. Friedberg have formed a partnership, and will manufacture and sell bicycles.

GRAND RAPIDS, MICH.—Charles R. Sligh's new bicycle factory has started for business, and by January 100 men will be employed.

INDIANAPOLIS, IND.—Fred Patee, manager of the bicycle department of the Peoria Rubber Mfg. Co., of Peoria, Ill., will open a retail bicycle store here.

INDIANAPOLIS, IND.—The Albany Mfg. Co., with a capital of $1,000,000, was incorporated for the manufacture of bicycles, having recently bought a tract of land at Albany, Delaware Co. C. F. Smith, president of the Indianapolis Bicycle Co., is at the head of the enterprise.

JACKSONVILLE, FLA.—Sabel Bros., bicycles, etc., are reported to be closing out their stock of bicycles.

JACKSONVILLE, FLA.—E. T. Duffy, bicycles, has established a Spalding agency on Cycle Row, and will do a general repairing and rental business.

JACKSONVILLE, FLA.—Wheeler & Howett, bicycles, have opened salesrooms in the Sanchez Block, handling the Eagle and the Middlesex, and are doing a general repairing business, having machinery sufficient to construct an entire wheel.

JACKSONVILLE, FLA.—William Marion, bicycles, will open a salesroom on Grenada Street, where he will handle the Waverley wheel and do a rental business.

LONG BRANCH, N. J.—David G. Edwards and George Lippincott will shortly open a bicycle repository in this city. They expect to carry a full line of bicycles and sundries.

LAKEWOOD, N. J.—Berrang & Zacharias have opened a bicycle repository at Lakewood, with Parker S. Dakin in charge.

MILWAUKEE, WIS.—Washburn Bros. have added to their large business the manufacture of bicycle wheels.

MEDINA, N. Y.—L. W. Hopper, Frank Houseman, W. Wilmarth and Warren M. Hommedieu are interested in the establishment of a bicycle factory. Erection of the necessary buildings has been commenced.

MUNCIE, IND.—The Ohio Buggy Works, of Hamilton, will locate here, and will begin the manufacture of bicycles on a large scale.

MUSKEGON HEIGHTS, MICH.—The firm of Firth, Firth & Co., organized to manufacture "The Firth" bicycle. The firm consists of W. K. Firth, H. K. Firth, and C. H. Shaffer.

MOUNT GILEAD, OHIO.—Talmage Bros., hardware, etc., are preparing to take up bicycles, and are inviting propositions from manufacturers of wheels and sundries.

MIDDLETOWN, CONN.—The Worcester Cycle Co. is putting in new machinery in the old Schuyler shop, preparatory to the manufacture of bicycles.

NEW YORK, N. Y.—The Elmwood Cycle Mfg. Co. has been incorporated by Wilbur E. Goodwin, of Elmwood, Conn., Frank S. Parmalee, Clarence B. Harter, and Louis Brass, of New York City; capital stock $12,000.

NEENAH, WIS.—A bicycle factory is among the possibilities as a new industry in Neenah. A stock company will be formed.

NEWPORT, ARK.—G. W. Weast, hardware, etc., is preparing to take up bicycles, and invites propositions from manufacturers.

NEW CASTLE, COLO.—E. E. Krach is preparing to go into the bicycle business, and invites propositions from manufacturers.

NEW YORK, N. Y.—Hartley & Graham, guns and sporting goods, are reported to have purchased a factory building at Bridgeport, Conn., and will enter extensively into the manufacture of bicycles.

OWENSBORO, KY.—The machinery for J. G. Delker's new bicycle factory is being put in at his buggy warehouses on Allen Street, and he expects to begin operations next week.

OTTAWA, KANS.—Durst Bros., hardware, bicycles, etc., are preparing to open a new store.

PALMERTOWN, CONN.—E. D. Lyon has completed the foundations for a bicycle shop, and work is being rushed for its completion.

PEORIA, ILL.—The new bicycle factory of Rouse, Hazard & Co., in the Prospect Heights neighborhood, is ready to begin operations. The company will start the plant on a basis arranged for an output of 12,500 machine during the year.

PENSACOLA, FLA.—John Sherry has started a bicycle manufactory and will make a wheel to be known as the Flors.

PITTSFIELD, MASS.—Barker & Belden are preparing to establish a bicycle factory. A model wheel is now being built. The concern will buy parts and assemble them here.

PEORIA, ILL.—Fred Patee, who intended to purchase the immense bicycle factory of the Peoria Rubber Mfg. Co., has been offered liberal inducements by the concern and has entered its employ instead. A wheel called the Patee will be manufactured. The concern is now running on a small scale, but will start at full capacity as soon as its new boilers are placed in position.

QUINCY, MASS.—Ripley & Pinkham, bicycles, are reported to have placed on record a chattel mortgage for $1,000.

SYRACUSE, N. Y.—The Barnes Cycle Co. have leased the Phoenix Foundry Building and doubled the capacity of their plant. E. C. Stearns & Co. will start a new factory in W. Onondaga Street for the manufacture of a lower grade of wheels than is now made at the parent factory.

SCHENECTADY, N. Y.—D. J. Vooder will open a bicycle agency in the Edwards Block, on S. Center Street, with a first-class line of wheels and wheelmen's supplies.

SAN FRANCISCO, CAL.—Clarence E. Martling, bicycles, of Oakland, Cal., will soon establish a branch house in San Francisco, having become the coast representative of the Syracuse Cycle Co.

SCRANTON, PA.—Bittenbender & Co. have opened a bicycle parlor at 313½ Spruce Street.

TOLEDO, OHIO.—The Harden Saddle & Specialty Co. is a new concern just opened up in this city. It makes a special feature of a new patent baby saddle to attach to bicycles. Arrangements have been made to make 15,000 for the '96 trade.

TOLEDO, OHIO.—E. W. Ott will, on January 1, begin the manufacture of the Trilby wheel. He expects to turn out about 1,000 for '96.

TROY, N. Y.—The Erwin Mfg. Co., of which J. Erwin and W. W. Gray, of Albany, and R. Pratt, of Greenbush Heights, are interested, will begin the manufacture of bicycles in the building on Greenbush Heights.

WINDSOR, MICH.—Charles Sullivan has sold the right to manufacture the lock he invented and patented.

WATERBURY, CONN.—E. H. Gaylord, sporting goods, reported to be advertising his business for sale.

WASHINGTON, D. C.—Chaves & Wyman, bicycles, have opened new store at 512 G Street.

WELLINGTON, KAN.—Smith & Fleming is the name of a new firm consisting of J. H. Smith and E. A. Fleming, which has been formed for the purpose of selling bicycles.

ZANESVILLE, OHIO.—The Zanesville Cycle Co., in which T. M. Harsch and Fred C. Zinsmeister are interested, will begin business February 1. These gentlemen have completed the purchases of supplies for their new factory.

Recent Patents.

550,938.—Transmitting mechanism for cycles; Gerard Beekman, New York, N. Y.; filed October 26, 1893; serial No. 489,196. (No model.)

551,016.—Saddle-clip for bicycles; Eugene Ward, Newark, N. J.; filed June 28, 1895; serial No. 554,309. (No model.)

551,018.—Pneumatic tube for bicycles; Herbert N. Wayne, Newton, Mass.; filed August 13, 1894; serial No. 520,162. (No model.)

551,035.—Wheel rim and tire; Thomas B. Jeffery, Chicago, Ill.; filed May 15, 1895; serial No. 549,348. (No model.)

551,050.—Canopy for bicycles; Otto M. Schmid, Chicago, Ill.; filed August 16, 1895; serial No. 559,476. (No model.)

551,068.—Detachable bicycle-seat for children; Eli W. Wilson, Smithville, Mo.; filed March 14, 1895; serial No. 541,824. (No model.)

551,075.—Wheel tire; James S. Copeland, Hartford, Conn.; assignor to the Pope Mfg. Co., Boston, Mass.; filed April 8, 1893; serial No. 469,557. (No model.)

551,088.—Pneumatic tire; Edwin F. Murdock, Oakland, Cal.; filed August 10, 1895; serial No. 558,921. (No model.)

551,152.—Spring tire for bicycle or other wheels; Charles E. Beale and Charles C. Jewel, Boston, Mass.; filed May 27, 1895; serial No. 550,903. (No model.)

551,173.—Adjustable and removable handle-bar; Michael B. Ryan, Bridgeport, Conn.; filed July 22, 1895; serial No. 556,718. (No model.)

551,344.—Support for bicycles; Maurice E. Blood, Kalamazoo, Mich., assignor to the Kalamazoo Cycle Co., same place; filed May 10, 1893; serial No. 473,740. (No model.)

Designs.

24,964.—Bicycle saddle; William I. Bunker, La Grange, Ill.; filed November 12, 1895; serial No. 568,744. Term of patent, fourteen years.

Trade-marks.

27,416.—Bloomers; Samuel Oppenheim & Co., New York, N. Y.; filed September 23, 1895; essential features, the word "Bell," used since September 14, 1895.

27,489.—Cycles; Fenton Metallic Mfg. Co., Jamestown, N. Y.; filed September 9, 1895; essential features, the word "Fenton," used since November 27, 1893.

27,470.—Bicycles; Kenwood Bicycle Mfg. Co., Chicago, Ill.; filed October 7, 1895; essential features, the word "Kenwood" in script letters, inclosed by a laurel wreath and surmounted by a helmet, used since April 6, 1895.

27,471.—Bicycles and tricycles; the Black Mfg. Co., Erie, Pa.; filed November 12, 1895; essential features, a figure or emblem having a general circular appearance with laterally-projecting portions, used since April 15, 1895.

TOLEDOISMS.

TOLEDO, OHIO, Dec. 16.—The Kirk-Young Mfg. Co. elected officers last week as follows: President, F. E. Southard; vice-president, E. A. Kirk; general manager and secretary, H. J. Young; treasurer, Ezra Kirk, all the capital stock of $30,000 is taken and half is paid in. The ladies' model is a beauty and has several new ideas.

The Yost Mfg. Co. is working a night force of 125 men and is making wheels to ship. The men are served with lunch at the Falcon clubhouse, so little time is lost. John A. Black, with the Yost company, superintended the opening of a Falcon retail store in Cincinnati last week. Prince & Son are the agents in the Queen City.

Mr. Smith, of the Toledo Tube Co., has been on the sick list, but is at his desk again. The past week the factory has been rearranged and with some additional machinery will be running full handed this week. The brazing department has been moved into a separate room and is under lock and key. Mr. Smith won't give away his secret.

The Brewer Tube Co. will let the contract for its factory this week. Its affairs are progressing as rapidly as possible under the circumstances.

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

A HUMBER AGENCY MEANS

Reputation, Profit, Satisfaction

One of the features of 1896 HUMBERS will be the HUMBER patent hose-pipe tire, designed by Mr. Elliott Burris, the managing director of HUMBER interests in America. This tire has received the approval of the department of HUMBER experts, after thorough and exhaustive tests. Mr. Elliott Burris has probably had greater and more varied experiences in the designing and manufacturing of pneumatic tires for cycles than any other one man; his experiences being laid in the United States, England, and France.

A feature of this tire which Humber & Co. have patented is a non-slipping, reinforced tread 1¼ inches wide, made of red rubber, the balance of the tire being made of gray rubber. The combination of royal purple rims with a tire of gray sides and red tread is very striking and very artistic.

The HUMBER patents cover a pneumatic tire which has central or tread portion made of one color of material, and portions each side of the central tread portion made of contrasting color or colors. The width of the contrasting stripes or colors may be varied at will, as for instance: The two side stripes may be wider than the middle stripe, or vice versa, or the stripes may be made of equal width laid alternately circumferentially on the tire or across its diameter.

HUMBER & CO., AMERICA, LTD.,

WESTBORO, MASS.

Chicago Cycle Exhibit, January 4 to 11, 1896, Stands 160, 161, 182, 183.
New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms { 318 Broadway, Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

Mention The Bearings

THE L. A. W. LOCK.

The L. A. W. Lock Co., 26 Ingalls Block, Indianapolis, has a good thing in the L. A. W. combination lock. It is thief proof, there being no two locks with the same combination. A chain or key is not required, the working of the lock being so simple that it can be opened in the dark. Another good feature is that it will lock two wheels at the same time. Each lock is numbered and handsomely finished. It is made of aluminum reinforced by steel. It weighs but two ounces, and it can be fastened to the sprocket, crank, chain, or frame or all at the same time. The lock sells for 75 cents. A good serviceable lock always sells well, and judging by the many testimonials from cyclists who have tried the L. A. W. Lock, the company ought to have a ready sale for its clever little theft preventer.



PLACING PACIFIC COAST AGENCIES.

SAN FRANCISCO, CAL., Dec. 9.—The past season has been a prosperous one here and the eastern manufacturers recognize in this state a great field for the sale of their products. As a result, traveling men by the score have visited the coast in the hope of placing agencies for their wheels, and almost all have succeeded in putting their machines in good hands, until now it is difficult to find a live agent who has the means to successfully handle a good bicycle.

Two months ago the traveling man had little difficulty in finding a good agent, but now almost all desirable agents have been found out, and the late comers are placing their agencies in the hands of any one who will take the responsibility (if there is any responsibility attached), and as a result the old established agencies will have much competition and lots of price-cutting to contend with next year.

Will Push the Crimson Rims.

Of the newcomers, the Syracuse will probably be the most extensively pushed, and, as the wheel has a very good name in southern California, its popularity will no doubt extend to this part of the state. C. E. Martling, who has taken the agency for this part of the state, is a hustler from 'way back, and promises to make some of the older dealers look to their laurels before the end of the season. He has just opened a handsome store on Sutter Street, and is preparing to push the Crimson Rim to its utmost. He will in all probability have a few racing men, and is perfecting arrangements for some of the best and most novel advertising ever seen in the bicycle trade in this city. He received two sample wheels this week, and has had over fifty offers for them already, but as they are samples he can not sell them, much to his sorrow.

Barneses and Ramblers to Compete.

Another wheel that promises to do well next year in this section is the Barnes, which is handled by Hooker & Co. They have just opened a handsome store on Market Street, across the way from Varney's Rambler Biclorama, and the competi ion between these two firms will be very sharp, but no price-cutting will be indulged in, as both are members of the dealers' association.

The cycle show which is to open in this city on the 17th of February, and which closes on the 21st, is already attracting much attention from dealers and others connected with the trade. The show promises to be a very fine one, and as several exhibits will be brought out here from the eastern shows, the displays will be the best ever seen in this city.

AN ENTERPRISING TOLEDO FIRM.

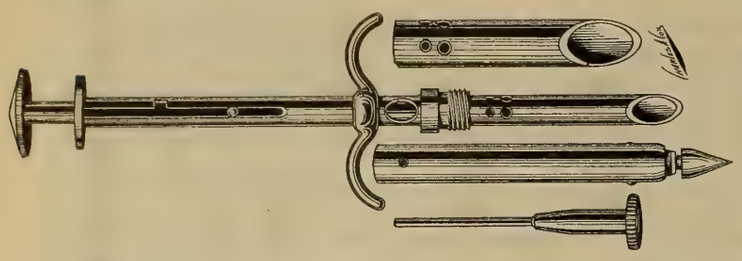
H. J. Young, of Toledo, organized the H. J. Young Mfg. Co. some time ago to make bicycles. Recently he took in Ezra A. Kirk, late of the Whitaker & Kirk Hardware Co. and changed the name of the company to the Kirk-Young Mfg. Co., with Frank Southard, of the Toledo Metal Wheel Co., as president. Mr. Kirk is vice-president and Mr. Young secretary and general manager. The company is incorporated for $30,000 with all the cash in, placing the company in a position to discount all bills. It will make at least 3,500 wheels. Of this number 3,000 have been sold, leaving the company with but 500 more wheels to job out. The machines are built on up-to-date lines and have all the latest improvements. The company is succeeding far beyond Mr. Young's expectations.



H. J. YOUNG.

THE EUREKA REPAIR TOOL.

The Eureka puncture repair tool for single-tube tires, made by the Syme Mfg. Co., Chicago, is shown in detail in the accompanying cut. The barrel of the tool is provided with a plunger, which is fitted with a milled head and a locking-pin which seats in a square notch in the body of the barrel. The extension of the plunger fills the needle and fits closely into it in such a manner that any cement is forced out when the pin is disengaged and the plunger pushed down. The operation of making a repair is as follows: The arrow-head of the cutting tool is inserted in the tire at the point of puncture and the plunger forced home until the circular knife cuts through the tire, leaving a clean round hole for the reception of the plug, which is first set into the open point of the tool, and pressed into it, head and all. A supply of cement is taken from the collapsable tube and fed

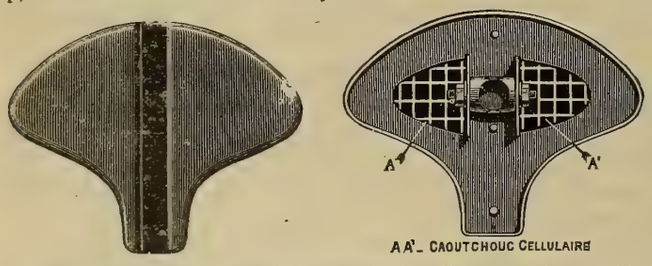


into the needle through the opening just below the finger guards, the plunger being first locked with a quarter turn of the head which engages the pin in the notch of the barrel. The tool is then inserted, point first, into the cut-out hole, the plunger unlocked and pressed home. A shoulder on the needle provides for the right entrance of the tool into the tire, and results in the cement being forced out around the circumference of the needle, through the small openings shown in the cut. After the plunger is forced down the plug-head is released from the needle, and by withdrawing the entire tool from the tire, the plug is left with the head firmly seated against the inner surface of the tire with a liberal coating of cement in the desired place.

The complete repair outfit, with tool and extra tip for large punctures, and with cutter attachment, and a supply of plugs and cement, will be put up in a leather pouch, and will retail at $1. The Syme company will have the outfits on the market by the first of the year, and will offer them to the general trade.

THE LAMPLUGH SADDLE.

A hygienic saddle made by Lamplugh & Co., Paris, is illustrated in the accompanying cuts. The first illustration shows the top, which is of leather with a deep ridge running from the pommel back to the cantle and fitted with a strip of sheet steel with rivets for holding the covering in place against the frame of the saddle. The framing is made up of sheet steel, struck up to the proper shape with flanges underneath for the post-clamp, which is so formed that it may be used with either an L, a T, or an



AA'- CAOUTCHOUC CELLULAIRE

end post, and a liberal range of fore and aft adjustment is provided by slots in the flanges, and an arrangement of annular teeth provide for tilting the saddle for change or angle.

The principal feature of the saddle is shown in the second cut, and consists of a filling, between the cover and the frame, of soft rubber which is molded to fit and is of cellular construction. It is claimed that the stability of this filling is greater than compressed or confined air, and that the disadvantages of pneumatic saddles are absent. A trial of a sample saddle demonstrates its comfort and efficiency.

SOME PREMIER NOVELTIES.

The Premier company has just evolved a sample of its 1896 model roadster from the Bridgeport factory and it has proved to be a very creditable infant. Fitted with full road tires the machine scales complete 21 pounds 4 ounces; this will be the heaviest machine turned out by the company and will be fully guaranteed to carry riders of any weight whatever. The 1896 ladies' model will be fitted with wood guards and the new Premier patent rubber-shod brake. The prize model of the new line will be the Special Helical, which will be exquisitely finished in translucent enamel of a rich wine purple made exclusively for the company by one of the largest enamel works in the country. The special will have nickel chain; rims of selected and very handsome grain will be an *edition de luxe*. The new tandem, the first of the Helical tribe, is well in hand and will be shown at both the Chicago and New York shows.

A GROWING CONCERN.

The Taylor & Edwards Cycle Co., of 278 Grote Street, Buffalo, N. Y., has now developed into a large concern and will hereafter be known as the Tonawanda Cycle Co., of North Tonawanda, where it is now located. The company will employ about 75 or 100 hands, and will probably have to work day and night to fulfil contracts already made. The company will consist of the following gentlemen, who will take their respective parts as follows: Mr. Walter, who will represent the company, is a very bright and intelligent young man and has already made a number of friends in the bicycle field. Mr. Edwards, who has a number of years' experience in the manufacture of bicycles, will act as general superintendent. Mr. Gillie will assist Mr. Edwards in his duties, having had a number of years' experience in the machinery business. Mr. Quinlan, who is an expert accountant and bookkeeper, will act as secretary and treasurer and look after the welfare of the company. William Godard is one of the wealthy stockholders who will take an active part in the business, and see that all orders are shipped promptly. Mr. Drury will take any part in the business that may prove beneficial to the company. Phil Prew, who is already well known as the inventor of the walking man, is now making a bicycle which when finished claims to be the fastest in the world. Mr. Fries, who is a very wealthy man, thought he would like to have a hand in the bicycle business and has already taken some stock in the concern, but can not take an active part as he is otherwise occupied.

The company is looking for a very prosperous season and calculates on making from 5,000 to 6,000 wheels, with all the latest improvements and up to date in every respect for '96.

THE HERCULES RIM.

The distinctive feature of this wood rim, and the one upon which the makers claim superiority, is a strip of paper or chemically prepared fiber compressed to extreme hardness, cemented longitudinally between the two sections of wood forming the rim. This paper section is about 1-16 of an inch thick, and the overlapping edges are joined by long, perfectly scarfed laps, so as to make a strong and invisible joint. It is slightly elastic and adheres strongly to the wood, forming a rim that can not split or warp and one the spokes will not pull through. The rim thus made is stronger and not quite so heavy as an all-wood rim. The intermediate layer of paper is colored either red or black, and is a decided ornament to the wheel.

The Hercules Rim Co., located in Detroit, Mich., also manufactures dust and chain guards in plain wood and bird's-eye maple, claiming to have the only machine capable of producing a perfect guard from the latter wood. These guards are not molded or warped, but are worked out of blanks ½x2 inches, giving great strength and stiffness with a minimum of weight. Samples will be furnished upon application.

New Single-Tube Tire.

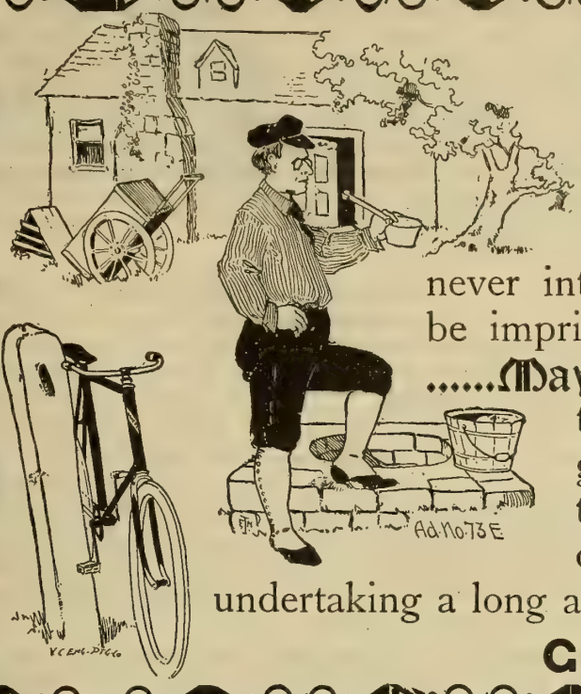
The Chicago representation of the New York Belting & Packing Co., Ltd., is now looked after by the firm of Ong, Many & Salter, 52 La Salle Street, and samples of the '96 League tire, both complete and in section, are shown. In addition to the double-tube League tire the concern is showing a fine single-tube fabric tire made under the same trade-mark. The claim of the company is broad, and a careful inspection of the product goes far toward verifying it, The double-tube League as made for '96 will have the inner tube of less diameter than last year, and when deflated the tube will not fill the casing, allowing it to be easily removed. To compensate for the extra strain that will thus be put upon it, the tube is made a trifle thicker and of a quality of rubber that it will safely stand all the pressure that can be brought to bear. A full stock of tires and of "Stick and Stay" sundries will be kept at the Chicago store, and the company's guarantee of tires will be looked after for this territory.

THE COLUMBIA CALENDAR.

Following its usual custom, the Pope Mfg. Co. has sent out its desk calendars for 1896. This is the eleventh annual edition of the calendar and the Pope company feels that it will meet with more than a favorable reception. More space has been allowed for memoranda, greater charm given by liberal illustration, and a unique and convenient grouping of dates provided to meet the hurried needs of business men. In addition, the moon's phases are indicated for the benefit of those who wish to know the best time for night riding. The changes are given for eastern standard time, and allowance must be made for other meridians of longitude.



Pending the appearance of the '96 Stearns catalogue, which will, it is understood, be the most sumptuous and richly illustrated of any ever issued by E. C. Stearns & Co., the public will be enlightened as to the principal features of the new models of the Yellow Fellow line by a forerunner or advance sheet containing the complete specifications and other interesting matter. This *avant courier* will probably be out this week.



OVER TAXED BRAIN.....
WORKERS

and business people in general get too little out door exercise. Nature never intended that man or woman should be imprisoned nearly half their time. You .....May do Well to consider the benefit, the saving of transportation, and the general improvement of your health, the pleasure and relative inexpense of a Clipper Busines Bicycle before undertaking a long and uncertain foreign journey.

GRAND RAPIDS CYCLE CO.

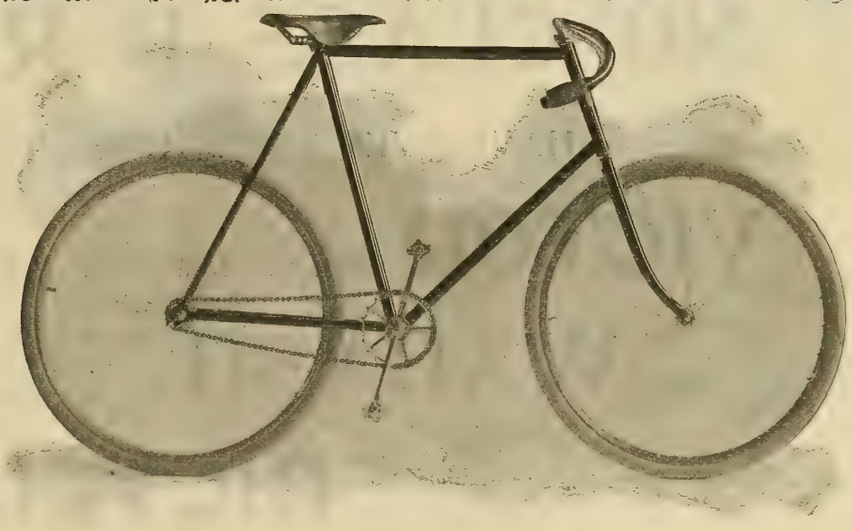
Mention The Bearings.

This is the New

'96 Peerless Special,

Which took highest award at the Atlanta Exposition.





It combines more points of superiority than any other machine on the market today.
Flush joints from stem to stern.
Tubular construction throughout, including hubs and crank bracket.
Nickel and Peerless Special steel tubing, drawn especially for us.
Peerless patent handle-bar and seat-post adjustments—no clumsy bolts and clamps.
Peerless tubular fork-crown—the finest thing yet produced.
Perfect fittings and appointments, and magnificent finish.

Chicago Cycle Show, Space 110.
New York Cycle Show, Spaces 73, 74, 75, and 76.

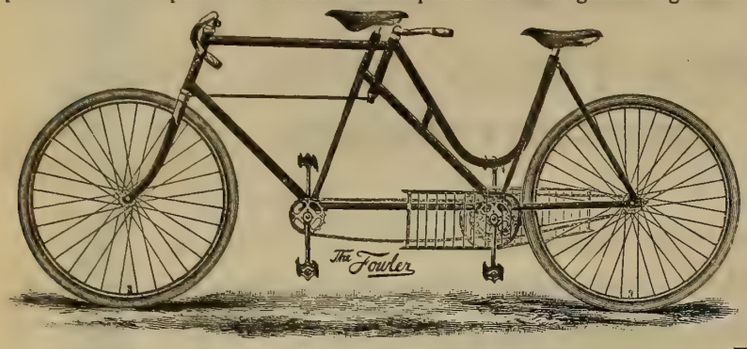
THE PEERLESS MANUFACTURING CO., - Cleveland, O.

Makers of Peerless and Triumph Bicycles.

Mention The Bearings

THE NEW FOWLER TANDEM.

The '96 combination Fowler tandem is shown in the accompanying cut. It will be seen that the frame is of new design, with the drop frame placed behind instead of in front as usual. Many advantages are claimed for this form of construction, among which may be stated that the lady is placed in such a position that she is not exposed to the danger arising from



a possible collision, that the steering is double and the connecting-rods need not be carried below the line of the fork-crown, and that the general outlines are such that unusual stiffness is given to the machine. The construction of the rear frame is after the lines of the drop-frame Fowler for '96, and there is a new chain adjustment and many other desirable details of make-up throughout.

THE "WANDERER" IN LOUISVILLE.

LOUISVILLE, KY., Dec. 16.—The Morgan & Wright car came in on time last Wednesday night, and bright and early on Thursday morning the men were around town visiting the cycle agents and hardware dealers. By the time they had finished this and eaten dinner it was time for the advertised public reception. The weather was decidedly against them, but when the car was opened at 3 o'clock there was a large crowd waiting, so that it took military training to manage them and still allow all to get a chance to see and hear what was going on. From that time until after 5 o'clock there was a constant crowd in the car, and the men were very glad when it was over, for they were exhausted.

Captain Lennie stated that it was the largest afternoon crowd they had received since their start from Chicago, and that it would compare very favorably with even the large manufacturing cities where they were able to hold their reception in the evening. He was very well pleased with the result of the visit here, and only regretted that they were not able to remain over until evening.

BARR'S BICYCLE CLOTHING.

The Barr Cycle Clothing Co., with offices and factory at 266 and 268 Wabash Avenue, Chicago, offers a complete line of cycling and golfing suits, either to measure or made up. The stock embraces domestic and imported cassimeres, cheviots. home-spuns, and linens, either plain or in fancy stripes. Caps are carried to match suitings or will be made to order. A line of bicycle shirts, sweaters, golf stockings, imported sweaters for ladies, and ladies' coats are kept for sale. Ladies' suits are made as well as men's, either with bloomers, short or divided skirts. The firm is composed of C. W. Barr, president; Jules Lang, vice-president, and Thomas Allinson, secretary and treasurer. Mr. Barr has been known in Chicago as a manufacturer of bicycle clothing exclusively for the past five years and has an enviable reputation in the trade.

Of Interest to Raleigh Riders.

The closing act in winding up in this country the Raleigh Cycle Co., which took place in New York a few days since, was the sale of all the parts of that wheel to the new firm of Nuttall & Loucks, who will make bicycles and cycle fittings at 418 and 420 W. 27th Street. John Nuttall, the senior of the new firm, has been well known locally for eleven years past as a maker of special wheels, repairer, and nickel-plater to the trade. A. C. D. Loucks, the junior member, is one of the "old-timers" of New York and Brooklyn. He was secretary of the Kings County Wheelmen from 1883 to 1887, and one of that club's incorporators. He became known to the trade as secretary of the George R. Bidwell Cycle Co. when that concern was prominent in the bicycle and tire business. Latterly he has been manager of agencies for the Raleigh company. Owners of Raleigh safeties would do well to remember the address given, otherwise they may have trouble in obtaining parts when needed.

The '96 Lyndhurst has something new to offer in the way of a double cone for its crank-axle. Both cones are turned in one piece from solid stock, tempered in oil (not case hardened). The cones are then ground into line on their individual axles. Both ends being ground at the same time, it is impossible for one line of balls to be out of true with the other. The cone is squared for a wrench, by which it can be screwed tightly against a shoulder, and, after being set screwed, it is impossible for it to become loosened on the axle.

NO CLASS B RIDERS

HAVE EVER BEEN HIRED TO RIDE

VICTOR ONE OF THE FEW WORTH $100

AND WABASH IT WAS / IT IS / IT WILL BE $75

BICYCLES

THORSEN & CASSADY COMPANY 141-143 Wabash Ave., CHICAGO.

SOLE AGENTS.

SPACE NOS. 201-202 CHICAGO SHOW.

THE HENLEY.

The Henley, manufactured by the Henley Bicycle Works, Richmond, Ind., will be built of large tubing, 1⅛ inches for the main frame, with 1¼ inch head. The rear stays are ¾ inch for the upper and 13-16 inch for the lower. All connections are machined from drop-forgings, with the tubes inset. The handle-bar is adjustable or bent as ordered. The crank fastening is a feature of the wheel, and embraces a special form of crank-shaft end and crank. The cranks are broached out with an octagonal hole and split from the opening to a point between the straight of the crank and the shoulder. The crank is slipped onto the shaft and set up with a clamp bolt which engages a thread cut at right angles to the line of the axle. The sprocket fitted is cycloidal cut, and a chain of perfect pitch is used. The wheel shown in the accompanying cut is the regular roadster, weighing from 21 to 23 pounds. In addition to this model a track racer will be built, a drop frame for ladies, and two tandems, a combination and a double diamond.



The Henley.

HUMBER TIRES.

One of the features of 1896 Humbers will be the Humber patent hose-pipe tire designed by Elliott Burris, the managing director of Humber interests in America. This tire has received the approval of the department of Humber experts after thorough and exhaustive tests. Elliott Burris has probably had greater and more varied experiences in the designing and manufacturing of pneumatic tires for cycles than any other one man; his experiences being laid in the United States, England, and France. A feature of this tire which Humber & Co. have patented is a non-slipping reinforced tread 1¼ inches wide, made of red rubber, the balance of the tire being made of gray rubber. The combination of royal purple rims with a tire of gray sides and red tread is very artistic and very striking.

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A CYCLE ENCYCLOPEDIA.

The Manufacturers & Merchants Warehouse Co., of Chicago, has hit upon a good scheme, which promises to make a hit in trade circles. On January 1 it will issue the "Encyclopedia and Buyers' Guide of Bicycle Material," containing descriptions of all the goods handled by the company. This edition will be followed up by monthly supplements of everything new in the bicycle line as it develops, and will be sent free to all names on the company's mailing list and to every one engaged in the bicycle-book business. This book will be invaluable to the trade, and should be eagerly sought for by makers and repair men.



A New Firm in Columbus, Ind.

A new firm has been organized in Columbus, Ind., to manufacture a high-grade bicycle. It is called the Columbus Brass & Iron Co. The principal stockholders are Congressman Jesse Overstreet, of Franklin, and his two brothers. The wheel will be known as the Hoosier.

WILL MAKE TUBING AND BICYCLES.

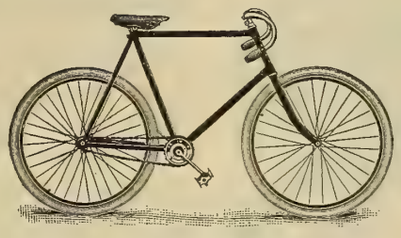
INDIANAPOLIS, IND., Dec. 16.—A large tube mill and medium-grade bicycle factory will be established at Albany, Ind. The articles of association for the Albany Mfg. Co. were drawn up Thursday. Charles F. Smith, president of the Indiana Bicycle Co., is at the head of the enterprise, while the first board of directors will include Alfred B. Gates, Philip Goetz, Joseph K. Tedrow, and Albert J. Beveridge. Cold drawn seamless steel tubing will be manufactured on a large scale, while in a separate plant juvenile wheels and a medium-grade man's wheel will be made. The capital stock of the company is $1,000,000.

The Indiana Bicycle Co. will market the wheels made by the new concern and will also be a heavy buyer of the new tubing.

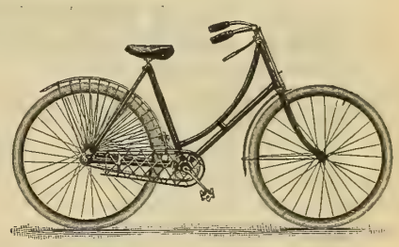
I. J. Wightman, of the Defender Cycle Co., is on the road with the '96 Defender. He will visit Louisville, Cincinnati, Evansville, St. Louis, and Indianapolis.



Model 27.



Model 21.



Model 24.



Model 26.

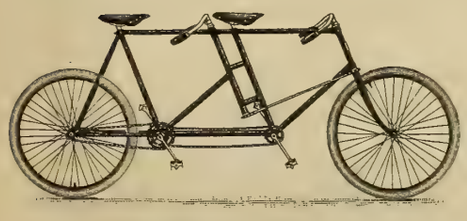
Tribunes for '96

SEND FOR CATALOGUE.

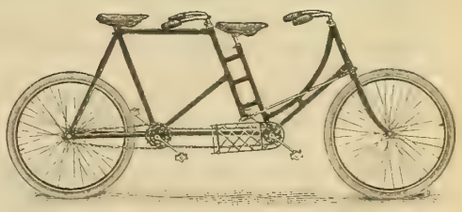
The Black Mfg. Co., Erie, Pa.



Model 25.



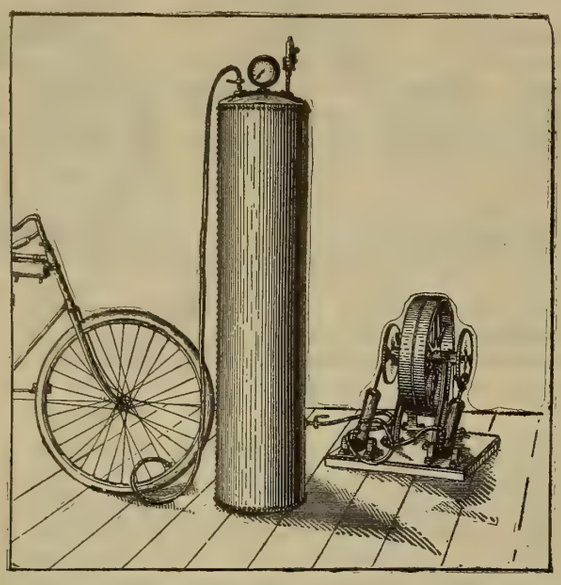
Model 22.



Model 23.

POWER AIR PUMP FOR REPAIR SHOPS.

The Davis & Stevens Mfg. Co., of Seneca Falls, N. Y., maker of the justly celebrated Cyclone and Tornado bicycle pumps, has put upon the market one of the most simple and effective air compressors to be operated by power that has yet been devised. These power plants are now in successful operation in a number of large repair shops and manufactories. All working parts are made of brass or bronze and the plungers are so arranged that they can be taken out and replaced from bottom of cylinder,

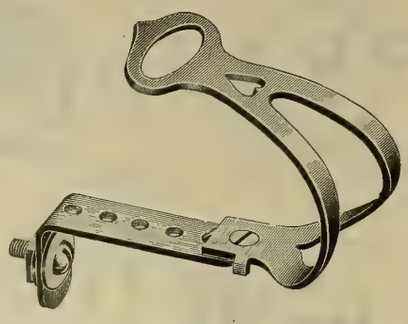


and cylinder screwed back in place by hand. With this plant is furnished a tank of suitable size equipped with pop safety valve and air gauge together with necessary air cocks, hose nipples, etc., ready for connecting hose. With the use of one of these plants a uniform pressure of from forty to sixty pounds can be readily maintained and they can be successfully used for supplying air pressure to brazing furnaces, as well as for inflating tires.

A catalogue comprising sixteen styles and varieties of bicycle pumps, also various sundries, can be had from this firm upon receipt of application.

A POST SUNDRY.

D. J. Post is meeting with great success in his new venture as proprietor of the Cycle Supply Co., of Hartford and Cleveland. He is doing a large business in bicycle bells, sweaters, and other sundries. The new adjustable toe-clip made by this company fits any size shoe and is as firm as a regular toe-clip.



The Franklin Enamel Polish.

W. A. Franklin & Co., Ltd., Rochester, N. Y., are makers of Franklin's Electric bicycle enamel polish. This polish adds a rich, brilliant, and lasting gloss to the enamel, giving the wheel the appearance of a new machine direct from the factory. When used upon the nickel and all bright parts, it prevents it from rusting and keeps it like new. This polish is not an oil, but a high-grade waterproof polish, and will polish a bicycle in ten minutes.

TRADE NOTES.

C. H. Stanton, manager of the Hercules Rim Co., Detroit, is at the Great Northern, Chicago.

It may interest the cycling world to know that Green and Erswell, holders of the mile straightaway records, used Cutting pneumatic saddles in their record rides.

The Hall-Shone Co., Incorporated, of Rochester, N. Y., has recently shipped several large consignments of rubber mud-guards and lacing cord to England and Italy.

The list of celebrities who ride Stearns wheels is daily increasing. The latest addition is the German ambassador at Paris, who ordered a Yellow Fellow by cable last week.

The Toledo Tube Co. is turning out from 1,200 to 1,500 feet of tubing per day instead of week as reported in THE BEARINGS. The company hopes to be able to double these figures by January 1.

At the old and well-known headquarters 126-128 Chambers Street in New York City will be found C. M. Moseman & Bro. The fact that they have secured the '96 agency for the popular Fenton bicycle is significant of continued success.

E. K. Orr, of the Standard Cycle Works, Chicago, has placed the following agencies on his eastern trip: W. M. Justice & Co., Pittsburg; James B. Millington, Baltimore; J. J. Fister, Washington, D. C.; G. & G. W. Hendermyer, Philadelphia.

A recent ordinance introduced into the city council of San Francisco prohibits coasting, and limits the speed to six miles an hour at crossings. It also requires the carrying of bells at all times, but leaves the use of lanterns to the option of the riders.

E. C. Stearns & Co. intend to celebrate Christmas this year by sending out an extra large and readable Chistmas number of the "Yellow Fellow," their bright weekly periodical. It is said that the "Yellow Fellow" will don a new and strikingly handsome cover for the occasion.

On the Oak Lawn five-mile circuit, Dallas, Tex., December 7, Lloyd Williams, on a Monarch, broke the state road records from fifteen to thirty miles inclusive. His times were: Fifteen miles, 45:45; twenty miles, 1:01:05; twenty-five miles, 1:17:35, and thirty miles, 1:33:35.

The 1896 catalogue of the Liberty Cycle Co., which is now in press, will be one of the handsomest specimens of the printers' and engravers' art ever issued. It will be ready for distribution in two weeks, and will be mailed upon application to the Liberty Cycle Co., 4 Warren Street, New York.

The Lyndhurst traveling men are on the road with '96 samples. Paul Grosch is in Connecticut and Massachusetts, J. E. Travers is in the southern and middle states, and A. Kennedy-Child is doing New England. A. J. Getz, a late addition to the traveling staff, has New Jersey and Pennsylvania.

Harry Wheeler may decide to go over to France again next year unless there should be plenty of plums for professionals to pick up on this side of the water. Harry came into New York from East Orange the other day to have a talk with Elliott Burris, and the result is that he will probably continue to ride a Humber.

W. R. Cone, lately of Galesburg, Ill., has joined the forces of the A. R. March Mfg. Co., and will, as the assistant of Mr. March, have direct charge of the March agencies. Mr. Cone is a young man of several years' experience in the bicycle business, and will be a valuable addition to the ever-growing cycle trade of Chicago.

A Brooklyn ordinance, passed November 21, provides a penalty of not less than $2 nor more than $5 for throwing, dropping, or placing glass, tacks, nails, pieces of metal, or any other substance likely to injure a bicycle or tricycle, on the streets and avenues, or any public place within the city limits.

The business of the Central Cycle Works, 412 Fulton Street, Peoria, Ill., has been purchased by Vail & Juelg. The new firm is enlarging the building to double its former capacity, and will make a specialty of doing all kinds of bicycle repair work promptly, in addition to their bicycle and sundry business.

George T. Shinn has just returned from an eastern trip for the Henley. While in New York he closed a deal with the Peerless Rubber Co., of 16 Warren Street, for 1,500 Henleys. The company will handle the complete line of wheels made by the Henley Bicycle Works. W. H. Owen will manage the bicycle department.

Owing to the large demand for immediate deliveries of Standard bicycles, the Standard Cycle Works, of Chicago, have been compelled to put on a night force and the factory is now running from 7 in the morning until 10 o'clock at night. E. K. Orr, general sales manager, is now in the east. He will be gone until after Christmas.

A Brooklyn man has invented a leather tire which he claims can not be punctured, and is not likely to slip in rainy weather, and makes the further laim that it is more elastic than present tires. The leather is joined on a bias, and is sewed on the inside next the rim. It will stand twenty pounds pressure in the inner tube of rubber, and the leather is subjected to a treatment which makes it absolutely waterproof.

W. A. Rubey, of Louisville, Ky., has joined forces with the Marion Cycle Co., and will sell '96 Halladays in the state of Kentucky. "Little Billee" is well known among the trade in Kentucky, and is the state centurion of the C. R. C. of America. He has ridden a large number of centuries this year, and is working hard for the individual record of the C. R. C. of America. His mount is a 20-pound Halladay fitted with M. & W. tires.

Hulbert Bros. & Co. report that within a few days their new Majestic bicycle for '96 will be ready to be put on the market. Now that every tool is working, and that a large number of all component parts of the Majestic have been finished, the assembling will not be delayed, and Hulbert Bros. & Co. will be able to accumulate such a large stock before the deliveries of their spring orders begin that the annoying delay in getting their early shipments, so frequently experienced by dealers, will be avoided. The well established line of trade which the Majestic enjoys enabled Hulbert Bros. & Co. to keep from showing samples sooner, as, with few exceptions, all their former agents have placed their sample wheel order with them

now. At present Hulbert Bros. & Co. are making every effort possible to keep up with their orders for Mesinger saddles which are pouring in from all parts, not only of the United States, but of Europe and other quarters of the globe.

At the Eighth Regiment and Pastime Athletic Club indoor games at the New York Armory last week Vim tires won everything. They got the first, second, and third in the one-mile handicap, with Goodman—who went a world's record in 2:27⅘—LeBold, and Barbeau. They also won the New York State National Guard one-mile championship with Owens first, Fisher second, and Sanford third. The two-mile handicap was in one, two, three order, with LeBold, Fisher, and Owens. World's tandem record was also made by Goodman and Sanford.

The Maryland Mfg. & Construction Co., of Baltimore, is equipping its factory 336, 338, 340, and 342 North Street, with the latest improved bicycle machinery, preparatory to putting on the market a line of high-grade wheels. The output of the works will be 6,000 wheels for 1896, to be called the Portal and Suburban. This company is composed of some of the best-known men of Baltimore. The superintendent of the works is C. F. Pease, recently of Chicago. The company will build four models in four different heights of frame and weights; also two models of tandems. It will include in the construction several improvements which promise a speedy sale of the company's output.

ANOTHER CHICAGO FIRM.

The Western Union Bicycle Mfg. Co. is a new concern recently formed in Chicago with a capital stock of $150,000 to make a medium-grade wheel that will be furnished to the trade so that it can be retailed at $50. But one model will be made, the wheels being 28-inch. Forgings are used throughout. Large tubing and barrel hubs are also features. The new company is located at 236-240 Carroll Avenue in the old factory of the Sterling Cycle Works. The machinery and material were ordered last summer and the factory will be running full force in January. The company has already secured contracts from several large jobbers for a large part of the output. The officers of the company are: Frank I. Bennett, president; A. W. Moore, vice-president; C. F. Swan, treasurer; E. J. Ryan, secretary, and F. M. Boodry, superintendent. Messrs. Moore, Ryan, and Boodry are well known to the trade, having been connected with prominent Chicago cycling firms.

GREAT REDUCTION IN TIME TO CALIFORNIA.

Once more the Northwestern Line has reduced the time of its transcontinental trains, and the journey from Chicago to California via this popular route is now made in the marvelously short time of three days. Palace drawing-room sleeping cars leave Chicago daily, and run through to San Francisco and Los Angeles without change, and all meals en route are served in dining cars. Daily tourist sleeping car service is also maintained by this line between Chicago and San Francisco and Los Angeles, completely equipped berths in upholstered tourist sleepers being furnished at a cost of only $6 each from Chicago to the Pacific coast. Through trains leave Chicago for California at 6:00 p. m. and 10:30 p. m. daily, after arrival of trains of connecting lines from the east and south. For detailed information concerning rates, routes, etc., apply to ticket agents of connecting lines, or address W. B. Kniskern, G. P. & T. A., Chicago. 1

Annual Half Rate Excursions to Canada Via The Chicago & Grand Trunk Railway.

The Chicago & Grand Trunk Railway has arranged for the usual half rate holiday excursions to principal points in Canada for season of 1895. Thursday, December 19; Friday, December 20; Saturday, December 21. Tickets good to return up to and including January 9, 1896. Avail yourself of this opportunity to visit Canada and spend the holidays with the folks at home. All through trains of the Chicago & Grand Trunk Railway pass through the great St. Clair Tunnel, one of the wonders of modern engineering skill, and is the only line offering the public advantages of through Pullman car service to Canadian points. Tickets may also be purchased reading via Detroit if desired. Excursion tickets on sale at all stations. For further particulars apply to Ticket Agent, 103 S. Clark Street.

A GREAT RAILWAY.

The Chicago, Milwaukee & St. Paul Railway Co. owns and operates 6,169 miles of road.

It operates its own sleeping cars and dining cars.

It traverses the best portions of the states of Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South and North Dakota.

Its sleeping and dining car service is first class in every respect.

It runs vestibuled, steam heated, and electric-lighted trains.

It has the absolute block system.

It uses all modern appliances for the comfort and safety of its patrons.

Its train employes are civil and obliging.

It tries to give each passenger "value received" for his money, and

Its general passenger agent asks every man, woman, and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—for it is a great railway.—ADV.

WANTED.

Two or three parties to take $500 to $1,000 stock in bicycle business. I have $2,000. Traveling agents having had experience preferred, or two parties are wanted to travel to appoint agents and show wheels. A. E. JONES, Elkland, Tioga Co., Pa.

WANTED.

By a jobber, a line of 20, 22, 24, 26, and 28-inch wheels for jobbing trade under his own name-plate. Address, B. C. A., care "The Bearings."

CORRESPONDENCE WANTED.

A gentleman, financially responsible, who can command the highest references as to general character and business ability, invites correspondence from manufacturers who would be benefited by having for their bicycle parts, sundries, tires, wood rims, etc., a distributing point adjacent to Chicago. Address, X. Y. Z., care "The Bearings."

ARNSTEIN'S ENAMELING OVENS.

A good enameling oven, which will be compact, effective, and reasonable in price is a desirable and much-needed adjunct to a repair shop or small factory. Such an oven is offered by Eugene Arnstein, 113 Franklin Street, Chicago. It is made in two sizes—one which will take in five frames, and which measures 34½ x 28½ inches outside, and 4 feet 9 inches in height, and a second size which will take in ten frames, and also the frames of tandems. The walls are double, and the heat is generated either from gas or gasoline. Suitable peep-holes, fitted with glass covers, are provided and a ventilator is supplied for regulating the heat independent of the burners. Each oven is sent out complete, even to the thermometer for reading temperatures.



EUGENE ARNSTEIN.

The baking enamels offered by Mr. Arnstein are the result of an experience and experiments covering the past twenty years, and they are put out with the confidence that their superior can not be found. Twelve shades or colors are found in the list, including the new and popular colors for '96. In addition to the baking enamels, a line of air drying enamels is put up for sundry trade, and also a full line of cements for tires, varnishes for rims and frames, and a score of other articles in daily use by the rider. A pocket repair outfit is manufactured, and several kinds of cycle oil, both lubricating and illuminating. In the strict sense of the word, Mr. Arnstein is a manufacturer, as all the articles on his list are made in his own factory, and nothing offered to the cycle trade, is handled in a jobbing way.

Photo Colortype Co.
High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO.

THIS IS THE ORIGINAL
PEPPERMINT FLAVORED
CHEW WHITE'S YUCATAN GUM.
CHEWING GUM
To relieve the distressing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.
The only chewing gum factory open to visitors at all times.
W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

The Everett House
is headquarters for all bicycle travelers.
Everett House, Union Square and 17th St.,
NEW YORK.

CYCLE CHAINS
HIGHEST GRADE.


BEST MATERIAL. NEATEST FINISH.
GREATEST ACCURACY. PERFECT FIT.
THE RESULT OF YEARS OF EXPERIENCE.
INDIANA CHAIN CO.,
30-32-34 W. South St., Indianapolis, Ind.
M. M. W. Co. 10 W. WATER ST. CHICAGO
GENERAL WESTERN AGENTS.
Mention The Bearings

HAND MADE HIGHEST GRADE

INDIANAPOLIS TIRES ARE DURABLE. OUR VALVES DO NOT LEAK.

HAND MADE HIGHEST GRADE

TRY OURS. WE LEAD AND WILL SET A HOT PACE

HUNDREDS OF RIDERS REALIZE ALL THIS.

What is the first thing you take in consideration in buying a tire? How fast or how light? No! but how easily it can be repaired.

Indianapolis Single-Tube Tires

have no equal as a hose-pipe, and G. & J.'s are simplicity itself. Our quality has always been the best only.

INDIANAPOLIS RUBBER CO., Indianapolis, Ind.

HAND MADE HIGHEST GRADE

PUNCTURES CAN BE REPAIRED. NO OTHER FAST TIRES HAVE WORN WELL.

HAND MADE HIGHEST GRADE

MENTION THE BEARINGS

THERE IS A

A RICHMOND insures contentment, and highest degree of pleasure.

COMPLETE IN EVERY PARTICULAR.

EXAMINE AND BE CONVINCED.

Richmond

IN THE FIELD.

DURABLE. EASY-RUNNING. HANDSOME.

Richmond Bicycle Co., Factory and General Offices, Richmond, Ind.

Chicago Cycle Show, Spaces 303 and 304.

Eastern Branch—97 Chambers St., and 79 Reade St., New York. Allerton-Clarke Co., Sales Agents.

Mention The Bearings

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

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KNICKERBOCKER CYCLING NEWS.

A Resume of Gotham Gossip of the Week—The Trotting Associations May Come in Conflict with the L. A. W.

NEW YORK, Dec. 30.—One of the cycling notables who recently dropped into the big town was W. A. Skinkle, the elongated, taciturn, and capable president of the Century Road Club of America. Mr. Skinkle has continued in office ever since the body was organized, and in order to convince himself that he is still the choice of the members he has decided to have an election by mail. There was to have been a session of the Century Road Club at Asbury Park during the L. A. W. meet, but for some reason or other it did not take place. According to Mr. Skinkle, the club intends to be more in evidence next year, and plans looking forward to this idea are being prepared. Each state will give a handsome medal, either for the greatest mileage or for the most centuries, and other innovations are also contemplated to show that the body has not reached a state of "innocuous desuetude."

One Result of Mr. Skinkle's Call

was the discovery of the fact that the centurion for New York state lives in this city. His name is F. A. Myrick, and his address in No. 100 Lexington Avenue. Apparently Mr. Myrick has been singularly backward about coming forward, for during the recent agitation in Brooklyn in regard to forming an eastern association similar to the Century Road Club, not a word was heard from him. Had he made his presence known, he might have negotiated a good "ad" for his organization and also received some recognition. There is plenty of work hereabouts for a live centurion, and Mr. Myrick should come out of his hiding place if he wants to continue in office.

When the board of review of the National Trotting Association holds its session in New York in February, several prominent members intend to consider very seriously

The Bicycle Circuit Question.

President Peter V. Johnston, of Lexington, Ky., is very much interested in the idea, judging from letters which he has written to people in this city, and looks upon it as a paying investment. He says that third-of-a-mile board tracks will be constructed by many trotting associations, circuits will be arranged, and cash prizes given. All this could be done without inviting a conflict with the L. A. W., but the horsemen seem inclined to run a separate association of their own. If it comes to this it's a dollar to a hickory nut that the cycling body will have the long end of the stick right from the jump. After years of sneering and ignoring of cycling the horsemen, finding their own sport on its last legs and their tracks becoming heavy burdens, are now anxious to seize a clean form of competition in order to retrieve themselves from disasters that have been brought about solely through a loose conduct of affairs that has resulted in crookedness and the consequent loss of the public's patronage. Should it come to a conflict between the N. T. A. and A. T. A., the two prominent turf bodies, and the L. A. W., the masses will have little difficulty in deciding which side deserves their support.

Only a Suggestion.

Chief Consul Potter's suggestion that an organization of prominent L. A. W. officials, the consuls, racing board chairmen, and secretary-treasurers, be formed to control racing, is only a suggestion, and such it is likely to remain. Undoubtedly Mr. Potter's amendment, if he introduces it, will excite any amount of discussion in the National Assembly, but he does not indulge in the fond hope that it will go through with a rush. In fact, he only hopes to make a creditable showing with his argument.

An amusing instance of the lack of humor in one New York reporter has just come to light, and it has placed both Mr. Potter and Chairman Gideon in a peculiar position. In conversation with the reporter, Mr. Potter remarked in a joking way that Mr. Gideon was in favor of having the League give up the control of racing. Of course, Mr. Gideon is decidedly opposed to any such move, and a letter from Mr. Potter explaining "how it was" naturally followed. Mr. Potter will not deal in humor any more when he talks with this reporter.

What Happened Can Only be Guessed.

The recent conference at the Astor House, in which George D. Gideon and H. W. Robinson represented the L. A. W., and George Pope and E. C. Stearns looked after the interests of the Cycle Board of Trade, may and may not have been productive of results. Nevertheless, it would be very fair betting that nothing definite happened. The fact that all of those who were present have been as speechless as the Sphinx may be taken as an indication that nothing was decided upon.

While the L. A. W. leaders hereabouts would have liked to have the National Assembly meeting in New York, the selection of Baltimore is far preferable to St. Louis. Sterling Elliott is regarded as the most likely man for the presidency, and Toledo seems to be the choice for the next meet, though Louisville is not without supporters.

Charley Murphy is Circulating a Petition

which will be presented to the Assembly. It asks that the famous suspension case be reopened, and a public trial be had. Murphy is very severe on Titus, at whose door he lays the blame for much that has happened. Toward Cabanne he feels very friendly and would like to see him exonerated along with himself.

Chief Consul Potter and G. A. Roullier, the new chairman of the road book committee, are at work on the special tour books which are to be issued. The first will be "Fifty miles around New York," and others will follow. The cities to be favored similarly are Buffalo, Rochester, Syracuse, Binghamton, and Albany.

Particularly blessed are the cyclers of the metropolitan district, for the most enjoyable weather for riding continues, and the boulevards, parks, and cycle paths are numerously patronized every afternoon. No snow has descended, and it looks now as though our Christmas would be a green one. The continuation of the riding causes the dealers who carry on a renting business to smile very broadly, for there are many who want to ride and do not care to purchase new wheels until all the '96 patterns are on the market.

That "Ladies' Bicycle Race"

has not been called off, but will take place in Madison Square Garden during the week beginning January 6. William Madden, who has managed John L. Sullivan and other noted pugilists, and Dave Holland, another admirer of the short-haired fraternity, are mentioned as the promoters of the affair, which, despite the unfavorable comment that is sure to arise, is likely to prove a success from a financial point of view. The race will be conducted on lines similar to those followed in the recent event at the Aquarium in London, the contestants being divided into two contingents, and riding two hours on each stretch. Whether any of the "old guard" which distinguished itself in the races of a decade ago will be resurrected remains to be seen. Louise Armaindo is in Buffalo trying to negotiate an engagement to disport herself in a show window, and apparently has not "caught on" that there is to be a chance for her to win fame and lucre in the big garden. Entries are coming in slowly, but Madden and Holland hope to scare up a score or more before the opening day.

ROAD RECORDS ACCEPTED.

The following road records have been allowed by the Century Road Club of America: R. H. Bartsch-J. Nonnenbacher, New York-Philadelphia, 8:50:00; New York-Philadelphia-and-return, 19:56:00, August 25. Tandem records. Tom Butler, ten miles, 25:30, September 28. Massachusetts record. W. L. Krietenstein-E. P. Hamilton, Terre Haute-Rockville, 1:34:00, October 13. Tandem record. E. C. Pierce, Terre Haute-Brazil, 43.00, October 27. M. M. Kreutz, Denver-Evans century course, 6:37:00, November 17. L. N. Walleston, five miles, 11:49, October 4. Massachusetts record. L. N. Walleston, ten miles, 24:14; fifteen miles, 36:24; twenty miles, 48:58; twenty-five miles, 1:00:59, October 4. Massachusetts and American records.

Jaap Eden, the Dutch champion cyclist, has announced his intention of turning professional. Eden, like Johnson, is a skater as well as a bicycle rider and a champion at both games. Eden is well fixed in life and has in the past steadfastly refused to leave the amateur ranks but he has at last given way to the pressure brought to bear on him and will ride his first professional race in Paris, March next.

REVISING ENGLISH RACING RULES.

The London Center Recommends Several Important Changes—Female Races Still Being Run.

LONDON, Dec. 14.—On Wednesday evening the London Center of the N. C. U. met to discuss the agenda of the forthcoming council meeting to be held at Hull. There was a good attendance and Robert Todd was in the chair. First was considered the report of the special committee on pacemaking, which recommended the abolition of pacing in all races under N. C. U. rules unless the council adopt the following regulations or their principle: "That only licensed riders, amateur or professional, or first year men, be eligible to pace; that no pacemakers be allowed in races up to ten miles, from ten to fifty miles, single machines only to be used, above fifty miles tandems; that all pacemakers shall be general pacemakers; that they shall be under the absolute and direct control of the pacemaker marshal, who, in the case of his orders being disobeyed, or on misbehavior, shall have power to order the offender or offenders off the track; that on the report of such marshal riders shall be liable to suspension." On being put to the vote twenty-four were in favor and fifteen against. The necessary two-thirds majority not being accorded to the proposals, the delegates were instructed to vote as they pleased. Doctor Turner then introduced his

Motions for the Warning Off of Machines

not approved by the general committee, to come into operation on January 1 next, if passed by the council. The warning off will not be done all at once, but, on the general committee's receiving such evidence as may satisfy it that any firm, or individual, is persistently breaking the Union rules by paying amateurs as such, to use their goods in amateur competitions, the Union will "warn off" or prohibit the machine, tire, or other article from being used by any one, in competition or otherwise, under N. C. U. rules. To prevent injustice, permits will be issued to amateurs who can show that they had previously bought and paid for "warned-off" articles. Riders, other than licensed amateurs, however, will not enjoy this advantage.

Although even Doctor Turner hardly expects this proposal to be adopted by the council, it was carried unanimously on Wednesday evening, there being no discussion to speak of. I believe this proposal will be thrown out by the council, for, if passed, endless difficulties will arise in carrying it out. At the same time there are good grounds for believing that most of the leading firms in the trade are prepared to support the Union, and

Cease Paying Amateurs,

provided they are guaranteed against their trade rivals going and doing likewise. Blair's three-class scheme was also received with very little discussion, and, with a trifling amendment, was generally supported. I have already referred to the main details of this scheme.

At H. H. Griffin's proposal, it was decided to support the motion in favor of the flying mile record being in future recognized by the Union.

The attendance of the public at the Royal Aquarium during the past week has continued exceptionally good; in fact, it is long indeed since the management has secured an attraction of equal power to the racing cyclists. A series of short distance races, including a handicap on the American tournament system, has occupied the week. Last Saturday the six day's race terminated in a victory for Mdlle Cannoe with 368 miles 9 laps. This distance was inferior by 2 miles 3 laps to Miss Harwood's previous winning total. Mrs. Grace was second with 368 miles 7 laps and Miss Gamble third. Next Monday, an eleven day's competition will be started.

During the week Humber & Co., the Coventry Machinists' Co. and some other firms have added displays of their '96 patterns to the other attractions of the Royal Aquarium. The ladies' race at Sheffield, referred to, drew away from the Aquarium several riders. Their places, however, have been filled by new arrivals, including Madame Binay, who arrived on Thursday. Her reputation is second only to that of Lisette. Mme. Binay is a tall, finely built woman, twenty-six years of age. Pending her acquirement of familiarity with the track, Cannoe has carried all before her through the week. Four male riders—L. Davis, J. E. Ridout, J. B. Black, and Bert Edwards have taken part in certain races during the week. Two, at least, of these are suspended from riding in any races under N. C. U. rules. For her racing last week Cannoe took $250, Mrs. Grace $150, and Miss Gamble $100. There were five other prizes.

Another Female Race.

At Sheffield thirteen women have taken part in the six day's race—riding four hours a day in two sections. Solange and Harwood are the leaders, but owing to the incorrect measurement of the track, subsequently adjusted, I can not give their correct mileage.

The Bath Road Club held a most enjoyable dinner last evening at the St. James' Hall Restaurant, its president, the Marquis of Queensbury, taking the chair. Despite the transfer of its famous invitation race, the Bath Road 100, from road to path, the club has had a very successful year. C. A. Smith, the celebrated rider, formerly honorable-secretary of the Bath Roaders, has just acquired possession of the White Lion Hotel, Cobham, on the famed Ripley road. This hotel is the Bath Road members' headquarters.

Conan Doyle highly recommends cycling to all sedentary people and has benefited greatly from its adoption himself. Mrs. Kendal, who formerly disapproved of cycling for ladies, has now taken to the wheel herself and is quite an enthusiast.

Jefferson will start to cross Siberia on a bicycle early in '96, and will again represent the *Cycle*. The Palmer tire people have scored a strong advertisement from their two negroes promenading the Crystal Palace, grotesquely dressed and marked "Palm Attire."

A later edition of the Simpson chain has just been produced, but I have not yet seen it.

Several horse riding schools have closed their doors lately, owing to the craze for cycling, and fresh cycle riding schools are opening every week. Olympia, London's largest hall, will soon reopen with a stupendous attraction carried out by Sir Augustus Harris. The new indoor cycle track is making rapid headway, as both racing and fancy riding will form strong features in the programme.

C. W. HARTUNG.

UTAH'S CRACKAJACKS.

SALT LAKE CITY, UTAH, Dec. 20.—The new constitution of the Zion Wheel Club was adopted at the special meeting last Monday night. Its adoption renders the old constitution null and void, and therefore an election of officers will be necessary. The present constitution provides for a semi-annual election, and, as the first election is provided for January 4, it is therefore probable that no steps will be taken to hold an election until that time. The Z. W. C. will, in all probability, take charge of the spring national circuit races, and as soon as the new officers are elected steps will be taken to arrange for the meet.

W. D. Brown, who has acted as secretary of the club since its organization, has resigned to accept a position on the road, and his place will be filled by A. P. Senior until the next election.

The office of state centurion, which has been vacant since last August, has been filled by the appointment of Mrs. C. P. Stein. Mrs. Stein is

The Only Lady State Centurion

in the Century Road Club, but will fill the position very acceptably. She has been a good worker in the C. R. C., and has secured many members for the organization. She wears fifteen century bars, all but three of which rides were made in Utah.

During the fall of this year there was much rivalry among the centurions, and with the opening of the spring season an increased interest will be manifested in this direction. There are a number of riders who are only waiting for good roads to begin attacks on the 100-mile record.

Salt Lake cycle enthusiasts have taken exceptions to the statement of a Pacific coast correspondent that Schefski, the Salt Laker who is now with the record breakers on the coast, is Salt Lake's best rider. Schefski while considered a good man, is placed fourth in the list of

Zion's Class B Cracks.

George Weiler has been conceded the leader for the past two years. He won eight firsts, eight seconds, and one third during the past season, making forty-one points. Most of his seconds were made to Frank Thatcher, who is, next to Weiler, considered the speediest Utah man. Thatcher also won eight firsts and one third, but only got seven seconds, which places the points to his credit as thirty-nine, or two points behind Weiler.

C. M. Evans rode only during the early part of the season, so his points do not count high, but an idea of his riding may be had from his record. He won five firsts, one second, and three thirds. His one second place was made to Thatcher, one of his thirds to Weiler and Thatcher, and his other third to McCrea, of California, and Renshaw, of Denver. He has never been beaten by Schefski.

Schefski comes next to Weiler and Thatcher on the percentage table, having won four firsts, six seconds, and three thirds, or twenty-seven points.

Schefski's Great Failing

in his work in Utah was his lack of confidence in his own ability. With a clear field ahead and no near competitors, he exhibited an amount of speed astonishing even to his most friendly admirers, but in a close race seemed to lack the necessary nerve to make a game finish. Following a pacemaker or at any kind of record riding, he did splendid work. He has an ideal figure for a racing man, and has done good work for his first season. After a few months' work with the circuit chasers in the spring, and under the guiding hand of "Dad" Gleezen, this winter, he will in all probability acquire the necessary confidence to make himself a factor in the game next season.

A CHICAGO FIRE.

A stubborn fire raged for several hours in the Giles Building on Wabash Avenue, next door to the Auditorium, on Saturday night. There was considerable damage done to the stocks of the occupants of the lower floors. Among these were the American Dunlop Tire Co. and the Domestic Sewing Machine Co., both of which concerns are in the bicycle trade, the latter being about to invade the market with a high-grade wheel. A statement from the Dunlop Tire Co. places its loss at a lower figure than given in the daily papers and the temporary location of the offices is at 309 Wabash Avenue. The company will be able to fill orders from stock immediately. The loss to the Domestic Sewing Machine Co. is figured at $1,100 and was entirely from water.

SAN FRANCISCO IS ACTIVE.

The League Division Officers Hold an Interesting Session—McFarland, Downing, and Freeman Must Prove Their Cases.

SAN FRANCISCO, CAL., Dec. 16.—The most important meeting of the officers of the northern California Division, L. A. W., ever held took place last Saturday night in the rooms of the Bay City Wheelmen, in this city, the newly elected officers being installed thereat. Chief Consul Frank H. Kerrigan was in the chair, with the following representatives present: Vice-Consul Wynne, Secretary-Treasurer Scovern, Representatives-at-large Welch, Lippett, Dunn, Melrose, and Neece.

The reports of the different committees showed that the condition of the League affairs for this division are in the best of condition, and that since December 1, 1894, when Charles K. Melrose took charge of this division's affairs, the League's membership has increased from 446 to 904, a a very creditable showing.

The matter of naming delegates to the National Assembly was easy to dispose of, Robert M. Welch, who has looked after the racing men in this division for a long time, being unanimously elected to fill that very important position. Mr. Welch will personally attend the meeting of the big body. He has complied with Chairman Gideon's request to rewrite the racing rules, and

The Revised Rules,

which he thinks pretty nearly suit the purpose for which they were written, were read at the meeting. They are as follows:

A rider of Class A is one who has not engaged in or assisted in or taught cycling or any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a rider of another class for a prize of any description, or who, after having forfeited his Class A status has had the same restored by a unanimous vote of the National Assembly, League of American Wheelmen.

A cyclist ceases to be a rider of Class A by:

(a) Engaging in cycling or other recognized athletic exercises or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood or for a wager, money prize, or gate money.

(b) Competing with a rider of another class or making the pace for, or having the pace made for himself by such in public or for a prize.

(c) Exchanging, bartering, selling, pawning, or in any manner realizing cash upon any prize won by him.

(d) Accepting directly or indirectly for cycling any remuneration, compensation, or expenses whatever.

(e) In this class no prizes shall exceed $50 in value.

(f) A rider of Class A may not compete in any race at a distance greater than 200 miles by the usual line or route of travel from his legal residence, except by special permission from the member of the racing board in charge of his district.

(g) A rider does not forfeit his Class A status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle, but racing men in the employ of cycling establishments may be transferred to Class B.

(h) Riders of Classes A and B may be permitted to compete together in national, division, or such other championships as may be established or approved by the racing board, the prize rules of Class A to govern such contests.

Any rider who for thirty days neglects or refuses to answer questions touching his status in Class A to the satisfaction of the racing board, shall be transferred to class wherein the racing board may elect to place him, and shall have no further opportunity for hearing or appeal.

Each club located under the jurisdiction of a division shall be entitled to elect annually one representative for the first twenty league members on its roll, another for the next eighty league members thereafter.

The racing board shall have the power to grant or withhold sanctions for race meetings, and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same without the official sanction of the board.

But no race meeting shall receive official sanction if it is to be held on Sunday except it is in a division where the division racing board has decided to permit Sunday meetings. No sanction shall be issued to a meeting which has upon its programme any event open to female competitors.

Three Class A Men Get "Blue Letters."

After some other business of minor importance the meeting adjourned until the second Saturday in January, when the city to be supported for the national meet will be selected.

Chairman Welch has sent "blue letters" to Macfarland, Downing, and Freeman, inquiring into their Class A standing, and has given them ten days in which to file their answers. When interviewed Macfarland said that Class A was plenty good enough for him, and that he would remain with the "pures" as long as the Racing Board would let him. He has no doubt that he can prove himself a Class A man, which he claims to be. Freeman has employed an attorney to look after his side of the question, and so lively times are looked for. What Downing intends to do is known only to himself and his advisers.

The Season of Indoor Entertainments

for the clubmen is at hand, and the Bay City Wheelmen will start the ball rolling next Friday with a ladies' night. The clubhouse has been newly renovated throughout and is more comfortable than ever.

A whist tournament, to which all the city clubs will send teams, is talked of, and a billiard tournament is anticipated. It is hoped that this winter will see several inter-club entertainments.

The Bicycle Track Association, composed of the various city clubs, has been approached on the subject of another indoor racing tournament, to be held next spring at Mechanics' Pavilion. It is hardly likely that the clubs will consent to be a party to the plan, as from gossip around the different clubhouses one would be led to believe that

The Proposition is Little Favored,

though the racing men all seem to think that outsiders could not conduct a successful meeting without the aid of the bicycling organizations. F. D. Elwell has designed an eight-lap board track, which he says will be perfectly safe and as fast as lightning.

Wilbur J. Edwards left this city tonight for Santa Monica, where he will join the Stearns team, which is getting ready for an attack on the record table.

Harry Spalding, the cycling editor of the *Call*, of this city, has purchased a one-half interest in the *Olympic*, one of the leading sporting papers of the coast. Spalding is one of the most capable of the cycling writers this city can boast of, and the *Olympic* will no doubt improve greatly under the new management.

Coulter is Wanted.

For some time past C. R. Coulter has been expected to arrive in this city, and telegrams have been received stating that he had started, but as yet he has not put in an appearance, and his friends of the Olympic Club, of which he is a member, are becoming a little anxious about him. He is engaged to marry the daughter of a prominent jeweler of this city, and it is said that the wedding will take place early next year.

For the past two Sundays visitors to Golden Gate Park have been surprised to see a quad going through the park at a three-minute gait and sometimes faster. Quad riding for pleasure seems to be great amusement for a certain set, but as quads as light as the Rambler machine were not built for road use, other than for pacing over smooth roads, it will not be surprising if a fearful accident overtakes the riders of the four-seater who take the big machine out for Sunday sport.



RACING IN THE SUNNY SOUTH.

NEW ORLEANS, LA., Dec. 21.—The Southern Wheelmen today held their third race meet in two months, under the most favorable conditions. The list included only Class A and professional events. The finishes and times were all that could be expected. Not the slightest speck of a cloud was to be seen in the sky, and the air was so light that it came in little fitful gusts barely lifting the folds of pole flags from their drooping lifelessness. It was a record day, and P. J. Berlo was the star of the day. The way he hung on to the quint won for him rounds of applause.

The Class A events, five in number, including two handicaps, were all spiritedly contested, Gonzales, a local man, getting the three open events, and Palmer Abbott winning both the two and the five mile handicaps.

The First Event

on the programme was Berlo's breaking of the world's two-thirds, flying start, paced record. Saunders, McCurdy, Eaton, Cutter, and Seavey manned the quint, and Crooks, Starbuck, Kluge, and Johnson were on the quad. They made a hot run, and Berlo, glued to the rear wheel of each machine in turn, did the two-thirds in 1:07⅕, beating Coulter's time of 1:09⅖, made at Louisville, October 25. Later, Berlo, paced by the same teams, went for the mile record, but succeeded in getting only the professional record, doing the distance in 1:44, beating the best professional record by two-fifths of a second.

The one-mile open, professional, with flying start, was made in 1:50⅖, and was easily won by Berlo, who ran his team companions, the two Marchs and Kluge, off their feet.

The crowd, though not large, was decidedly enthusiastic, the close finishes and time trials bringing the people to their feet each time.

Summaries.

Quarter-mile open, Class A.—Gonzales first; Samuel Young, second; Parquette, third. Time, :34.

Half-mile open, Class A.—Gonzales first; Young, second; Kaufman, third. Time, 1:18.

One-mile open, Class A.—Gonzales first; Young, second; Morris, third. Time, 2:23.

One-mile handicap, professional.—McCurdy, 75 yards, first; Starbuck, 20 yards, second; Cutter, 30 yards, third. Time. 2:12.

Two-mile handicap, Class A.—Palmer Abbott, first; Gonzales, 175 yards, second; A. Dakin, 350 yards, third. Time, 4:34⅖.

Five-mile handicap, Class A.—Palmer Abbott, 875 yards, first; C. L. Case, 430 yards, second; E. Murphy, 1,100 yards, third. Time, 12:04.

One-mile open, professional, flying start.—Berlo, first; Starbuck, second; Kluge, third Time, 1:50⅖.

BERLO GETS THE MILE RECORD.

NEW ORLEANS, LA., Dec. 23.—Peter J. Berlo today rode a flying mile in 1:40⅖, breaking Gardiner's record made at Louisville. He was paced by Sanders, Cutter, Eaton, McCurdy, and Kluge on the quint, and by Crooks, Starbuck, Johnson, and Seavey on the quad. The quint riders had to be lifted from their machines after the ride. Berlo was completely exhausted. The day was warm and sunshiny, with a slight wind blowing. The first quarter was ridden in :24⅖, the half in :49 flat, three-quarters in 1:15⅗.

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GEO. K. BARRETT, EDITOR.

TO CORRESPONDENTS AND ADVERTISERS.

On account of New Year's "The Bearings" will go to press one day earlier than usual. Correspondents and advertisers are requested to get their copy in one day earlier than usual to facilitate the work.

WALTER BURNHAM AND LUNCH.

Walter Burnham, "assistant to the president and executive committee" of the National Board of Trade of Cycle Manufacturers, is a wonderful man. Mr. Burnham, be it known, is a lawyer, and, with the deep insight of a lawyer, he knows that there is nothing like catering to the inner man when it is desired to attract and keep one's attention.

But we are getting ahead of our subject. Mr. Burnham, as "assistant to the president and executive committee," has issued and signed a circular letter of almost voluminous proportions in which he tells of all that is going to be done by the board during the cycle show season. Lunch seems to be the most important feature of the various meetings. Mr. Burnham doubtless believes that by providing "lunch" in ample quantities he will increase his chances for reappointment to the position of "assistant to the president and executive committee," and he is probably right in his belief.

The executive committee will meet in Chicago, January 4, at 11 o'clock, adjourning from day to day at the call of the president, finally adjourning to New York, where the LUNCH programme will begin.

The executive committee will meet in New York, January 21, at 12 o'clock, to hear the report of its chairman and committees. Then a LUNCH will be provided for the executive committee. "After LUNCH, namely at 2:30 p. m.," the directors will hold a meeting for the election of new members and to hear reports.

The stockholders' meeting will be adjourned from January 15 till January 22 at 12 o'clock, when the reports of officers will be heard and new directors elected. Then "a LUNCH will be provided for the stockholders" and "the new directors will meet after LUNCH, namely 3 p. m.," to elect officers and an executive committee.

January 23 the new executive committee will meet to nominate new committees. Then "a LUNCH will be provided for the executive committee and the board of directors" and "the new board of directors will meet after LUNCH, namely at 2:30 p. m.," to appoint committees.

On January 24 a general meeting of officers, directors, committees, stockholders, and the cycle trade generally will be held to hear addresses, reports, and to discuss matters of general interest. "A LUNCH will be provided, to follow the conclusion of the ceremonies, to which all present will be invited."

There is no denying that whatever faults Mr. Burnham may have, that of being inhospitable is not one of them. Considering the numerous LUNCHES that will be provided, the man who attends the New York Cycle Show and puts up at anything but a European hotel will be foolish. It is sincerely to be hoped that the various LUNCHES will have the effect of keeping Burnham in the office that he seems to love so much. Incidentally it becomes plain to what purpose the Board of Trade is taking the exhibitors to the shows. Money must be provided for LUNCHES. It must not for a moment be thought that these LUNCHES will be the kind that are provided at cafetirias, Heaven forbid! These LUNCHES will be real LUNCHES, beginning with blue points and Amontillado and ending with cafe noir and Mumm's.

We remember that the Associated Cycling Clubs of Chicago were once burdened with a treasury that was full to repletion. The question arose as to what should be done with the surplus and it was decided to give a LUNCH. The surplus was reduced, and ever since the clubs have been trying to accumulate another surplus in order that they might give another LUNCH. Mr. Burnham has evidently profited by their example.

IF CLASS B IS ABOLISHED.

Indications are very strong that the death knell of Class B has been rung, though it is not an impossibility that the "paid amateurs" will be in evidence another season. But even with only two classes the racing problem will not have been wholly solved. Call it sentiment or what you will, a large percentage of people will never take the same interest in professional competition that they do in struggles between amateurs—or rather those who are accounted such. When the dollars are in sight, the event becomes a commercial transaction, and an indefinable something has been extracted. It may be that Class B is a farce and a humbug, but nevertheless, it retains a semblance to amateur sport that makes it much more digestible than out and out professionalism.

But supposing Class B is abolished, and we again have amateurs and professionals—as we did have in the '80's. Will the manufacturers again secretly employ the amateurs to ride their wheels? Why do they not use only the professionals for advertising purposes? Simply because they appreciate the fact that the amateurs are more highly regarded by the masses, and a win by an amateur counts for more than a victory by a professional.

Less than a fortnight after Class B has become history, the contamination of the "pure ones" will be under way. This is as sure as the rising of the sun on the morrow. We will have to arrange some plan whereby the real amateur will have a chance to win in what is regarded as his class. In open scratch events with no time bars he will not have a ghost of a show. Of course he will have an opportunity in the handicaps, but he will want to ride occasionally in scratch races. The inauguration in amateur racing of class competitions on an extensive scale will have to follow the death of Class B. With 2:10, 2:15, 2:20, 2:25 classes the honest amateur will have a chance to obtain his share of the prizes and honors. As his speed increases he will progress into the next faster, and by the time he reaches the 2:10 contingent he will have become an object of suspicion, for by then some manufacturer will be convinced of his worth. Chairman Gideon naturally will direct his eagle glance, particularly on the bunch of speed merchants who are the king pins of the amateur class, and the suspects will be ferreted out with more alacrity and correctness than is now the case. Years ago, when the fields of starters were somewhat meager, such a plan as is herewith suggested would not have been possible, but with the many racing men of today its failure does not seem likely, and its worth must be admitted. Amateurism on a large scale can not be absolutely spotless, but we must make it as clean as we can.

GEAR-CASES.

Gear-cases may be fitted in two ways, either by direct attachment to the frame of the wheel or by making the framing of the case a part of the bicycle. The Renouf-Humber frame is of this latter type and it has come to the knowledge of THE BEARINGS that a number of riders will import wheels designed after this idea or will endeavor to obtain a license for their manufacture on this side of the water. There is not the least question as to the utility of the chain-case. It is as necessary to the well being of a



bicycle as pneumatic tires or ball bearings, and in time our American makers will come to recognize it as such. Until then the wants of the *fin de siecle* rider will have to be met by English importations. We have from time to time called attention to the crying evils resulting from an unprotected chain and sprockets, and in the face of the universally understood shortcomings of the so called up-to-date bicycle the manufacturers turn a deaf ear to the needs of the rider.

It is high time that a little thought should be given the vital points of a wheel, for the chain and sprockets contain more actual bearing points than all the other parts of a bicycle. A little thought would solve the problem, for it is a matter of but a few hours' study to enable the average American inventor to devise a satisfactory gear-case. The use of the frame is doubtless covered by the Renouf patents, but the field is broad enough and the need sufficiently pressing to open the way to the perfect gear-case, which we would like to see bear the brand "Made in the United States."

APPLETON GETS THE STATE MEET.

MARINETTE, WIS., Dec. 20.—At the annual meeting of the Wisconsin Division L. A. W., Appleton was chosen as the place for the state meet for 1896, after a hot and vigorous fight with Milwaukee. The Appleton delegates came loaded to the muzzle, and Milwaukee was shy of them. The Associated Cycling Clubs, of Milwaukee, were earnest in their desire to secure the meet for next season, but the more conservative wheelmen from the Cream City would not entertain the proposition, unless no other town wanted it. La Crosse, Madison, Neenah, and several other cities were not "in it" with Appleton. The last named city got the meet on the first formal ballot. The vote was unanimous. S. J. Ryan, Rev. John Faville, and J. W. McGiveran spoke for Appleton, and they guaranteed $2,150. Otto Dormer and H. P. Andrae talked for Milwaukee. The annual meeting convened with Chief Consul W. A. Brown presiding, and M. C. Rotier as secretary. The report of ex-Chief Consul Morrison told of the good work done in securing members for the L. A. W. and the excellent progress made by the good roads committee, which had gained for cycling great prestige in the state.

Resolutions were passed favoring the control of racing by the L. A. W., and thanking ex-Chief Consul Morrison and Secretary-Treasurer Martin Rotier for their labor. A recommendation was also passed favoring the reduction in the price of handicapping from 25 cents to 15 cents. The highway improvement committee was given an appropriation of $100 for the cause of good roads.

END OF THE CARNIVAL.

The Waifs' Mission cycle concert and carnival came to a successful ending Saturday night, and the awarding of the prizes resulted in the $950 piano going to the Lake View Cycling Club. The banner was voted to the Western Wheel Works Bugle Band, and the Unique Ladies' Cycling Club carried off first honors in the competition for women's clubs.

The carnival was in every way worthy of the liberal patronage which it secured, and a tidy sum will be turned over to the Mission. At the entertainment Saturday night, ex-Congressman Mason made a presentation speech, which wound up with the delivery of a jeweled testimonial to Superintendent Daniels.

PENNSYLVANIA'S DELEGATES.

PHILADELPHIA, PA., Dec. 22.—The annual meeting of the Pennsylvania Division, L. A. W., was held at the Bingham House last Monday when much business of importance was transacted. Thirty-seven of the forty-five delegates were present when Chief Consul Boyle called the meeting to order. After reading the minutes and discussing the result of the recent annual meet at Erie, Pa., the report of officers and committees were in order, and all tended to show that the division was now standing on a broader and firmer basis than ever before in its history. The treasurer's account was especially interesting and showed a most commendable financial standing.

The following delegates were chosen to represent the Keystone State at the assembly: Robert Garden, P. S. Collins, Thomas Hare, and C. A. Dunon, of Philadelphia; A. F. Nelson, of Harrisburg; J. J. McKee, of Bethlehem; J. E. Hardner, of Clearfield; W. S. Nesbitt, of Pittsburg; E. W. Kimber, of Latrobe, and C. A. Mertens, of Erie. This closed the morning session. In the afternoon the most important subject brought up for consideration was the charge being imposed by the Pennsylvania and other railroads for carrying of bicycles. This move on the part of such corporations was loudly denounced as an injustice and the delegates adopted a resolution and decided to do all in their power favorable to the roads not collecting such a toll. The proposed abandoning of racing by the L. A. W. was also opposed and will receive no support from the Pennsylvania delegates.

Not satisfied with having levied a tax for the carrying of bicycles on its passenger trains, the Pennsylvania Railroad has gone still further and on and after January 1 will charge for the transportation of bicycles on all its ferryboats, both between this city and Camden, N. J., and elsewhere. The rate will be the same charged for an ordinary passenger. There are hundreds of wheelmen who cross the Delaware River into New Jersey, so it will be seen that the company hopes to increase its receipts thereby



CYCLING IN THE ANTIPODES.

Zimmerman Gets Back at Parsons—The Liberality of Australians—Zim Defies the Doctor and Gets $1,000.

WELLINGTON, N. Z., Nov. 28.—The past month has been a month of great excitement. After his defeat by Parsons at Adelaide, Zimmerman journeyed to Brisbane, where a carnival had been arranged in his honor for the 9th and 11th of November. Here he struck better form, and the result was that he simply made hacks of the other riders, although none of Australia's front rank were opposed to him at this meeting. He won the mile scratch race from L. A. Simpson, of Sydney, as he liked, in 2:20, and he repeated the performance in the five-mile scratch, again beating Simpson by forty yards in 12:49⅘. He also rode an exhibition half-mile and an exhibition mile, being paced by tandems. In the former he put up an Australian record of 1:02⅕, and the mile he covered in 2:15⅗, the first half being done in 1:06⅗.

Zim Races on a Grass Track.

Zimmerman's next appearance was at the League of New South Wales Wheelmen's carnival at Sydney on the 16th and 23d inst. At this carnival there were over 30,000 people present on the first Saturday, and the number was even larger on the following Saturday. Such was the crush that the crowd leveled the railings in front of the grand stand and overflowed on to the track. This was the first time that Zim had ever raced on a grass track, and it was generally expected that this would give the Australian cracks a pull on him. But it was not so. In the half-mile championship of Australasia he let Parsons make the running until entering the last lap, when the "Skeeter" came with a great rush, and, passing the others as though they were moored, won by thirty yards. The time was 1:16⅗. Parsons was second.

Races Against Doctor's Orders.

On Friday, November 22, Zimmerman was taken ill, and he was forbidden by the doctor to take part in the carnival on the following day. It has been stated that he was suffering from malarial fever, contracted at Colombo while on the voyage out. Notwithstanding the doctor's orders, however, Zimmerman started in the five-mile championship of New South Wales, but after going three laps he had to retire. This left the race to Parsons, who put up a record for the ground of 12:16⅕. R. W. Lewis (Sydney) was second, P. G. Iredale (Victoria) being third. Megson, the man who was looked upon to show up most prominently against Zimmerman during his visit, dropped out completely beaten before two miles had been covered.

Zim as an Inducer.

It is a notable fact that, with the exception of the time when Parsons beat Zimmerman, the former has always ran second to the champion whenever they have met. Zimmerman's opinion of Parsons may be best gauged by the fact that he presented his opponent with a Nimrod-Zimmy mount, and in future Parsons will ride a Zimmy only, as he has forsaken the employment of the Humber agency for that of the Victorian agency for the Nimrod-Zimmy.

The large prizes offered by the Australians have had the effect of bringing some of the crack wheelmen from other lands to these shores, among their number being W. Martin, of America, C. Portoa, of Italy, and A. W. Harris, the English professional. The two former have competed in several events, but have not yet managed to pass the post first. Harris has not yet raced, but he states that he hopes to have a go at Zimmerman.

A Big Cycling Carnival.

The Carnival just concluded at Sydney was the largest yet attempted in Australia, and after paying $5,000 in expenses, the L. N. S. W. W. net $8,500. The League was so pleased with Zimmerman's pluck in riding on Saturday last against the doctor's orders, that they presented him with $500 extra. They also presented Portoa with a check for $125, as he has had the misfortune to break his arm, and Martin was donated a similar amount in recognition of his fine riding at the carnival. At the paying over of the prize money Zimmerman stated that his half-mile win against Parsons was the hardest race he ever rode. He also said he had never been treated anywhere with such generosity as he had met with in the Big Island.



A Good Story.

Zimmerman and his genial wife have made themselves extremely popular, and as a result of their popularity they are having a real good time. Among the many good things I have heard about Zim, I think the the best was about his ears. I must again refer to that witty Sydney rag, the *Bulletin*, a writer in which, after remarking that Zim's great success is generally attributed to his large heart, says: "It is strange no mention is made of another not unimportant feature in Zim's success, viz., his large and fan-like ears. When Zim was racing in Adelaide the writer was particularly struck with this peculiarity, and calculates that the American is at least



Great Scott!



1:17 1/5

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two seconds to the mile quicker, owing solely to the ingenious way he assists his machine by working his ears windmill fashion."

Portoa and Martin made their first appearance in Australia by riding against Parsons for the fifty-mile championship of Victoria at Melbourne on November 6. Martin dropped out early in the race, while Portoa ran into third position. Parsons practically had it all his own way, winning by three laps from Broadbent, who was a quarter of a lap to the good from Portoa. Parsons' time was 2:07:47, and during the progress of the race he covered one mile in 2:16.

American Wheels in Australia.

During the past month several shipments of American wheels have arrived here, while others have passed through. Those which have come to hand here are Victors and Sterlings, fitted with Wizard, Dunlop, and Palmer tires, and they have been the subject of much discussion. They are reported to be selling well.

We are likely to have a tire famine here just now, as the makers and the importers here can not keep pace with the demand, and consequently the cycle manufacturing trade of this colony is or soon will be at a standstill. Morgan & Wright are reported to find it difficult matter to keep pace with their Australian orders, while the Melbourne branch of the Dunlop Tire Co. is said to have cabled for 20,000 tires, which will meet requirements only up to the end of January next. WM. CASTLE.

TAME RACE MEET AT PARIS.

PARIS, Dec. 13.—The meeting at the Winter track last Sunday was rather tame and monotonous, the events being very numerous, but not interesting. There being no sensational match, the attendance was small. The programme had been gotten up with a view to please all classes of riders, and the public had to put up with a succession of heats and finals of second rate performances which were really monotonous. In short, the quantity did not make up for the quality.

As ill luck would have it, the only interesting event of the day, the international race, was shorn of most of its interest owing to falls and foul riding on the part of some of the competitors. The race was run off in series of 333 meters (one lap) with a final of 1,000 meters, an innovation in France which appeared to please the public. Some of the heats were over-crowded and the results were not perhaps quite regular, given the short distance and the narrowness of the track.

Denesle, in particular, made a good show, establishing the best time in his heat which he won, as also the semi-final. The final, however, went to Dumond, Fournier taking second place. Denesle did not ride the race out, claiming that Fournier had fouled him on entering the straight. His claim was not admitted. Dumond's victory gave general satisfaction, and it is to be hoped that he will gradually recover his old form, for

The French Sanger.

In regard to corpulence, is a general favorite. It must be acknowledged, however, that the big man's task was made easy, owing to the elimination of such men as Farman, Piette, Verheyen, and Muringer.

In the final of the race for Class B riders, a grand struggle was witnessed between Durand and Boulay. Durand won by a small margin, and both men would certainly figure well in the Class A ranks.

It may be worth while to mention the brilliant performance of an Italian debutant named Eros who arrived in Paris about ten days ago and who attracted the attention of all present by his fine riding. Eros—rather a suggestive name—is well built and will certainly come to the front before many more race meets take place at the Winter track.

The 900-meter handicap fell to Thibaudin (77½), M. Farman (27½) taking second place in front of Grosjean (80). As usual, M. Farman proved himself a clever tactician in this race, but he could not make up the fifty meters which separated him from Thibaudin, who won by half a wheel. Grosjean finished a good third. Domain, in his anxiety to get a good start, kicked off a pedal and took a header.

The amateur race brought out thirteen riders and resulted in an easy victory for Delamontagne, followed by Bathiat and Vaton. Delamontagne led the whole of the journey—1,000 meters—and won as he pleased.

The International.

All the cracks at present in training took part in the international event, owing to the fairly big purses offered as prizes, the winner getting $200, the second $60, and the third $40. M. Farman, Bouhours, Fournier, Dumond, A. Verheyen, Denesle, and Muringer qualified for the two semi-finals, which were won by Denesle and Dumond. These two, with Fournier as fastest loser, fought out the final. Dumond entered the straight first, followed by Fournier, who, in trying to pass the leader, nearly ran Denesle into the railing. Fournier took second prize, although it was generally admitted that Denesle ought to have had it.

After the races Denesle issued a challenge to race either of his victors for any distance up to thirty kilometers, the stakes to be 500 francs a side.

G. Hunt, the English crack, is still at Bordeaux, and daily expects to go for records, but the weather remains wet and cold, and he will probably have to give up the idea of beating Father Time any more this season.

The third Salon du Cycle opened its doors yesterday. Almost every thing was in order, and it is safe to say that the show, when quite ready, will be a splendid one. Mr. Mesureur, Minister of Trade, presided over the inauguration. American exhibits are well to the front.

NOTES FROM OAKLAND.

OAKLAND, CAL., Dec. 16.—The wheelmen of this city think that they are being singled out as the objects of much adverse legislation by the city council. A new ordinance provides that "no person, either as a pedestrian or in a vehicle of any kind, or riding upon a bicycle, shall cross a steam railway track after being warned by the flagman that a train is approaching, until the train has passed." The penalty fixed for breaking this ordinance is a fine of not less than $10 and not more than $50.

Another ordinance, regulating the speed of wheelmen, has been signed by the mayor. Ten miles an hour is the highest rate of speed allowable. The penalty for violating this latter ordinance is a fine of not less than $100.

Want a Track in Alameda.

The Alameda Cyclers are trying to bring about the formation of a track association to build a three-lap cement track at the old Reliance Park in Alameda. They will ask the railroad company to share some of the expense, and also contemplate asking the clubs of this city and San Francisco to take some of the stock. A track in Alameda would be a blessing to the clubs of this city and San Francisco, and there is not a city in the country more suited for a cycling center than is Alameda. There is an old four-lap dirt track there now, but the surface is so bad and the shape so poor that it has been allowed to go to ruin, the rain and wind rendering it practically unfit for use. The club will hold a meeting tonight to decide on something definite.

Select Another Route.

George Loher, of the Acme Club, who recently rode from this city to New York on his wheel, reached home yesterday and was glad to be back again. He says that if he should make the trip again he would not choose the northern route, and advises all contemplating the trip to avoid that part of the country on account of the great amount of mountain climbing and the cold on the prairies of Dakota.

Miss Idella Allen, who styles herself the champion colored cycler and who is known to her friends as "The Pride of Oakland," is not satisfied with the record she has made defeating riders of her own sex and color, but now wishes to give white bloomerites a chance to take the title from her, if they can. Some months ago a number of Oakland ladies organized the Oak Leaf Cycling Club, which

Achieved Much Local Fame

on account of its firm stand for bloomers and dress reform. The club disbanded after a troubled existence. Then some of the old members got together and formed a new club known as the Athenian Cyclers. It is to this club that Miss Idella has addressed the following challenge, addressed to Mrs. R. A. Quintel, president of the club: "Having lowered the ladies' mile cycling record to 2:46⅗ in the race held under the auspices of the San Jose Cycling Club, at San Jose, on December 2, 1895, I hereby challenge your club or any member thereof to compete for my championship at such time and place as you may designate."

Miss Allen says that she is also thinking of sending her application for membership in the club. The members of the club look upon the challenge as a great piece of impudence, and it will probably go unnoticed.

RIDING FOR ROAD RECORDS.

HOUSTON, TEX., Dec. 20.—At four o'clock yesterday afternoon W. B. Tackaberry reduced the five-mile straightaway, flying start, record to 9:20⅗, going at the rate of 1:52 to the mile. He made the first half of the journey alone, and was assisted in the last half by W. J. Tremaine. A regular Texas norther was just coming up, and was of great assistance in this record trial. The course is a five-and-one-half-mile stretch on the Harrisburg road, and is probably the smoothest piece of shell road in the state. A hard rain yesterday morning made the course as smooth as a cement track. The record is official, as there was a full quota of officials on hand to look after the record breaker. After Tackaberry's ride the following state Class A records were made: Swearingen rode five miles, unpaced, standing start, in 11:15, and Williamson made the three-mile, flying start, unpaced record in 10:00⅗. Tremaine took the quarter and half-mile, standing start records in :27⅗ and 1:04⅗ respectively. Dan Rudesill rode a flying quarter in :28 flat, Williamson in :29⅘, and Swearingen in :27⅕, all on a straightaway course. Tackaberry and crew will remain here another week for more records.

"The Union Cycliste de France intends to have the exclusive regulation of cycling sport in France. Also, its first care will be to formulate race regulations whose spirit will be to affiliate the interests of the clubs, cycle tracks, and of the racers, by protecting all of them. The same regulations will determine under what conditions the records shall be confirmed, and what races shall be submitted to the timers. The rate for timing will be fixed hereafter, but it is not proposed to reduce the rate which has been paid up to the present time.

The G. M. Shirk Mfg. Co., of Chicago, is one of the first concerns in Chicago to issue a '96 catalogue. As usual, one of the first in the field, the Shirk company has spared no pains to make its catalogue one of the most attractive issued. The cover is artistic, while the inside is fully up to standard.



LADDER USED BY
THE WHEEL, New York
TO INDICATE POSITION OF RIDERS ON NATIONAL CIRCUIT.

Straws

Is it not singular that whenever the Pope Manufacturing Co. devote any attention to racing matters the Columbia representative immediately secures such tremendous lead over all competitors? Witness

Rowe
(1885-7)

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(1894-5)

Maybe it is Columbia luck. Most people, though, will consider it additional evidence that

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Standard for the World

The models for 1896 are nearer perfection than ever.

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30 YEARS' E

Working high-grade metals into firearms has
bicycles tells us the rest, and we know that the

MAJE

Women's Loop Frame, 22-inch.

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XPERIENCE

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no higher-grade bicycle made than the

STIC $85 $85

Men's, 22, 24, and 26-inch Frame.

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30 YEARS' EXPERIENCE

Working high-grade metals into firearms has taught us a thing or two, five years manufacturing bicycles tells us the rest, and we know that there is no higher-grade bicycle made than the

MAJESTIC $85 $85

Women's Loop Frame, 22-inch. **Men's, 22, 24, and 26-inch Frame.**

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BALLS—Simmons.
SADDLE—Mesinger.
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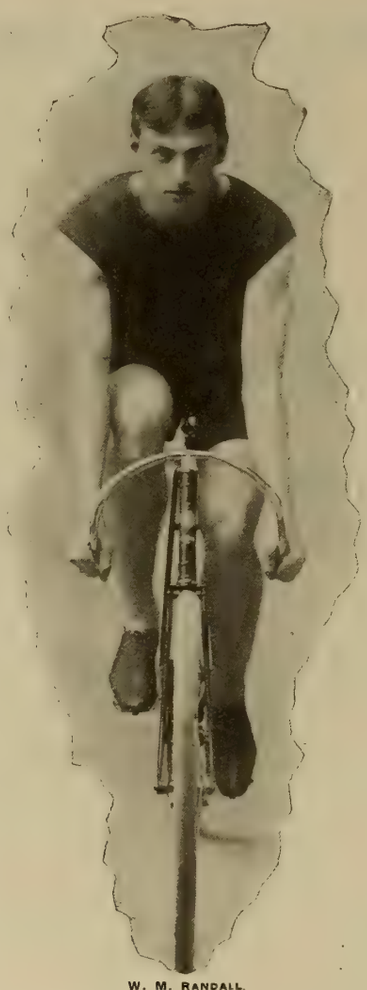
Manufacturers of Firearms, Majestic Bicycles, Mesinger Saddles, Sundries, and Sporting Goods.

THE SITUATION ON THE COAST.

There Will Soon be a Three-cornered Fight Between the Colors—The Teams are Drawing Together, and are Training Hard.

En Route East, Southern Pacific Railroad, Dec. 19.—The men of Tuscon, seen at the station while en route toward the east, spoke encouragingly of the proposed national circuit to include their city in the spring. Tuscon is the liveliest cycling town of its size in the world, and is just completing a third-mile track of adobe which the people claim will be the fastest on earth. They will at once make application for dates, as will also Phoenix, which is a comparatively short run from Tuscon. El Paso is sixteen hours away, and then there are dates without number in Texas. Texas is "good money" at the present time, according to Mr. Raymond, as the crops have been good there for a year. Secretary Bert Orendorf, of Tuscon, was met at the station. He had already taken some action in the national circuit matter, and was confident that the circuit chasers would be seen in his city during the coming spring.

John S. Johnson and his crew arrived at El Paso during the past week, and are in training on the excellent track in that city. El Paso has one of the finest of tracks. It is made of natural concrete taken from the hills back of the town. This surfacing material is very fast, as was proved by the Mexican invaders at the meet on their return from Mexico City last spring. At that time the men rode eighths in record time regularly. The track is the property of the business men of this city, whose organization succeeded the cycling association after the failure of that body. The business men are energetic in the greatest degree, and are jovial men whom it is always a pleasure to meet. The best of treatment is at all times bespoken for Eck and his party, and success is predicted for them, if success can be met with anywhere. In shape the El Paso track is somewhat different from that at Louisville, yet resembles that celebrated track in many ways



W. M. RANDALL.

The Coming Triangular Battle

between the crimson, the yellow, and the white was diagnosed wrongly in one respect at least; Ziegler will not go for records, the Syracuse team having taken the place of the Morgan & Wright team for the coast efforts. It had originally been intended to send Ziegler to the coast for the defense of the records made by Morgan & Wright at Louisville and elsewhere. It was announced that Ziegler would bring with him his Kindergarten quad team. When arrangements were made for the Syracuse team, then preparing for the coast, to use M. & W. tires, it was found unnecessary to send Ziegler's pacemakers. It is intimated on the coast, and not without foundation, that very soon after the first of the year Ziegler will join the Crimson Rim forces. It is also thought that Cooper will be with Ziegler on the team under Shafer. This will give the Crimson Rim men such a team as can not fail to prove a winner—Cooper, Ziegler, Rigby, Hamilton, McCrea, Wells, and Terrill.

Wells will not Ride Another Season,

he declares, and says that he is so placed with his people, Martling & Co., of Sacramento, that he can not go out on the circuit. Wells is fast proving himself too valuable a man to the Syracuse people, and that he will be seen on the circuit is the assurance of one who is high in the confidences of the Crimson Rim people, the chief of the tribe of the Sycamores. The battle without Ziegler will still be that of the crimson, the yellow, and the white, John S. Johnson and his crew being headed for the coast. Johnson will land in the place where the sun always shines, and will be there in short order. This will make the three-cornered fight at the first outlined, and will make things very interesting.

John S. Johnson is after the records, and intends to catch them, if he hunts all winter. He has trained pacemakers, and all who know Eck realize that he

Is in This Fight to Win.

All who know Shafer and Eck, and know of their differences during the past season, realize that Shafer is equally determined. All who know Stearns, whose representative is Gleezen, know that that gentleman, after starting for a thing, never gives up while there is hope. With these three very energetic men in the seach for the scalp of the gentleman known as Old Father Time, it is predicted here that there will be a long and a most sensational fight, a fight that will last until along into the opening of the racing season.

At the present time the Stearns aggregation is delayed by the lack of pacemaking machines. Campbell, of that team, rode a third-mile, standing start, unpaced, during the past week in :42⅕, and it is thought this is the best time for the distance. Schefski and Kiser, Randall and Hatton, and a host more are riding regularly every day now, and Edwards is expected daily, with his quint team, to enter the game. The Yellow Fellows are

Left Alone at Santa Monica

now, as the Crimson Rimmers decamped this week to new stamping grounds at the mile track at San Diego. Here the party of twenty-five arrived last week, Wednesday, and at once went into camp at Hotel Josephine, which is less than half a mile from the gate entrance to the track. Will Knippenberg had preceded them and had had the harrow and plenty of men at work on the track. This track is well shaped for pacemaking with any size of multicycle machines. It is an old horse track, abandoned for the reason that the ground packed too hard for the horses' feet and that it could not be loosened sufficiently. It is adobe, and when worked for a few days will be as smooth as a billiard ball and level as a billiard table, for the entire circuit. The slight rain on the day previous to the arrival of the men had had some effect on the track, and it would yet be a couple of days before the men could ride. The track is not drained, and the water settles on the surface. This will be remedied by the building of sink-holes just under the fence. The track has

A Straightaway Quarter Without a Turn,

and, as the winds generally blow down this stretch, some very pretty pedaling may be expected from that quarter. The training quarters are located in some of the horse sheds, manager of properties, Will Knippenberg, having had these nicely fixed up for the men.

The Coronado track is located on the island of that name, just opposite San Diego, and reached by ferry boat. At this boat landing, Shafer has posted his man, and the first man of the team to cross without a permit will go home. This is one way to control racing men when record-breaking: Placing them on an island and under guard at the crossings. Coronado Island may not be the pleasantest spot on earth, but it is certainly an agreeable place in many ways, and the arrangements for pleasure of the right kind and for work could hardly be better. The Hotel Coronado is located a mile from the Josephine, and here the manager, press men, and others visiting the party or camp put up. The Coronado Hotel will give you

A Foretaste of Heaven.

On its great piazzas you may walk for three miles without ever covering the same ground twice. The structure is grand in appearance, being irregular in outline and covering a large amount of ground. The architecture is beautiful, and the entire building is painted in a white that is dazzling. The ocean beats right up to the very doors along one side of the building. In the distance may be seen one of the finest of beaches, and here people bath all the winter through. A museum, a bath-house with hot sea water, billiard rooms, the prettiest of offices, and most obliging of clerks, 600 guests all winter through, and service that could not be surpassed, give this hotel a place in the hearts of the men of the bicycle party that can never be replaced. The large courtyard filled with great tropical plants and with easy lounging chairs is a heavenly place. The proprietors of the hotel are wheelmen, and are always welcoming wheelmen with the gladdest of hands. They give the best they have in the house to the rider of a wheel and try to make his stay as pleasant as possible.

The Chances for Rain

in the south of California have been discussed, and it is shown by the weather reports of the past week that the state has had only one-half as much rain thus far in the season as was enjoyed last season, and this amount has been only a little over an inch in two falls of rain. The Santa Monica track was rained on last Sunday to the tune of about half an inch, and on Monday morning at 9 o'clock the men were riding just as if it had never rained, and they said the track did not seem to be slowed by the wetting. Captain Steere has had several men at work on the track, and as they have swept the loose matter off steadily, the surface has improved beyond a doubt. The men riding on the track say it is now very fast, and it is a noteworthy fact that the Crimson Rim quad teams held the turns better every time they tried. Visitors from Los Angeles and from the surrounding country arrive in greater numbers every day to watch the men at work. At the time Shafer left the track he had arranged his team in crews of three, who worked out as regularly as clock-work, from four to five miles each, at an average pace of better than 2:28, and this

Made Things Very Interesting.

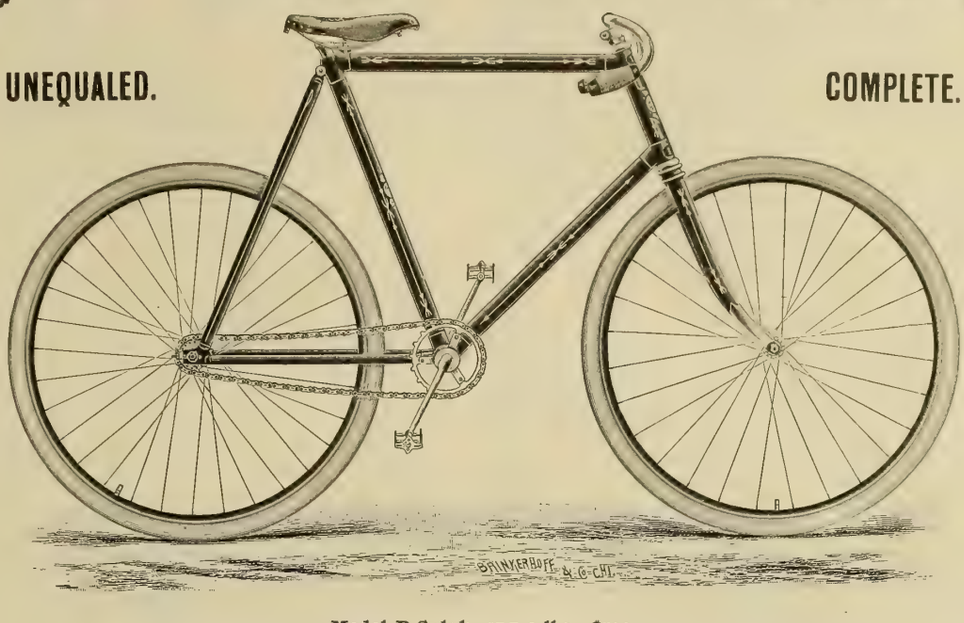
The quad teams came out for practice every day, and that added interest, for the quads are curiosities in this country. The quints and the sextuplets will be worshiped when they arrive, and, although curiosities here, they would be just as much so anywhere in the east.

At the Santa Monica track, during the past week, a new scheme to create interest in their work was sprung on some of the men, and that it

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ROUSE HAZARD
OVERLAND CYCLES ALWAYS RELIABLE

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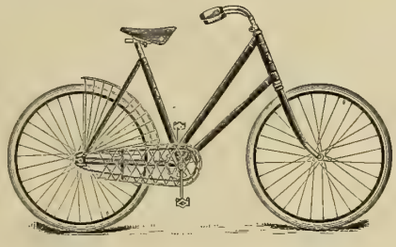
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Model P Sylph, 21 1-2 lbs., $100.

HANDSOMEST AND EASIEST RUNNING WHEEL EVER OFFERED.

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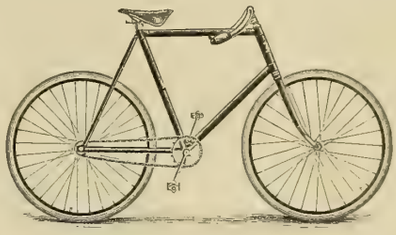
No. 16 Overland, 24 lbs., $65.
Strictly High Grade.

A FULL LINE.

10 MODELS,

$45 TO $100

"OVERLAND CYCLES ALWAYS RELIABLE."



No. 12 Overland, 24 lbs., $75.
Equal to most 1896 $100 wheels.

Note our combination of mechanical advantages—Bearings, dustproof, tool steel. Spokes, Torrington, double swaged. Handle-bar, adjustable. Fork crowns, double nickel plated. Tubing, 1⅛-inch strongly reinforced. Saddles, Garford or Sylph. Chains, Humber pattern, hardened tool steel. Tires, M. & W. quick-repair or single-tube. Sprockets, cycloidal and large, reducing friction. Pedals, Brandenburg, Grothe, and Record. Hubs, barrel, turned from solid bar. Fork-sides, 1 inch; most makers use seven-eighth. Rear fork, on chain side extra heavy. Tread, narrow, 4⅞ on Sylphs, 5⅜ on Overlands.

Our assortment is complete, making it unnecessary to go outside to supply any demand. Dealers write at once. Advance announcement just issued, free upon application.

EXCLUSIVE TERRITORY GIVEN.

ROUSE, HAZARD & CO.,

142 G Street, Peoria, Ill.

Chicago Cycle Show, Spaces 101-102. New York Cycle Show, Space 59.

Mention The Bearings

was successful was shown in the feeling brought out after the race. Three men had just finished their regular work and had reached the head of the backstretch when Shafer and a dozen others began shouting, "Last man is a nigger." The three men scattered for home as though the devil was after them, and had there been $150 at the end of that race, there could not have been harder riding. Thereafter the men in every crew watched for the finish and the yell. If the yell was not given they came in easy, but let a man start it, and let the crowd take it up, and

Some Game Finishes Would be Seen.

One set of three of the Crimson Rimmers and two ot the Yellow Fellows rode together one day, and covered five miles in as pretty a contest as was ever seen. Each man took his share of the pace, and each wanted to pull the other out and to kill off the other team. All five finished under the yell of "nigger," and all within a blanket, in less than thirteen and very close to twelve minutes.

The racing men have stopped bathing at the beach under orders, and things down that way are quiet in the extreme. It was found that the men never knew when they had enough and stayed in too long. Of the comparative riding of the men little can be said as yet, for they have done little of that. Very little time against the watch has been done during the past week, the men working out and retiring without the sprint races which had been encouraged previously. It may have been that the managers of the respective teams did not care to give their opponent a line on the ability of the men.

Dad Gleezen has a Man

from Santa Monica who is an athlete in several other branches, and has all the appearances of a cyclist, and a speedy one at that. Gleezen is training him for cycling, and is taking him at the beginning of his learning and bringing him out to race. Gleezen is confident, from the build of the man, from his age, his disposition, and his reputation in other sports, that he has discovered a phenomenon. Shafer has secured a new man or two this week for the multicycles, but does not care to give their names yet. California is being thoroughly scoured for men, and it may be that some of the eastern men will yet have the opportunity to come on for the work.

One fight that will be interesting between the two teams is that for the hour record. Both are determined to place the figure at thirty miles, and will train men especially for the work. It is thought that Shafer will send out Hamilton. Billy will play for the unpaced mile within a short time, and attempt to place that below two minutes. He is

Developing an Ability to Go,

with or without pacemaking, for a quarter or for five miles, and is also working up a sprint that may place him among the best men available for a team for the coming year. There is not a lazy bone in Hamilton's body, and he is one of the favorites of his team, owing to his willingness to work.

What Hamilton is to the Sycamores, Hatton is to the Yellow Fellows. "Old Bill Hatton," as he is known by his friends, will go out alone or in company, will work the pedals hard and long, will pick up and follow others, and then, when they drop, will continue his steady plugging until finally called from the track. He thrives on hard work. Hatton and Ulbricht make the "Dandy Tandem Pair." Sanctions have been granted by "Czar" Welch for the trials, and the men will start at some of the "cinch" records, as the easy ones are known, within a week. It will be the 1st of February before the actual work will begin. The pacemaking machines will then be on the spot. F. Ed Spooner.

THE DENVER SHOW.

The short cessation of work on the Denver Cycle Show, to be held February 4-8 inclusive, was caused by the uncertainty of the promoters receiving a sanction. Now, however, the Denver Board of Trade has acted favorably upon it, and it now requires only the confirmation of the National Cycle Board of Trade officials to give it national sanction. The Denver Board of Trade at first considered the advisability of conducting the show itself, but after a thorough discussion of the subject, it arrived at the conclusion that the gentlemen who started the movement were better able to run it than any one else, and, therefore, at its last meeting passed a unanimous resolution to ask for a sanction and lend the enterprise its individual and united support. Since this announcement has been made, applications for space have been pouring in until very few spaces are left.

The fact that the largest hall in Denver, the well-known Coliseum Building, has been secured for the show, has been the means of assuring all of the success which it will be. The Utah dealers, and those of Nebraska, Kansas, Wyoming, and New Mexico, will join in making a large western trade representation, and every effort will be used by the management to make of it a cycle carnival long to be remembered in the west. The Denver wheelmen are taking an interest in it, which is surprising. There will be special club nights, and arrangements will be made to rejuvenate the old Denver Wheel Club minstrels for that week. Diagrams of space and all particulars may be had by addressing the Denver Cycle Show Co., Box 133, Denver, Colo.

Among the orders received by E. C. Stearns & Co. last week was one for a machine for the German ambassador at Paris.

A FRENCH CONSOLIDATION.

The Union Velocipedique de France has consolidated with the Omnium Club, of Paris, a comparatively new club of 300 members. The consolidation is claimed to be for the purpose of giving a new impulse to cycling, and to regulate racing and keep the records made on all the cycle tracks in France. It is probable, however, that the organization of the new Union Cycliste de France has had something to do with it.

By an agreement between the Union Velocipedique de France and the Omnium Club, the U. V. F. accepts the support of the Omnium Club, a society for the encouragement of cycling. The U. V. F. adopts the racing rules of the Omnium Club, and their application devolves upon a racing board which will be paramount in all sporting matters, and will consist of ten members—a president and general secretary, to be selected by the Omnium Club, and four members of the same club, and four members of the U. V. F.

A Special Administration

will belong to the services of the Racing Board, and the cycle tracks must subscribe to the racing rules of the Omnium Club. The U. V. F. will preserve its whole administrative autonomy. It will apply the racing rules of the Omnium Club under the control of the Racing Board, and with the changes that may be made by the board.

The individual members of the club must, in order to profit by the advantages granted by the Omnium, be members of the U. V. F. It will also have charge of all international relations which do not come under the domain of the Racing Board, but the U. V. F. will still have charge of the organization of the 100-kilometer road races.

One of the first acts of the new management was to send out a proposition to the different European unions to agree to a convention

To Regulate the International Relations

in the best manner to assure to these unions an effective authority, not only in their own but in foreign countries. The management gives its ideas which it thinks will serve as a base for mutual understanding. The following are some of the points suggested, and can hereafter be made more complete:

A racing agreement by which the penalties inflicted by a federation upon a racer will, upon the demand of this federation, be extended to the other countries belonging to the international agreement. To facilitate the application of the measure, each union will create a racer's license, which will be demanded in other countries before the rider will be allowed to take part in the races run under the rules of the federation.

The races confirmed by one union will be

Recognized by the Others.

Temporarily this recognition will be made upon the simple notice of the confirmation, until the international regulations for confirming records have been adopted by a common agreement of the associated unions.

Amateurs in one country will be considered as amateurs by the associated unions, which will adopt a new international amateur regulation. These rules can be formulated according to the following principles: A racer will be considered an amateur if he receives no pay from the practice or the teaching of cycling, and receives no subsidy in any form whatever from manufacturers or dealers. As an amateur is with great difficulty determined, no one must be admitted as such who is not known as an amateur above suspicion. The cash prizes won by amateurs will be converted into *objets d' art*, or medals, by the race organizers, or the clubs or unions to which the amateurs belong.

It will be agreed, also, that every union will be forbidden to make a similar agreement with several associations of the same country.

A NEW YEAR'S CYCLE SHOW.

Cleveland, Ohio, Dec. 20.—The Association Wheels, the wheel club of the Y. M. C. A. of this city, will conduct a cycle exhibition on New Year's Day, afternoon and evening, in the association building. Twenty-five firms, including manufacturers and dealers in wheels and parts, tires, etc., have applied for space, representing in all about 100 different makes and styles of wheels, so that we will really have a representative exhibition.

As a side attraction there will be held in the gymnasium a series of maneuvers by members of the club under the direction of Captain Fitch, a game of polo on wheels, an exhibition of fancy riding by "Sid" Black, a game of basket ball between members of the organization, etc. In the evening will be given a musical programme and sleight-of-hand performance. The event promises to be quite an interesting one, both to cycle dealers of this city and the young men who are either at present wheelmen, or purpose to be next year.

A GREAT RAILWAY.

The Chicago, Milwaukee & St. Paul Railway Co. owns and operates 6,169 miles of road.

It operates its own sleeping cars and dining cars.

It traverses the best portions of the states of Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South and North Dakota.

Its sleeping and dining car service is first class in every respect.

It runs vestibuled, steam heated, and electric-lighted trains.

It has the absolute block system.

It uses all modern appliances for the comfort and safety of its patrons.

Its train employes are civil and obliging.

It tries to give each passenger "value received" for his money, and

Its general passenger agent asks every man, woman, and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—for it is a great railway.—Adv.

"A Penny Saved is a Penny Earned"

likewise a dollar saved (on repairs) is a dollar earned.

You certainly must appreciate a wheel that will save you many dollars in a season.

Not only save you expense but time and annoyance as well.

Time and thorough tests have proven these facts true in regard to the "SOLID STERLING."

"BUILT LIKE A WATCH."

Will it not pay you, my dear sir, to bear these points in mind when thinking of your '96 wheel?

We think so.

Our catalogue will not reach you—unless we have your address.

STERLING CYCLE WORKS,

General Offices,

274-276-278 Wabash Ave., Chicago, Ill.

Pacific Coast Branch,
314 Post Street, San Francisco, Cal.

Schoverling, Daly & Gales,
302 Broadway, New York City.

Chicago Retail Department,
274 Wabash Avenue.

Dame, Stoddard & Kendall,
370 Washington Street, Boston, Mass.

Some Representative Dealers:

Jackson Cycle Co., New Orleans, La.
Minneapolis Cycle Co., Minneapolis, Minn.
Ruben Wood's Sons' Co., Syracuse, N. Y.
Novelty Bicycle Works, Rochester, N. Y.
S. G. Le Valley, Buffalo, N. Y.
C. C. Crooks & Co., Baltimore, Md.
Kenyon, Cooper & Co., Des Moines, Ia.
Holley, Mason, Marks & Co., Spokane, Wash.
T. C. Power & Co., Helena, Mont.
Salt Lake Cycle Co., Salt Lake City, Utah.

Applications for agencies for Missouri, Kansas, and Texas should be addressed to the Chicago office.

Chicago Cycle Show Spaces, Nos. 209, 210, and 229.
New York Cycle Show Spaces, Nos. 136, 137, 138, and 139.



Have you ever made a tour on the wheel through France and Italy and Switzerland? If you have, you and I, reader, are brothers in a common feeling of satisfaction. If you have not, my advice is that you go as soon as you may. You will never regret the money or the trouble expended. A stronger body, a richer mind, and a more tolerant and hopeful view of your foreign fellow-beings are sure to be parts of your great gain. I set down bare hints drawn from my own experience which may be of use to some fellow-cyclist for whom it is possible to take so lovely a trip.

The physician had ordered hard and regular exercise out of doors for a period of several months, adding that bicycle riding was the ideal form of exercise if it could be followed out by rule with proper caution and amid helpful surroundings. The uncertain condition of American roads forbade any such tour as he prescribed and so I was forced to turn my eyes toward Europe. France, I was told, in the early spring months, March and April, was just the place for me. So thither I went.

But should I wheel alone? The author of the "Continong," that most brilliant French-English cyclist's handbook, is quite sure that a solitary trip can be made enjoyable. So is the writer of a chapter in the C. T. C. Continental Handbook. But I did not need to go alone or to advertise, as many do, in the columns of cycling journals for touring companions. It was my happy fortune to have in England a very near and dear friend, an enthusiastic cyclist, who could spare six or eight weeks for a long trip whither fancy might lead us.

We mapped out a general route. It was to take us from Dieppe to Marseilles, thence along the Riviera as near to Rome as our time would allow, after which we would return to the channel by some more easterly route. We expected to cover about 2,000 miles. It was a formidable trip, amid strange people, away from ordinary routes of travel, and especially formidable for men who knew little conversational French and no Italian or German. But we had been assured by friends that our welcome anywhere on the continent would be cordial, and that we need fear no molestation, if only we would take reasonable care not to travel much after dark in lonely and unguarded places. As I look back upon those seven weeks spent among strangers, I am more and more impressed with the great amount of kindness dwelling in the average human breast, and among continental people in particular. No one could speak too highly of the uniform courtesy and helpfulness which we met with on every side. You may trust yourself anywhere in France or in northern Italy, or even the Alpine passes. Wear a genuine smile on your face, keep a good temper, show courtesy yourself, and thank courtesy in others, and you may feel as safe in Europe as though at home. We did not know all this when we landed at Dieppe, but we believed it and acted on it. But had the fact been otherwise, still there were two of us, with plenty of Anglo-Saxon blood and fairly stout hearts. We carried no weapons and needed none.

And, too, we had the comfort which comes from reliable equipment. You will be horror-struck, you cyclists who find anything over twenty-five pounds, in the way of a bicycle, insufferably heavy, when you learn that our machines, just of common Coventry make, but strong and carefully tested, weighed thirty-five pounds apiece. But we were satisfied to push those extra ten pounds. We knew and trusted those safeties, and royally did they carry us over all roads under all circumstances.

And the luggage? Twenty pounds apiece! Later on, when souvenirs accumulated, twenty-two pounds apiece! You do not quite believe it? But it was so. Our list of articles was overwhelming. First, we took a suit of ordinary outer clothes. We did this because we believed it would be a thorough rest, after each day's cycling was ended and we had had our bath, to dress as usual for dinner at the hotel or inn. Let me advise all cyclists on a long tour to do this. Drop your cycling at nightfall and take it up again fresh in the morning. Lounging around in cycling clothes is not comfortable. We carried also outing shirts and changes of flannels to meet changes of weather and to allow for washing at the end of the week. For you must know we did not trust to the uncertainties of parcels by mail. We carried our base of supplies with us. Saturday's run was ended early, and at once the soiled clothes of the week were given to garcon or femme, with strict instructions that they be washed at once and brought back at a fixed hour Monday morning. And it was always done and done well.

Next on our list were white shirts and collars and cuffs, handkerchiefs, socks, extra cycling stockings, ties, slippers, loofah, sponge, soap, brushes and combs, mending outfit, a few simple remedies, witch hazel, and court-plaster, razor and strop, writing paper, etc., perfume, maps, guide-books, the bible. I need hardly add that we had also a complete repairing outfit. All these articles were carried on the machine for a distance of 2,000 miles. How? I will tell you. Each machine was furnished with a full waterproof sack, fitting snugly into the quadrilateral between the wheels. The width of this sack just allowed us to pedal freely. From the handle-bar to the front of the saddle we buckled a self-invented harness of straps into which we might fit an oblong bundle. Resting on the handle-bar and on this last-mentioned bundle, we were able to fasten with single straps an additional bundle, when needed, or temporary luggage, such as a coat or our lunch, or even a pair of rubbers when we were crossing the Alps. In the sack, which was easily adjusted to or removed from the machine, we placed all the clothing, etc., needed each night during the week. The other bundles held such articles as were less often used.

Thus equipped we were ready for not only seven weeks but almost for seven months. Through all the trip we were exceedingly comfortable. What though the heavy marching order did subject us to good-natured chaff along our route? We never stopped to explain, without converting the smiles of amusement into nods of approval. As we passed along men would laugh and shake their heads and call out "*Bein charges*, Messieurs!" Yes, we *were* "well-loaded." But what of it? The extra weight did not embarrass our practiced muscles. For example, we made a run of seventy-seven miles, thus equipped, with a slight grade along the Rhone, in seven



The Tourists.

hours, with one and a half hours' rest for lunch and we reached our journey's end fresh and bright. Again, after climbing over the Ligurian Alps from Genoa, we made the last sixteen miles of a forty-six mile run in just under the hour on a fine road. And we were just ordinary cyclists, verging on to middle years.

The question of food is a very important one both because the ravenous appetite makes one think almost continually of something to eat and also because the physical condition of a man, his digestion, etc., will of itself determine his happiness or misery on a tour such as we made. Neither of us believed in stimulants or felt the need of any. But a man may be very abstemious in drink while utterly foolish in food. We took a week to settle the best plan for ourselves. When found it was adhered to strictly. The plan was this. We rose early and made ready our luggage and machines for the day's journey. At 7:30 we breakfasted. Ah! the muddled Frenchmen whom we left behind us in villages and small towns along our track. I think they still must be shaking their heads in perplexity over th

After all, it is only the Class A rider who selects his mount strictly on the merits of the wheel itself, and when "Zimmy" McFarland, riding a MARCH, wins all the Class A events on the national circuit on the Pacific coast, it is evident that in the opinion of the California crackajack

The March BICYCLES

ARE GOOD BICYCLES

and most of the western Class A cracks think so too. Among them "Fatty" Hewitt, Dan Whitman, the southern California favotites; R. G. Barton, the speedy Fresno man; Percy R. Mott, the Reliance Club flyer; Peter Metcalfe, of the San Francisco I. C. C., and Tom Wing, of the San Jose Road Club.

Here are some of the latest returns:

The Acme Club's ten-mile road race, November 24th last, was something of a MARCH affair—first four riders to finish being MARCH riders. In this event P. Lefevre captured first time and fourth place in 24:43, being remarkably good time, as he rode the entire distance practically unpaced.

Metcalfe on November 9th, at San Jose, half-mile paced in :58; world's record.

McFarland's mile, in competition at San Jose, November 8th, in 2:05; also a world's record.

McFarland's mile at Los Angeles, November 22, 2:10⅘; the same being world's Class A record on the quarter-mile track.

We quote from "On-the-Spot's" report of the last meet of the national circuit at Redlands, Cal., on December 4:

"The two-mile handicap, Class A, had eighteen starters, and was warm all through. McFarland, the scratch man, worked through the bunch, and well to the front. On the finish the peculiar sight was seen of four riders of one wheel, and all in well matched suits of pink, finishing in the first four positions. These were all MARCH riders—McFarland, Whitman, Hewitt and Wing, and all at the front of the entire field."

THE MARCH-DAVIS CYCLE CO.,

FACTORY AND OFFICE: WEST NORTH AVENUE AND WEST 44th STREET,

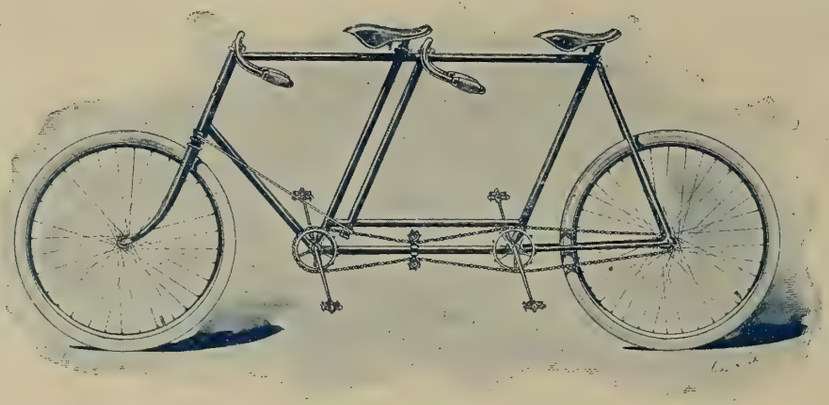
Or Hermosa Station on Chicago, Milwaukee & St. Paul R. R., Union Depot.

CHICAGO, ILL., U. S. A.

The March-Davis Cycle Co., 739 Market St., San Francisco, Cal.
The March Cycle Co., 431 South Broadway, Los Angeles, Cal.
Phillips & Buttorff Mfg. Co. (Southern Agents), Nashville, Tenn.
F. M. Smith & Bro. (Agents for Minnesota), St. Paul, Minn.

We want GOOD AGENTS that want GOOD BICYCLES.

MODEL No. 5.



D. D. Tandem. Weight, 36 Pounds.

Look!—A Better Li

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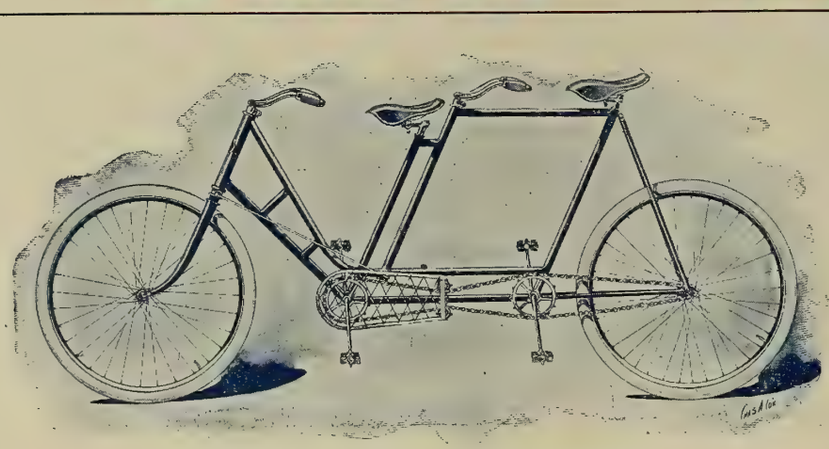
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A

OUR PRODUCT

THE WORL

Will hold every World'
hour, so we
who k

MODEL No. 6.



Combination Tandem. Weight, 38 Pounds.

Agents, if other

TRY OUR

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ARNOLD, SCHWINN & CO.

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tlas Has Lost His Job!

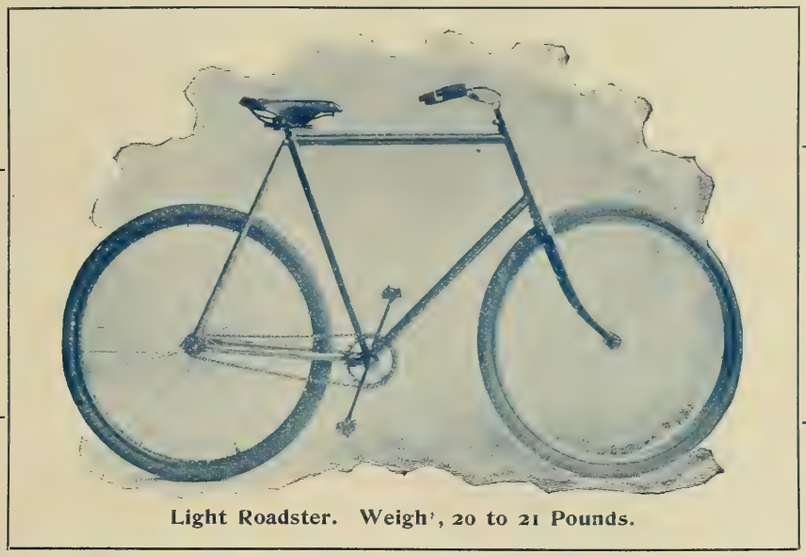
In days of old the Giant Atlas was the only man who could support the World. Today any child can do it.

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PARISON.

DELS, 7 ALL

REFINED GOLD.



Light Roadster. Weigh', 20 to 21 Pounds.

MODEL No. 2.

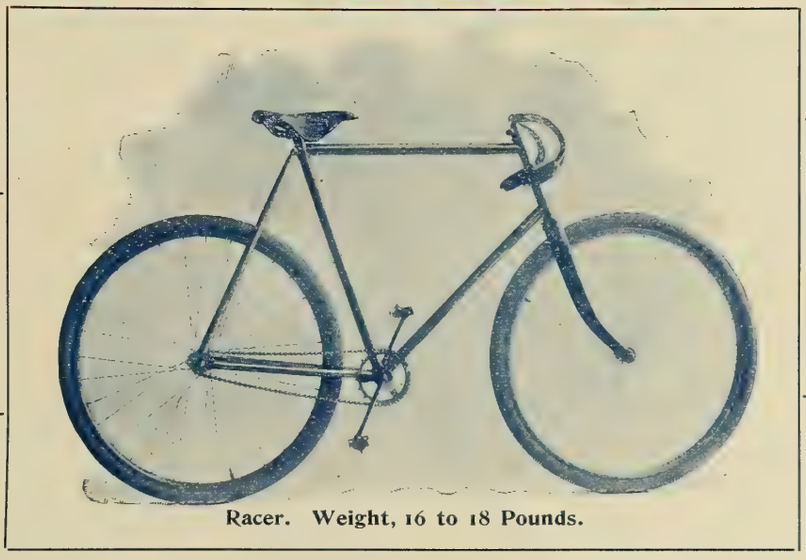
BICYCLES

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E NAME.



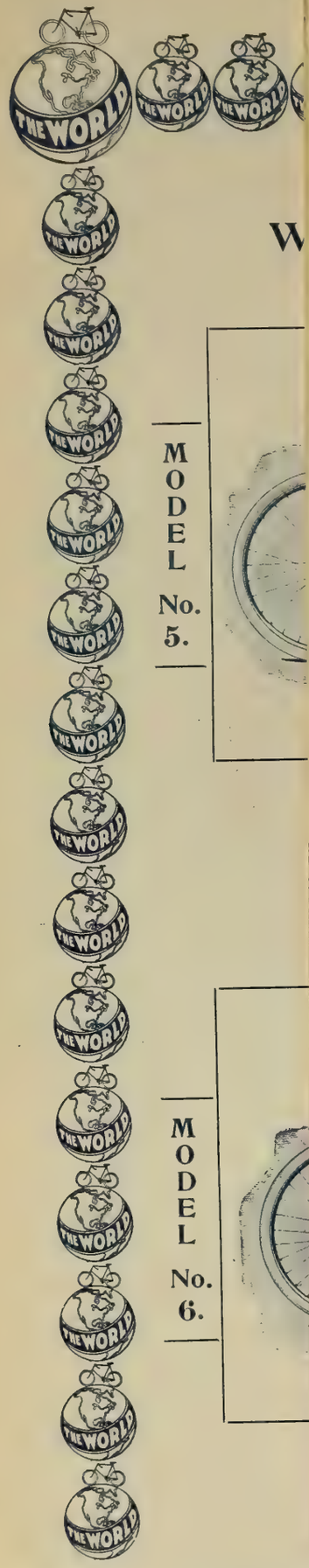
Racer. Weight, 16 to 18 Pounds.

MODEL No. 3.

We will deliver Machines promptly on Order.

Agents, write for Terms and Catalogues.

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The Bearings of the Cycling Authority of America

Atlas Has Lost His Job!

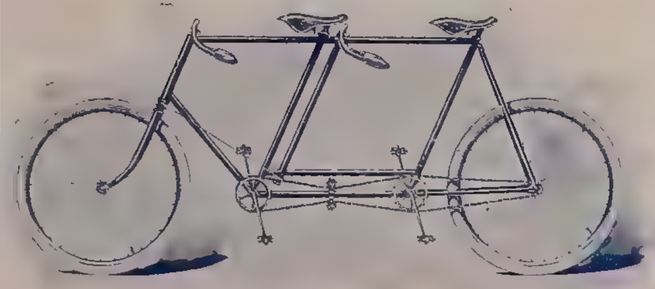
In days of old the Giant Atlas was the only man who could support the World. Today any child can do it.

We want GOOD AGENTS that want GOOD BICYCLES.

Look!—A Better Line Never Was Built!—**Look!**

WE INVITE COMPARISON.

MODEL No. 5.



D. D. Tandem. Weight, 36 Pounds.

3 MORE MODELS, AND IN ALL 7

OUR PRODUCT IS LIKE REFINED GOLD.



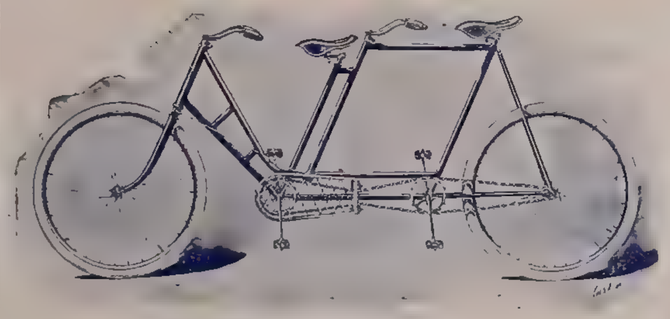
Light Roadster. Weigh', 20 to 21 Pounds.

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THE WORLD BICYCLES

Will hold every World's Track Record in 1896 up to the hour, so we are promised by people who know what's what.

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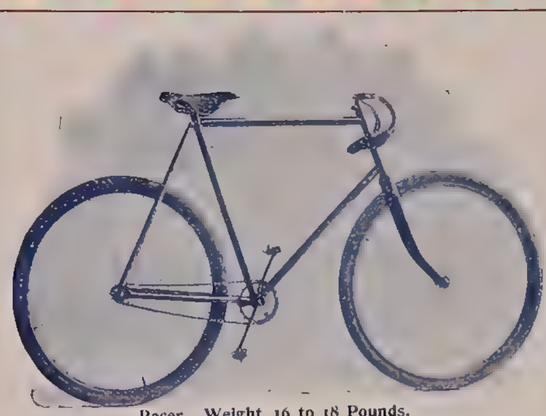


Combination Tandem. Weight, 38 Pounds.

Agents, if other Bicycles have given you trouble,

TRY OURS—THE WORLD

REMEMBER THE NAME.



Racer. Weight, 16 to 18 Pounds.

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ARNOLD, SCHWINN & CO.

Peoria & Lake Streets, CHICAGO.

We will deliver Machines promptly on Order.
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Sycamore Was an Indian

And the many victories of his noble tribe call forth expressions of complete satisfaction.

Green and Erswell are Sycamores

And you can bet your last dollar that they are a contented pair, for more honors have fallen to them since they mounted

The Crimson Rim Syracuse

Than in their whole history. Their latest performance was

A half-mile in :35 4-5, and a mile in 1:17 1-5

On a SYRACUSE TANDEM, unpaced, over their straightaway course at Cheyenne.

They Rode Palmer Tires

New York Cycle Show,
Spaces 47, 48, 49, 50.



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Spaces 174, 175, 176, 177.

Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

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St. Louis, Mo.

"dejeuner" vagaries of "les Anglais." You all know their invariable custom of taking coffee and rolls in the morning early, often in their rooms, and then a solid meal at from 12 to 2. We combined those meals—a simple act, but half of the waiters could not understand it. We ordered beefsteak—you may have thought that dish especially Anglo-Saxon. I know it is not. The French people, north and south, cook tender steak and cook it well. Yes, beefsteak, eggs in some one of a dozen different styles, coffee, rolls, and preserves, or honey, or fresh fruit—such was our almost unvarying bill of fare, nor did we ever tire of it. We spent nearly or quite an hour every morning on this meal. Then a good half hour or more was given to oiling machines, settling the bill, inquiring about routes and roadbeds, posting letters. Nine o'clock found us on the road in excellent condition, fresh and strong and blithe, and fairly rejoicing in the kilometers which lay marked out before us on the map. Our practice as to liquids varied. At first we drank rather sparingly but as warmer weather came we imbibed quite freely. Wherever the country was rolling or mountainous, we found that every village and hamlet or even roadside corner was supplied with hydrant and faucet, into which had been led, for public use, sweet spring water from the higher lands. Out came our collapsible cup, then for a draught of bracing water and on the wheel again. In level countries, where sweet water failed us, sweet cider, or lemonade, or seltzer proved the safer beverage.

About 1 or 2 o'clock we lunched. Sometimes we feasted on large bowls of rich, beautiful chocolate, with bread and cheese and apples; at other times we drank the universal potage at inn or auberge. At other times we only bought fruit and biscuits, or even a loaf of bread with cakes of chocolate, and ate our honest meal by a spring under the clear blue sky, gazing on some charming prospect before us, the larks singing to us their sweetest songs and our hearts keeping time and tune in concert with them. At other times we ate our oranges or indeed our whole lunch on the wheel, with the greatest ease as we jogged along. Many were the puzzled and laughing looks which greeted us at such times, from people in vehicles or the men and women resting on the hoe or the spade. Having done our best work, as a rule, before lunch, an easy run in the afternoon brought us to our night's resting place at 5 or 6 o'clock. "Beaucoup de l'eau chaude!" Ah, how we reveled in hot water! No cold dips or douches for us, after a depleting day's work! But a quick, invigorating, warm, hearty rub-down, which left us feeling as fresh as when we started out, no matter how tired we had been feeling beforehand. Then for the change of clothes and clean linen and we were ready for that wonderful and blessed institution, the French *diner*. Varied, well-cooked, nicely-served, plenteous, who shall do justice to the French dinner, in hotel or inn, in the city or the wilderness. I can hardly conceive of catching a French household unawares destitute of the materials for a dinner of at least four plates. How do they keep the fish fresh? Whence comes by magic that choice bit of veal or lamb, that fowl or the crisp salad? We were no epicures but we learned to look forward to our evening dinner as one of the brightest spots of our day, coming a close second to the evening mail-time with its letters from home. One hour for dinner, with its leisure and its chatting and its endless interesting episodes, fitted us admirably for our few minutes walk and our daily letter-writing, followed by the heavy, sweet sleep of the night.

CHICAGOANS IN THE COURTS.

Considerable space has been consumed in the Chicago papers the week past by accounts of the Thorsen & Cassady-Sterner imbroglio, and, while the case is of local interest, the large out-of-town trade of the Thorsen & Cassady Co. demands that we give it a mention.

The first intimation given the public that all was not running on ball-bearings between the parties was the filing of a bill in the Circuit Court by Charles H. Sterner, the erstwhile president of the Sterner Cycle Co., through his attorneys, Meek & Meek, in which he makes sensational charges against some of the directors of the Sterner Cycle Co. and against the Thorsen & Cassady Co., as a corporation and as individuals, and in which he also prays for the appointment of a receiver for the two companies.

The bill followed closely upon a bill which was filed a few days previous by the Sterner Cycle Co., in which it was alleged that Sterner had gotten hold of the books of the company after he had resigned from the presidency of the company. Sterner, in his bill, states that he is rightfully the president of the company, and that the company had

Attempted to Wrongfully Depose Him.

He claims that a bookkeeper was sent to the office of the company by Thorsen & Cassady for the express purpose of doctoring the books and of giving them the appearance of a shortage, the purpose being ultimately to oust him as president and to use the credit of the Sterner Cycle Co. for the purpose of bolstering the credit of the Thorsen & Cassady Co. He declares that another president was elected at a secret meeting, and that $18,000 worth of accommodation paper was given by the cycle company to the Thorsen & Cassady Co., and that this paper was used to obtain credit for the T. & C. Co. The capital stock of the Sterner Cycle Co. was $5,000, and the plaintiff claimed that the credit of the cycle company was impaired by the issuing of this paper.

Sterner also claims that Thorsen agreed to buy his stock in the Sterner Cycle Co. for $3,200, which he agreed to take in goods from the Thorsen & Cassady Co., but that he was allowed only $1,500 worth of goods all told. He further says that the company

Threatens to Dispose of his Stock.

Sterner claims that the company was prosperous as long as he was its president and that the Thorsen & Cassady Co. is financially embarrassed. He asks for all proper relief and for the payment of money which he claims is due him and for the appointment of receivers for both companies.

The case came up for hearing and the application for a receiver for the Thorsen & Cassady Co. was not seriously considered by the court. Mr. Thorsen, on being interviewed by a representative of THE BEARINGS, had the following to say: "The Sterner Cycle Co. was organized in 1893. Mr. Sterner had been owing us for goods and we thought it would be well to have an interest in the company, so accordingly a stock company was formed with a capital stock of $5,000, of which amount Sterner took $2,000, Mr. Cassady $1,500, and Mr. Thorsen a like amount. The last two apportionments were paid in full and Sterner paid or was allowed $800 for his assets and gave his notes for the balance, $1,220. In the year 1893 a profit of 60 per cent was made and Sterner's share applied on the unpaid notes, which amount he claims is now due him. The year following

"The Company Did a Very Large Business,

but, through gross mismanagement on the part of Sterner, there were little or no profits to divide. At a meeting in September, at which all of the directors of the Sterner Cycle Co. were present, including Mr. Sterner, the matters of mismanagement were considered and called to the attention of Sterner, who admitted that it was so, and I then suggested that he take a position with us (the Thorsen & Cassady Co.) as manager of our cycle department at a salary of $200 a year in excess of that which he bad been drawing as president of the Sterner Cycle Co. He was delighted with the change and repeatedly told me that he was. Matters went on in this manner for some time, when, in December, Sterner proposed that I buy his stock of him for $3,200, which I readily consented to do, taking his statements for the basis of the price of the stock.

"Before the negotiations were closed Mr. Kastler, who was in charge of the affairs of the Sterner Cycle Co., advised me that he had fonnd some irregularities in the affairs of the company, and suggested that I wait until he could

"Carefully Investigate the Matter,

which I did. Accordingly in a few days Mr. Kastler brought down a statement showing that $1,600 had been receipted for by Sterner and had never found its way into the hands of the company. Mr. Sterner was called into the office and the explanation of this shortage demanded. He then made a statement that Mr. Barton, the bookkeeper, was probably the guilty party, and he expressed the intention of immediately apprehending him in order to show his own innocence.

"The next morning instead of reporting to our store he went to the office of the Sterner Cycle Co. and removed the books, notes payable, and other papers, and a proposition was offered within twenty-four hours after the removal of the books. The statements made by Sterner in his bill will, of course, be fully answered, and all material allegations will be shown to be false. Our answer to his bill will be filed immediately and will answer every statement in detail. I think it is hardly necessary to state that neither I nor any other member of the company would be guilty of taking the slightest advantage of any of our business associates."

And so endeth the first lesson. Mr. Sterner could not be seen, and his attorneys, Meek & Meek, referred a BEARINGS' man to a copy of the bill, which is too voluminous to present in its entirety, but the substance of it is given at the head of this article.

HE'S AN OLD TIMER.

Ed J. De Ville, who is at present general correspondent and superintendent of agencies for the bicycle department of the Dueber Watch Case Mfg. Co., of Canton, Ohio, is one of the most prominent wheelmen in Ohio. He began riding in the old ordinary days, and his interest in bicycling covers a goo ly number of years. He has taken a prominent part in the sport, and has held many offices in the Canton Wheel Club. The success of the state mee of the Ohio Division of the L. A. W. was in great part due to the personal attention which Mr. DeVille gave the matter, and the entertainment of the visiting wheelmen will long be remembered by those who were fortunate enough to attend. For severa years Mr. De Ville has been actively engaged in the trade, and his rela tions with the buyer have been uniformly pleasant. For the past two seasons he has been with the Gilliam Mfg. Co., introducing the company's saddle in the eastern trade, and during the time mentioned acting also as manager for the bicycle department of the Miller Hdw. Co., Canton.

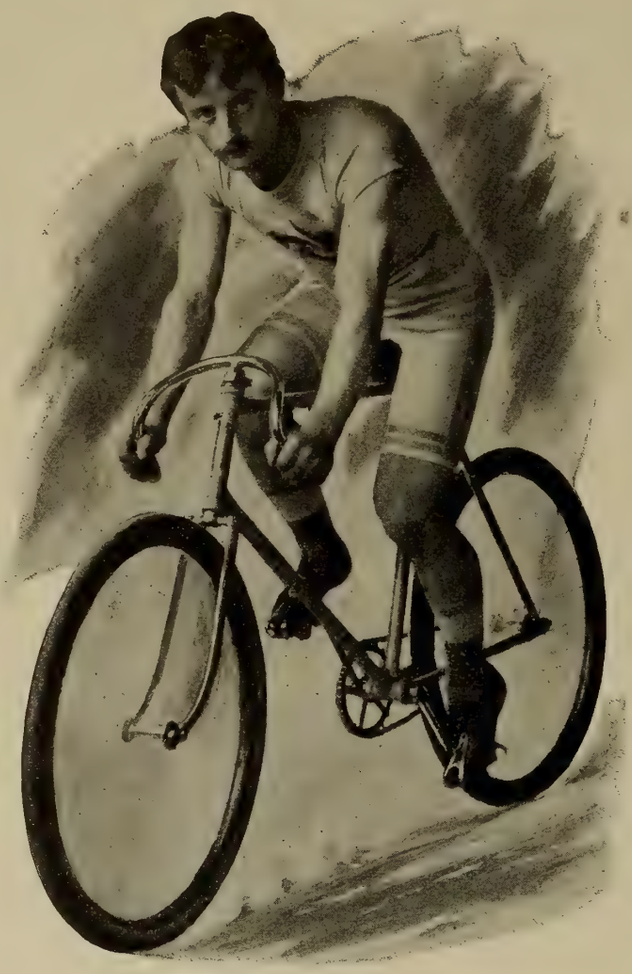


ED. J. DE VILLE.

H. G. Shepard & Sons, of New Haven, Conn., claim that they originated the bent wood handle-bar to be used on Cleveland wheels for '96. They say that they first put it on the market eighteen months ago.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



HERMAN KOHL.

They say down in St. Louis that Herman Kohl "will ride down anything." To those who are familiar with the De Soto road, that means a good deal. It is said that in his record-breaking work on that most difficult of all ridable roads, Kohl went down the heavy hills, around uncertain corners, and through masses of loose boulders, with a Teutonic abandon that was paralyzing to acute American nerves. Having vanquished the worst St. Louis could show, Kohl came to Chicago and, unpaced, beat the best previous paced record on the Elgin-Aurora course in 5:57:30. It is understood that in the spring Kohl will carry into effect sinister designs upon road records all and sundry, including the Chicago-New-York plum. In all his work he has used an American wheel with Morgan & Wright tires.

Monroe, La., Oct. 16, 1895.—Messrs. Morgan & Wright, Chicago. Gentlemen: We know you make the best cemented tire on earth, and it does us good to sell a man a pair, for we know we will have no trouble with them. SAUNDERS & WATSON.

Skowhegan, Me., Nov. 12, 1895.—Messrs. Morgan & Wright, Chicago. Gentlemen: We have decided to handle only your tire for '96 and shall insist on having them on all wheels we handle. Your new D tire is a daisy. J. N. & I. J. SMITH.

The above copies of letters received were taken absolutely at random from a mass of similar ones. They are straws. They represent the great 65 per cent of dealers who KNOW that the "good" tires give the least trouble and the most comfort to the most people. Next year they will all say the same thing about the Morgan & Wright quick-repair tire. Easy to distinguish this tire, because

Its Stem is red.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



About 6,000 miles, covering visits to a number of dealers in about fifty different cities, beginning at Chicago, November 18th, and finishing at the same place, December 24th, and all simply to show riders and the trade the Morgan & Wright Quick Repair Tire. It has been a remarkable trip. Its benefits would be difficult to compute in dollars and cents. It has shown the riding public a new and valuable principle in pneumatic tires, and has shown the promoters of the trip that the enterprise has been appreciated. Next year the Quick Repair will amply speak for itself. To those who so hospitably received our representative during the "Wanderer" journey, and to all our friends, we wish a very merry Christmas.

A. A. Kaliska, at Buffalo, December 19th, rode a quarter mile, a straightaway, standing start, in 22⅕ seconds. He used an Envoy wheel and Morgan & Wright tires.

Lloyd Williams, at Dallas, Tex., on December 6, appropriated the following state records: Fifteen miles, 45:45; twenty miles, 1:01:05; twenty-five miles, 1:17:35; thirty miles, 1:33:35. All on a Monarch wheel and Morgan & Wright tires.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, DECEMBER 26, 1895. No. 17.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Main Office and Factory,
142-148 W. Washington St., Chicago.
New England Branch, No. 8 Park Square, Boston, Mass.
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THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

A GREETING TO ALL.

The happiest season of all the year is upon us; the cares of business are thrown aside, and the hand of good, true fellowship is everywhere sought.

The influence of Xmas and the birth of the new year has a tendency to level, for the time being, all petty jealousies; hostilities cease, and the keenness of competition is below par.

Xmas brings greater joy than any other time in the year. Those of us who have prospered and are sound of limb, mind, and body, have every reason, for one day at least, to stop the daily grind of business, and give thanks to Him, the Ruler of all things, that we have been so endowed.

To our well-meaning and honest competitors we extend a hand of friendship, and beg to hope that you will be the happy recipients of as merry an Xmas and as prosperous at New Year as ourselves.

To those royal good fellows, our agents, we say in all truth and candor, that no greater pleasure could we have, than to see you on this, the day of days, and to wish you personally the most happy Xmas and prosperous New Year that could possibly be accorded you.

And to that large band of Fowler riders in this blessed country of ours, individually and collectively, we greet you with the best wishes for a joyous and happy Xmas, and hope that the coming New Year will be the most pleasant of your existence.

Friends in particular and every one in general, we salute you.

We have no less wish for you than for our esteemed competitors, our royal agents and Fowler riders, and in all truth do we proclaim "On earth, peace, good will toward men."

A LITTLE LATE.

Here it is December 23—nearly a month late, and yet we have only just heard of some decidedly clever work done on a Fowler King B racer, at Pittsburg, Pa., Thanksgiving Day.

Jacob Mazer started along with several others in a twelve-hour race on a thirteen-lap indoor track, and when the last lap had been ridden the score stood: Mazer, 169 miles George Dench (also on a Fowler) 168 miles, the rest—elsewhere.

First and second in a field of a dozen is oh, pretty fair.

DONE GONE DONE IT.

Hats off, men, to the Napoleonic "Charlie" Percival, of Boston, who has decided to make the important leap into the matrimonial sea.

"Charlie," however, is an excellent swimmer, and with his chosen "life preserver" at hand (they say she's simply beautiful), who is there among us that shall look for anything save a happy continuation of the brilliance and electric splendor which has always characterized Boston's most clever newspaper man.

You won't need a search-light to locate "The Fowler" exhibits at the cycle shows.
In fact, we're liable to blind you with the brilliancy of our splendor.
Our space numbers at Chicago are 231-232-233-234.
At New York, 14-15-16-17.
Don't look for them, you'll see them without looking.
THE FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO.

FOR HE'S A JOLLY GOOD FELLOW.

And his name is Walter M. Towne, traveler and "order procurer" for the Anglo-American Cycle Fittings Co., of New York.

He is known from Portland, Me., to Portland, Ore., and every time his brilliant countenance lights up our office we "knock off work" for the day, light a fresh cigar, and prepare to be amused by his "quaint" style.

He's the real thing and one of the best that ever came over the jumps.

AN ATTRACTIVE FEATURE.

Last week we decided to try and see what kind of attention we could attract to our South Side sales palace in Chicago at 112-114 Dearborn Street, by the use of a little window display more real than artistic.

Accordingly we rigged up a "roller" home trainer, placed it in the spacious window and had John Lawson "the terrible Swede," C. W. Miller, five miles-standing-start world's champion, and T. B. Wilson, a twelve-year-old local racing wonder, give hourly exhibitions of speed trials.

During the intervals of time M. A. Lawrence, the Pacific coast fancy and trick rider, cleverly manipulated a light Fowler bicycle inside the store, on our roomy floors, drawing in the crowds in veritable droves.

Since then the sidewalks and street have been literally jammed from morning to night by the crowd of spectators looking into our store and the excitement during a trial is at fever heat.

Some creditable work has been done by the men, a few times being mentioned. Last Thursday Lawson negotiated three miles in 2:30⅛ and one mile in 45 seconds flat; "Kid" Wilson knocked out a quarter mile in 9⅜ seconds, and on Friday Miller turned five miles in 7:46⅘.

These times are world's records made on this style of a machine and are merely mentioned so as to establish marks to be tried for by all comers later.

Meantime all other cycle store show windows in the city are passed by unnoticed.

FOWLERS IN MEXICO.

Thanksgiving week, L. C. Frisbie, of the city of Mexico, came to Chicago to examine several different makes of high-grade wheels, with an idea of establishing a cycle store in old Mexico in true Chicago style.

He examined — —, ——, ——, ——, and then he paid us a visit.

That settled it.

In one hour's time he had signed a contract to handle Fowlers exclusively, and yesterday we received an urgent order from him, accompanied by cash, to ship—RUSH thirty wheels to supply the Christmas demand.

That's pretty quick work, considering, ain't it?

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

TO CORRESPONDENTS AND ADVERTISERS.

On account of New Year's "The Bearings" will go to press one day earlier than usual. Correspondents and advertisers are requested to get their copy in one day earlier than usual to facilitate the work.

IN THE LONE STAR STATE.

A Cycle Drummer Tells of the Status of the Trade in Texas—He Finds Dealers Wide Awake and Prospects Bright.

GALVESTON, TEX., Dec. 22.—The trade in Texas seems to be on the boom, judging from a canvass made of the principal cities, although the general idea among the largest dealers is that bicycles will be much cheaper before '96 is very far advanced. Whether or not this opinion is general among the manufacturers, the discounts seem to be larger in this state than elsewhere, and perhaps it is right that it should be so, taking the freight charges into consideration. The traveling salesmen met by the writer up to the present time were all in high spirits, especially Anderson, of the Peerless company, Christie, of the Gladiator Cycle Co., and H. D. Spoke, the Rambler agent, each of whom appears to have done good work. The latter is quite a veteran in the Lone Star State, and has been drumming the G. & J. tires and wheels through Texas and Arkansas for the last three years. He first came into prominence as the pioneer cycle dealer of Houston, Texas. This is

A Great Detachable Tire State,

a fact due to the mesquite thorns and cactus burrs which abound plentifully, and will almost puncture leather. A tire, therefore, that is easy to repair is the one in greatest demand. Considering what little missionary work has been done for it, the Dunlop tire is remarkably popular, and seems to reign supreme, although this may be only for the present, as tires, like stocks, fluctuate at almost any stage of the game.

Paris is a good market, and more wheels ought to be sold there than are being disposed of. Berts & Co. and M. F. Allen, Hickman & Co. handle a few wheels as a side line, but they have no practical man to take the helm. There should be a good opening in that town for a real live hustler.

In Dallas, Altman, Miller & Coy have dropped out of the business, but their place has been quickly filled by Vennison Bros., who have a large saddlery house. Both partners are young men of excellent reputation, and will surely be heard from soon. When the writer called upon them they were

Figuring for State Agencies

with three different houses. Charles Ott, who does his principal business in guns and fishing tackle, also has a "heap" of agencies, and handles almost every available wheel. Tyler & Miller, large buggy dealers, will job the Columbias, this branch of the business to be placed under the exclusive control of Mr. McFerron. Edgar Boren & Co. sell Stearns and Wintons. Boren is the local crackajack, and claims to have a record of 2:18 for the mile. He is the same young man who defeated B. B. Bird, of Minneapolis, recently, in a five-mile match race.

Cycling, as an exercise for ladies, does not appear to be popular in Dallas. To be sure the streets of the city are not very good, but those in the outskirts of the town, as far as Annex Avenue, are favorable for riding. Miss Irene McFerron is unquestionably the most graceful and accomplished lady rider round about Dallas. Her mount is a Peerless.

A few hours' ride from Dallas brought the writer into practically a Stearns town. It is Fort Worth, which Tuttle filled up with Yellow Fellows during a prolonged stay.

San Antonio is a Hustling Cycle Town,

there being quite a number of agents there. W. E. Roach seems to do the best business at present, but he certainly will have to look out for Wagner & Chabot, who run a large and influential queensware house, and handle Humbers and Wintons on the side. They have territory for Wintons and the Triumph line, and will job them. Both partners are young and energetic, have plenty of push, and are sure to be top-notchers in the bicycle trade during the '96 rush. C. J. Chabot will be in charge of this department. France & Theide are Rambler agents. They also handle Columbias and Halladays.

This is also a powerful Dunlop town. One can see the illustrated cards of this company in every store and principal place of business in the city. Here was met THE BEARINGS' special correspondent, Harry Spore, and a pleasant ride around the suburbs was made together. Of course THE BEARINGS is well to the front, not only in the bicycle stores, but also in the hotels, thanks to the hustling correspondent.

Waco has Two Dealers,

the Waco Cycle Co., selling Victors and "W. W. W.'s," and Woodworth Bros., who make the Rambler their leaders.

An exclusive Columbia agency was found in Austin, it being the store of Webb Bros. McKey handles the Eagle and Avery wheels, and also a lot of cheap machines.

The bad streets of Houston are the chief cause of so little cycling in that pretty town, but the indications are that improvements will be made in this respect. The cycling clubs are interesting themselves in the matter, and the desired results are almost sure to be realized. The roads in the neighborhood of Crawford Street are in good shape, and are much frequented by the fair sex, who are to be seen daily taking their regular spins around this part of the city. Miss Anna Taylor and Miss Nora Fowler appear to be the most popular of the lady cyclists, and have accomplished much good among their lady friends by virtue of their graceful riding.

Bloomers don't "go" here, and in talking with these ladies THE BEARINGS' man thought discretion was the better part of valor when attempting to discuss rational costume. There is no doubt that the wheel will be very popular with the fair sex in '96, when two such prominent society leaders as the ladies mentioned champion its cause. They both ride Peerless mounts, fitted with Dunlop tires.

Galveston, on the Shore of the Gulf,

is only a few hours' ride from Houston. The beach there is miles long, and is available at almost any time for riding. The town is distinctly a seaside resort, and is especially adapted for the sale of bicycles. The Irwin Hardware Co. is a new concern that has just started, and is figuring with some of the big manufacturers for state agencies. The firm of Gibson & Lufkins has dissolved partnership, the first-named partner continuing the business. He will make the Stearns his leader. W. E. Stewart seems to be the pioneer in the trade. He swears by the Remington, and does quite a good business with it.

Strange to say, THE BEARINGS representative ran across five travelers here, and considering the size of the town, it was surprising to find so many cycle salesmen looking out for business. Only one man closed, viz., Graham, of the Pope Mfg. Co., the other concerns deciding to wait for the Chicago Cycle Show. Perrett, of the Dunlop Tire Co., put in some good work for his goods, and the town will see a lot more of them next season.

Taking Texas altogether, the outlook for 1896 is very bright.

THE GORDON.

The Gordon will be the name of the high-grade bicycle which is to be put out for '96 trade by Gordon M. Richardson, 127-129 West Washington Street, Chicago. The advance edition of the wheel bespeaks a fine looker and a good seller. There will be many novel features embodied in the fittings, and the construction will be of the best. The tubing will be of accepted sizes for '96 models, 1¼-inch head, 1-inch main top tube, balance of main frame, 1⅛-inch; both rear stays will be ¾-inch. The frame will be made up of various gauges from 18 to 22, according to the location of the tubes. Reinforcements will be provided at necessary points. The fork-crown will be a solid drop-forging with the fork sides, which are of 1¼-inch section, inset. Outside connections will be used except at the rear fork-ends, and the connections of the rear upper stays at the saddle cluster.



E. P. RICHARDSON.

In order to do away with the usual clamping device at the saddle cluster an original device is fitted, for which patent has been applied. The seat mast is reinforced about six inches down from the top and a post with four slits in the bottom, and provided with a tapered plug is set in in the usual manner. The plug is fitted to the end of a square headed bolt, which is shouldered to keep it from drawing into the post when the head is turned home. A second nut is provided at the upper end of the bolt which acts as a binding nut and also as a clamping nut for the saddle spring. The device is applicable for an end seat post, and on setting up the top nut the plug is drawn upward into the split tube, spreading it against the inner surface of the reinforced seat-mast tube and holding the saddle at any desired height. A setting up of the saddle nut so divides the strain that the one nut does not have to bear more than one-half of the pull.

The handle-bars will be fitted with a device of the same kind, and an adjustable bar with this same split-bolt is used, which will permit of adjustment of the post up and down, and of a change in angle, all with the one nut. This scheme is clever, and the appearance of the fastening as neat as one could wish. The wheels will be built in several heights of frame. A drop frame will be built, and probably tandems and light track racers. At present the factory is running full time on regular roadsters, having enough work to keep all hands busy for many a day to come. The general outlines of the Gordon are pleasing, and the wheel base, tread, steering, and other points are all that can be desired. E. P. Richardson, one of the most prominent members of the Illinois Cycling Club, is general manager of the concern.

ELLIPTICAL DRIVING GEARS.

Practical and Impractical Devices by American Inventors Seeking to get more Effective Work out of the Pedal Stroke.

Probably none of the various forms of driving gear which have been practically employed has been the subject of more discussion than the elliptical sprocket-wheel. A rider was claimed to be able to exert a much greater power by the use of this simple device than he could ordinarily, and no racing machine was to be considered complete without it. A number of wheels were fitted with this gear, and the public was thus given an opportunity of testing it. It was found that at certain points in the stroke the effective driving force from the elliptical wheel was greater than was obtained from the circular wheel, owing to the diminished diameter of the former, but this advantage seemed to be offset by the uneasiness caused the rider by the jerk of the chain, familiar to all who have used it.

Only the Uninitiated Could Suppose

that by the use of the elliptical wheel a rider could exert more power. There is a limit to the power of every rider, and that reached, he can not exert more, but his power may be made more effective by the use of levers, gears, etc., and it was recognized that the elliptical sprocket-wheel was a device of comparative simplicity, which would enable power to be exerted more effectively at certain points. The point in the stroke at which the rider can exert the greatest force or power depends somewhat upon his position on the wheel. In the ordinary wheel, where the saddle is placed slightly to the rear of the vertical line through the crank-shaft, the most effective point in the stroke is reached when the crank, in its downward path, is at about a right angle to a line drawn through the crank-shaft and the center of the saddle. In this position the rider practically makes effective his full weight.

Assisted by the Reaction

due to the grasp upon the handles. Having ascertained this point, it was a question whether or not the long or short diameter of the sprocket-wheel should be made to coincide with the longitudinal axis of the crank. If the long diameter were chosen, the greatest effective force was communicated to the driving-wheel, while, if the short one was used, the power of the rider near the dead points was made more effective, and the power of the rider could also be exerted through a longer portion of the stroke. The writer believes that the short diameter was more generally employed. Although the power of the wheelman was rendered more effective at certain points by the use of the elliptical wheel, the work required to drive the machine a certain distance was equal to the force that would have been consumed had the circular sprocket been used. However, it was thought an advantage to have a long lever-arm at

The Effective Point of the Stroke,

and the elliptical sprocket might have been more generally employed had it not been for the great slack of the chain at certain points. This looseness caused a jerk which was anything but agreeable, and inventors immediately set to work to do away with the difficulty. In this paper attention will be directed to the various elliptical driving gears which have been patented, and a brief statement of the advantages claimed by the inventors, respectively, will be annexed.

Probably the first elliptical driving gear placed upon a cycle is described in an English patent ten or twelve years old. The device is applied to a tricycle, and consists of an elliptical sprocket-wheel fastened to the rear axle and another of equal size applied to the crank-shaft. These wheels are set with their respective diameters at a right angle to each other, and, being of the same size, there is practically no slack of the chain. In Fig. 1 is shown

The Ordinary Application

of the elliptical driving gear, in which the small sprocket on the rear wheel is centered upon said wheel.

Fig. 2 represents a construction which is especially designed by the inventor to overcome the objectionable features attending the loosening of the chain during the revolution of the elliptical sprocket. The sprocket *b* is mounted on the axle of the wheel in the usual manner. The elliptical sprocket wheel *m* is provided with a rectangular slot at its hub, set at right angles to the greater diameter of the ellipse to receive the crank-axle, which is squared at d^2 to enter said slot, which latter, in breadth, tightly fits said squared portion. Thus the sprocket *m* may slide longitudinally on the shaft. The distance between the lines *v* and v^2 indicates the variation in the length of the tangents v^4 and v^5 and the tangents v^{10} and v^{11}, or the distance it is requisite to permit the elliptical sprocket to move longitudinally on its shaft, when rotating.

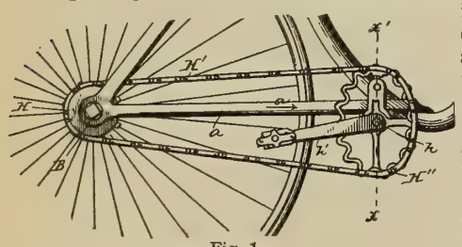


Fig. 1.

To Keep the Chain Taut.

The tangents represent the chain. The slot *f* is cut to exceed in length the side of the square d^2 by double the distance between the lines *v* and v^2. This enables the sprocket to move on its journal as the position of the major axis changes, holding the chain at the same tension, since the center of the sprocket *m* continually changes its relative position during its revolution.

Fig. 3 represents a device which, while not actually an elliptical gear, has much the same effect. The small sprocket wheel *i* on the rear wheel is so constructed that it may be arranged concentrically or eccentrically

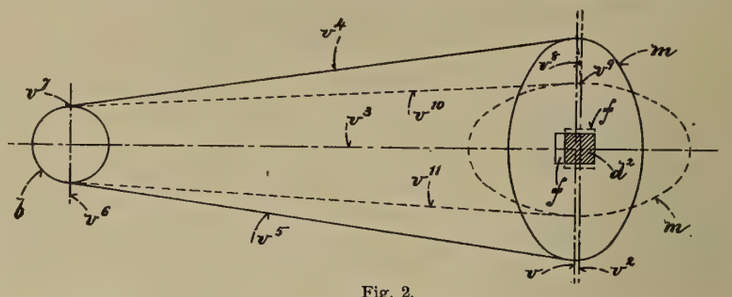


Fig. 2.

with the said wheel. Bolts are used to fasten it in either of these positions. By this device, when used with a circular sprocket on the crank-shaft

Variations in the Effective Driving Force

may be obtained. When arranged as shown in the figure, the greatest leverage is obtained when the crank is at its most effective point. If

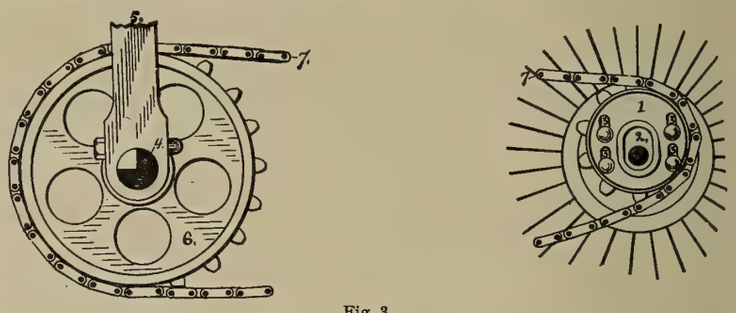


Fig. 3

arranged in a diametrically opposite position, the greatest leverage would be obtained when the cranks were near the "dead points."

[This is only apparently true, and the mechanical operation of the device is not so simple as it would at first appear to be. The fact must not be overlooked that the small sprocket revolves about two and a half times to one revolution of the large sprocket wheel, and thus the relation of the two to each other is constantly changing.—Ed.]

Only Slightly Eccentric.

Fig. 4 represents a simple device for overcoming the slack of the chain when the elliptical sprocket is used on the crank-shaft. The inventor merely arranges the rear sprocket slightly eccentric, in such a position that when the elliptical sprocket is in the position shown (when the chain would be slack ordinarily) the slack is taken up by the rear sprocket. "The

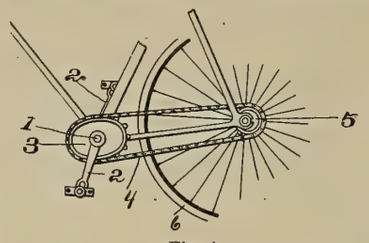


Fig. 4.

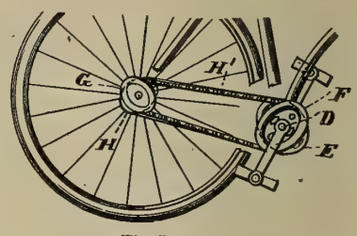


Fig. 5.

proportions of the wheels or gears *3* and *5* being as two to one, it follows that the action of the small eccentric wheel *5* is repeated during every semi-revolution of the large elliptical wheel *3*, which, as will be observed, is necessary in view of the shape and action of the latter. This, of course, makes an arbitrary gear of 56, when 28-inch wheels are used.

In the construction shown in Fig. 5 the bicycle is provided with

Four Elliptical Sprocket-Wheels

and the two chains, a pair of the sprocket-wheels being arranged upon each side of the machine. The sprocket-wheels in each pair are set at right angles to each other, and opposite sprocket-wheels are set quartering. The inventor states that "by this means the greatest driving power is attained at a time when the most force is applied to the cranks, and lost motion at such times is avoided. By means of the arrangement of the elliptical wheels, as the wheel on one side stands with its longest diameter in a given line, the opposite one stands on a quarter, ready to receive the power which is otherwise lost on the other side, and slack in the upper side is prevented at the time when the pedal is at its highest point. The rear elliptical wheels take the slack from the forward ones in the same manner, and the chain on one side is consequently kept taut upon the upper side

Windsor BICYCLES

We Shall be There in All Our Glory!

CHICAGO CYCLE SHOW.

NEW YORK CYCLE SHOW.

BUT-- Take our advice, TALK NOW, don't wait. You can be the Grand Mogul if you sell the peerless

Windsor BICYCLES

We have a good solid business proposition that will, undoubtedly, interest a number of big jobbers. We are so fixed that it will be impossible to make this proposition to more than three or four houses. Just what this proposition is, we invite any good, solid firm to inquire.

Sieg and Walpole Mfg Co
KENOSHA WIS

BRANCH HOUSES: Chicago, Milwaukee, Los Angeles, Cal., Portland, Ore.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor BICYCLES

when the pedal is at its highest point, while the one on the opposite side is slack, that pedal being down."

An Intermediate Sprocket.

In Fig. 6 is shown a construction which, in the arrangement of the rear sprocket-wheel, is somewhat like that shown in Fig. 3, although the adjustment is not the same. In this arrangement, owing to the eccentricity of the rear sprocket, a considerable slack in the chain results, and to overcome this a toothed wheel *I* is fastened on the frame of the machine, and engages

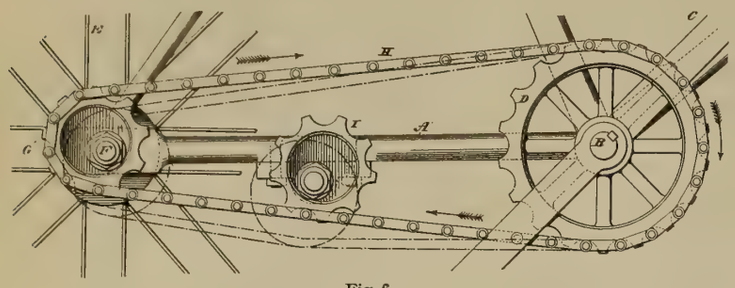


Fig. 6.

the chain. It is so arranged that its longest radius is down when the rear sprocket is in that point of its revolution at which the slack of the chain is produced. Hence, at this point the chain is distended by means of the wheel *I*, and the slack taken up, thereby obviating the jerk which would otherwise result.

The inventor states that the object of the construction shown in Fig. 7 is to decrease the objections to an oblong or elliptical sprocket-wheel. "The wheel *A* may be considered as being constructed peripherally of

Four Alternating Segments

or arcs, each alternate and oppositely-seated segment having the same radius, but all of said arcs being eccentric to the crank-shaft. The arrow at the top shows the direction of rotation of the wheel. It will be noticed that, following the rotation of the wheel, the periphery of the wheel from *F*, at the front of the wheel, to G, at the bottom thereof, is farther from the common hub *H* than the portion from *G* to *J*, and that the portion from *J* to *K* corresponds to the portion from *F* to *G*, and is farther from the hub *H* than the parts from *G* to *J* and from *K* to *F*. The purpose, therefore, is to place the power-arcs F G and J K farther from the center of the wheel *A*, so as to give said arcs a longer sweep and thereby impart the maximum velocity to the chain *E* during that portion of the rotation of the wheel *A* in which the rider exerts his maximum force upon the pedals D, and to have the wheel pass quickly over the upper and lower dead points.

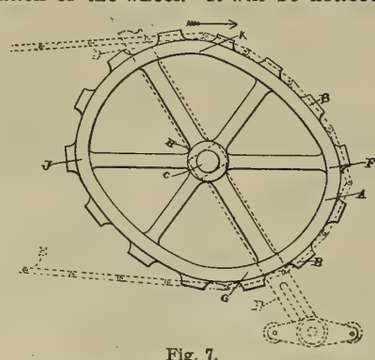


Fig. 7.

How it is Accomplished.

To the latter end the non-power arcs *G J* and *K F* are placed at a less distance from the hub *H*, and, being shorter, pass rapidly under the chain *E*, whereby the alterations from one power arc in the wheel A, to the other are rendered more rapid than if the wheel A, had a continuous periphery as remote from the hub *H* as the arcs *F G* and *J K*.

Fig. 8 represents a construction wherein the axle *A*, which carries the rear sprocket-wheel, is arranged at one side of the true center of the figure of the driving-wheel *B*. The pedals *C* and the cranks are arranged on the crank-shaft *c*, so that when the shaft of the driving-wheel is at its greatest

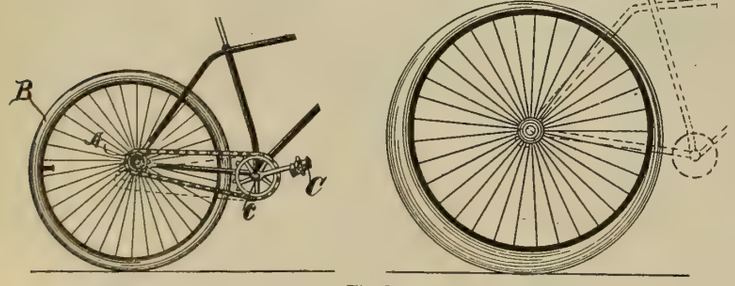
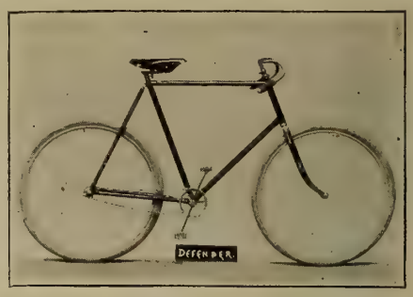


Fig. 8.

height from the surface on which the wheel is rolling, the pedals are in that position in their down stroke in which they afford the greatest leverage for the weight and action of the rider. In one form shown the eccentricity of the sprocket-wheel is obtained by a tire which varies gradually in size from its smallest diameter at a certain point to its greatest diameter at a point diametrically opposite. J. W. ANDERSON.

THE NAME IS DEFENDER.

The Defender is the name of the wheel which will be built for the '96 trade by I. J. Wightman & Co., 84-92 Illinois Street, Chicago, and the factory will be known as the Defender Cycle Works. The wheel will very appropriately be enameled a marine blue, and the finish is very effective with the paneled gold striping and nickeled tips. An addition to the factory now makes the available floor space 1,000 square feet. A large stock of '96 wheels are already made up and stored in a fireproof warehouse, so that orders may be filled at once. Mr. Wightman is now on the road and will call at some of the larger cities in the middle states before the show with sample wheels. The lines of the Defender are graceful, and many good features are noticeable in the details, prominent among which is a one-piece spider and crank which is a forging with three square shoulders for the seats on the inner rim of the sprocket. The bottom bracket is barrel-shaped, and the cups are set in the ends with the cones screwed on to the shaft with right and left hand thread, and the cone on the off side set up with a lock-nut and washer which is provided with a flattened opening instead of the usual tongue. The hubs are barrel-shaped, with spoke flanges, and are turned down from the bar. All cups and cones are turned from the best grade of tool steel, hardened and ground. All bearings are three-point, and large balls will be used in the hanger. The fork-crown is a solid forging, with the fork-sides inset and capped with nickeled plugs.



The Defender.

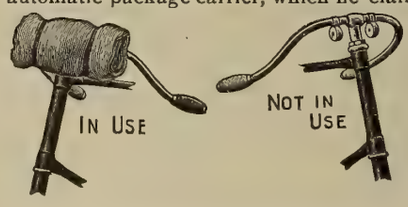
For the standard wheel an adjustable bar will be fitted. The frame will be of five heights, ranging from 22 to 26 inches. Specifications call for 1¼-inch head and main frame 1⅛ inches in diameter, The wheel base is 44 inches and the tread 5 inches over all, frame ¾ inch. The connections at the rear fork ends are outside and made from heavy drop forgings bored out and machined to take in the stays without a change in their diameter. The frame connections all over are outside, and are feathered to a neat finish.

Brandenburg pedals will be used and may be had either rubber or rat-trap. The rims are of rock elm and are finished with hard varnish after the spoke holes are drilled. M. & W. quick-repair tires will be regularly used and other tires to order. It is not the intention of the company to build any other model, and at this time it is doubtful whether a tandem will be put out. A drop-frame wheel will be built after the specifications of the diamond and will weigh the same—22 pounds.

With the present capacity of the works the output will be 2,000 wheels, and it is probable that additions may be made to the factory from time to time to keep pace with the demand for the Defender.

THE IDEAL AUTOMATIC PACKAGE CARRIER.

A. F. Kleinschmidt, of Indianapolis, is the manufacturer of the Ideal automatic package carrier, which he claims is the only automatic package carrier on the market. This carrier commends itself to the riders because of its correct lines and its light weight. It will hold any size package and can be adjusted so as to carry a package either in front or rear of the handle-bars. It is not in the way when the rider wishes to carry a lamp. The carrier is constructed of brass nickle plated; the clamp can be easily bent back so as to admit the handle-bars and is then screwed down firmly. In order to place a parcel in the carrier the trigger is pressed toward the tape to the desired distance, releasing the trigger, which engages a ratchet. The tape, by the action of a coil spring, has a constant tendency to draw in, and can not be released out unless the trigger is pressed. The tape will not jar loose when riding over rough roads. When a package is taken out of the carrier it winds up automatically. The retail price is $1.25.



SCHEME FOR CHANGEABLE GEAR.

WASHINGTON, D. C., Dec. 23.—James E. Lowe, of Norfolk, Va., has invented an improvement in bicycles, the object of which is to make a bicycle easily interchangeable from a roadster to a racing machine, by means of two small sprocket-wheels attached to the rear hub, and a movable crank-shaft to which is attached the large sprocket, as usual. The change is accomplished by loosening the locking device on the crank-hanger and moving the cranks, crank-axle, and large sprocket rearwardly until the driving chain is loose enough to be changed from one of the rear sprocket-wheels to the other, of greater or smaller diameter, as desired, then moving the crank-shaft forward again until the chain is drawn tight, and releasing the thumb-piece, when the locking shafts are forced automatically into racks by means of a spring.


HEADLIGHT
OF THE BICYCLE TRADE
THE
CLEVELAND
STRENGTH
SPEED
DURABILITY
SATISFACTION
22
23
SWELL SPECIAL
H.A. LOZIER & Co
CLEVELAND O.
FACTORIES
TOLEDO OHIO
THOMPSONVILLE CONN
TORONTO, ONT.
BRANCH HOUSES
BROADWAY NEW YORK
ARCH ST. PHILA. PA.

TWO TOURS
Around the World

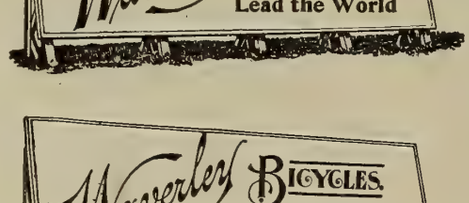
to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.







PROTECTION
AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

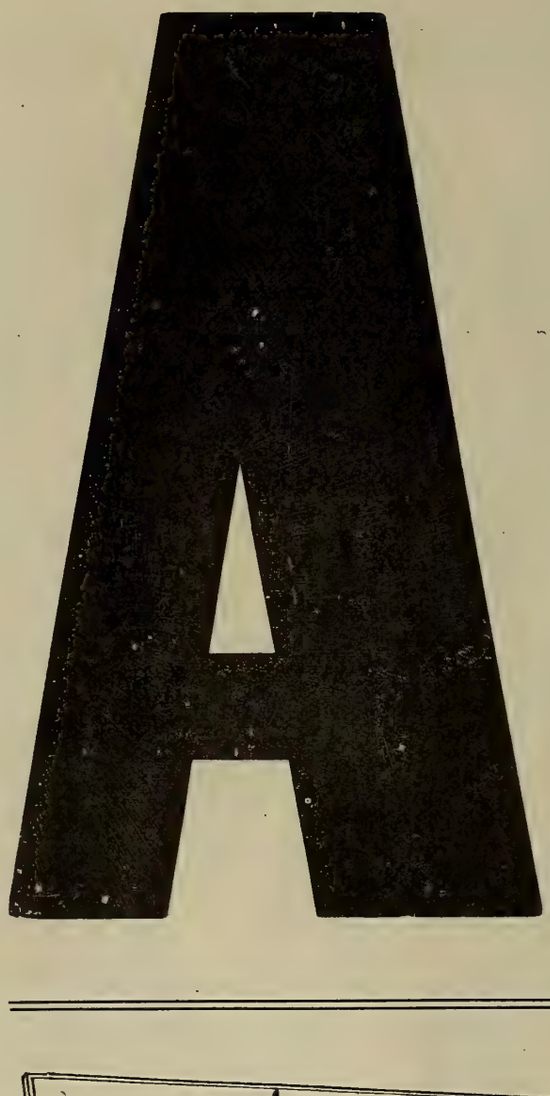
$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.







From the first to the
of Waverley Bicycles, the
detail. Every piece of m
order and is absolutely the
delivery to us it is thoro
quality. Every part is
showing the slightest evid
factory is the largest and
manufacture of high-gra
posed of men who have sp
bicycle construction.

In buying Waverley
brains and money have e
You are not buying expe
the result of experiments

Waverley agents ho
Once ride a Waverley, al

Mr. Agent:—Will y
'96? What little territory
climb into the band wago
around and see us at the s

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YCLES.
or Safety

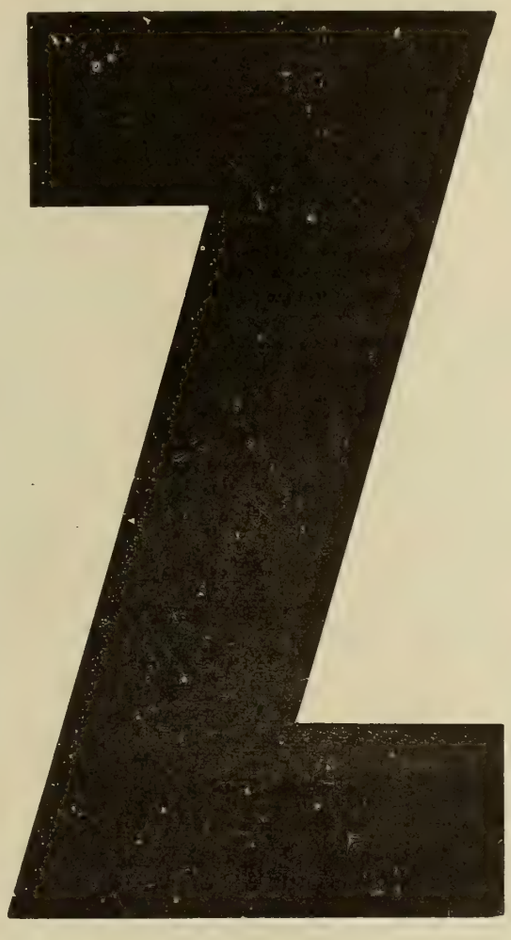
Waverley BICYCLES.
Half Nickel Front Forks

ration in the construction
care is exercised in every
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inspected and anything
defect is discarded. Our
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wheels, but those that are

customers year after year.
a Waverley.
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is filling up fast. Better
you have a chance. Drop
et us shake hands anyway.

ycle Co.,
, Ind.



TWENTY TRIPS
Through Europe

COVERING THE PRINCIPAL CITIES

to be given as

Prizes to Waverley Agents

in 1896.

ALL EXPENSES PAID BY US.

Waverley BICYCLES.
One Price to all

Waverley BICYCLES.
Correct Tread

Waverley BICYCLES.
Easy Running

YCLES.
st Made

Waverley BICYCLES.
Easy Hill Climbing

Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

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TWO TOURS
Around the World

to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.

Waverley BICYCLES. Lead the World

Waverley BICYCLES. Have No Equal

Waverley BICYCLES. Always Perfect

Waverley BICYCLES. Best Quality Throughout

Waverley BICYCLES. Built for Safety

Waverley BICYCLES. Half Nickel Front Forks

A 7

From the first to the last operation in the construction of Waverley Bicycles, the utmost care is exercised in every detail. Every piece of metal used is made to our special order and is absolutely the finest that money can buy. After delivery to us it is thoroughly tested as to strength and quality. Every part is carefully inspected and anything showing the slightest evidence of defect is discarded. Our factory is the largest and best equipped in the world for the manufacture of high-grade bicycles, and our staff is composed of men who have spent years in the study of proper bicycle construction.

In buying Waverleys, you get the best results that brains and money have ever produced in the bicycle line. You are not buying experimental wheels, but those that are the result of experiments

Waverley agents hold their customers year after year. Once ride a Waverley, always ride a Waverley.

Mr. Agent:—Will you not be one of the lucky ones for '96? What little territory is open is filling up fast. Better climb into the band wagon while you have a chance. Drop around and see us at the show and let us shake hands anyway.

Indiana Bicycle Co.,

Indianapolis, Ind.

TWENTY TRIPS
Through Europe

COVERING THE PRINCIPAL CITIES

to be given as

Prizes to Waverley Agents

in 1896.

ALL EXPENSES PAID BY US.

Waverley BICYCLES. One Price to all

Waverley BICYCLES. Correct Tread

Waverley BICYCLES. Easy Running

PROTECTION
AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.

Waverley BICYCLES. Best of All High-Grades

Waverley BICYCLES. Best Made

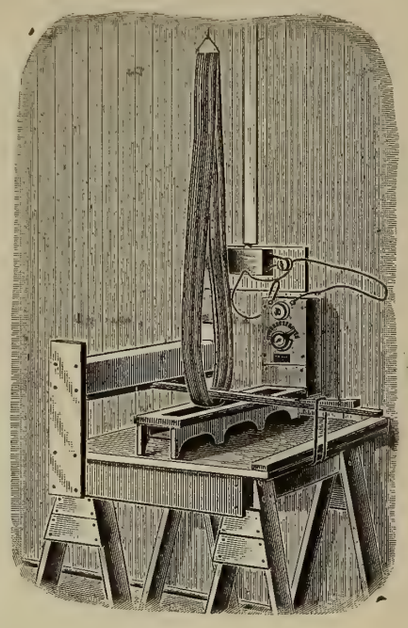
Waverley BICYCLES. Easy Hill Climbing

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THE PALMER ELECTRIC VULCANIZER.

The Palmer electric vulcanizer is offered to the trade as a reliable shop apparatus for the permanent repair of Palmer tires. A repair man of average intelligence can obtain as good results with the electric vulcanizer as with an elaborate steam or dry heat machine such as used in rubber works. The vulcanizers are built for a current of 110 volts, the standard incandescent current; if any other voltage is used a transformer is required which may be put in by any electrical concern.



Electric Vulcanizer.

The tire is clamped to the vulcanizer at a pressure of about fifteen pounds, which is accomplished by a necessary stretching of the tire over a frame. The temperature of the plates is controlled by a rheostat at one end of the machine where are located fourteen contact points. The proper temperature will be found about the eleventh or twelfth point, this however, can be determined only by actual experiment as no two machines will act the same or the current may vary from the claimed voltage.

The plugs are prepared for use in the machine by being soaked in benzine for twenty or thirty minutes, to remove the bloom, and then wiped off with a clean cloth. After thoroughly drying, a coat of thick cement is applied to the inner side of the flange and part of the shank, when they are placed in a dustproof box and allowed to dry. A second coating of cement is applied and the plugs allowed to dry for twelve to twenty-four hours. Patches are prepared by laying a sheet of uncured gum on one side of the necessary ply of canvas.

The tire is prepared for the reception of a plug or patch in much the same manner as in ordinary repairing, extra care being taken that no bloom or threads from the fabric remain at the edges of the cut-out hole. Next a coating of cement is carefully applied to the edges and the inside and outside of the tire near the opening. The cement is allowed to dry for twenty to thirty minutes and then the tire is ready for the plug or patch.

After inserting the plug, which must first be dipped in benzine, the vulcanizer is allowed ten minutes in which to heat up, and the current turned on to the proper point. The operation is completed in thirty minutes and afterward the tire is allowed to cool before it is inflated. The resultant repair is in every way satisfactory and the plug becomes an integral part of the tire, and will not pull out or tear if the correct amount of heat has been applied to the vulcanizing plates. The apparatus will be shown in operation at the Palmer Pneumatic Tire Co.'s stand at the Chicago show.

NEW CHICAGO ENTERPRISE.

The Climax Cycle Co., under the energetic management of L. T. Alton, has taken a high place in the estimation of Chicago riders. The models of the Climax shown in the store at 196 La Salle Street are the equal in beauty and artistic design of anything on the market. The Climax company has made an effort to build a bicycle to fit a name and success has crowned the effort. Many novel features will be found in the '96 line and the new fork-crown is particularly worthy of mention. Three plates are used in a manner somewhat after the method of the triple crown used on quads and triplets, but the plates are set closer together and when the crown is finished the effect is decidedly novel and the strength ample. The frame is made up of large tubing and the tread is 4⅞ inches. The barrel-shaped hubs are provided with spoke flanges and a novel oiler, which must be seen to be appreciated. The hubs are turned down from bar steel, and are in every way high grade and a fitting feature of the wheel. Adjustable handle-bars are regularly fitted and the saddle is a special feature. It is made up with a padded seat fastened to a post-clamp, which is made in two parts with a horizontal bearing between them, so that the saddle proper rotates from right to left with every motion of the rider, affording an automatic adjustment for any position which may be assumed while riding. It is claimed that this saddle is of great advantage in road riding, and an examination of a drawing goes far toward confirming the claim.

The Climax will weigh from 20 to 24 pounds according to tire and saddle equipment, and it is backed by a strong guarantee and an abiding faith in its general excellence. In addition to the regular line of the company's manufacture, the Henley and the Falcon will be sold at the La Salle Street store.

The Stokes Machine Works, of Kenosha, Wis., have decided to call their wheels the Stokes and Beverley.

TEMPLE MOVES INTO NEW QUARTERS.

Ralph Temple's new store, at 202 and 204 35th Street, Chicago, is located close to the foot of Grand Boulevard and consequently in the center of the South Side riding district. The building is new, and specially constructed for the requirements of a bicycle business, so that it is complete in its appointments goes without saying. A goodly stock of '96 wheels are already on the floor and in the warerooms, and many orders for out of town business are being shipped daily.

The leaders will be the Temple Scorcher and the ladies' Scorcher. These are a fine pair of wheels and are as highly finished outside and in detail as any that have been seen this year. The frames of the diamond roadster are made up of perfectly straight tubing, without a bend or turn of any kind, and the effect is particularly pleasing. The main frame is 1⅛ with a 1¼-inch head, and the rear frame is ¾-inch for the upper stays and the lower is tapered from ⅞ at the hanger to ¾ at the fork-ends. Barrel hubs with spoke flanges will be fitted and the spokes will be laced and untied.

The bottom bracket is barrel shaped and the cups are recessed sufficiently for the cones to set well inside of a threaded washer which screws into the hanger, acting as a dust excluder as well as providing a neat finish for the off side of the hanger. The adjusting cone may be set up or turned off without disturbing the crank. The crank fastening is effective and possesses points of novelty. The shaft is machined with a taper, and a square face is cut on one side and a small extension is left in the center of the shaft which is threaded for the reception of a lock nut. The cranks are broached out to fit and when set on are remarkably stiff and the tread is not affected. There is no detachable sprocket fitted, it being the opinion of Mr. Temple that nothing is as effective as a sprocket keyed and brazed to the shaft. The change in gear is made by putting in a new chain wheel and shaft, and the change can be made in a few minutes, resulting in a perfectly secure attachment. The wheel base will be 44 inches and the tread 5 inches. The standard finish will be cherry enamel with nickeled tips, and the weight of the wheel will be 23 pounds. The ladies' wheel will be drop frame with the specifications varied only so far as shape and form of framing require.

The medium grade line will be known as the Temple Special for the diamond and as the Lady Temple for the drop. The price will be $85 and the wheels will be built on accepted lines, with large tubing, hollow fork crown, barrel hubs, and other '96 features. The color will be translucent blue, and the sample shown is as good a looker as the majority of the $100 wheels on the market.

SEAT-POST WITH A SPRING.

A patent spring seat-post, manufactured by R. F. Beardsley & Co., 103-105 Metropolitan Block, Chicago, is shown in the accompanying cut. The construction of the device is simple and the results obtained are desirable. A seat-post of the usual tubular type is provided which is capped with a plate at its lower end tapped with a square opening for the reception of a square bolt which is machined with a round shoulder at the upper end so that it will fit snugly into the stem of the post, where it is pinned and brazed in place. The stem is threaded and a collar nut is fitted which is provided with an opening at the bottom corresponding to the one in the lower end of the post. The square bolt is encircled by a stiff spiral spring which is formed with flat bearing surfaces at either end, doing away with any squeak or disagreeable noise of any kind. The collar nut is made of such diameter that it will just fit into the post proper and when a weight is placed on the saddle the spring is compressed. It is evident that a rider will be eased when the wheel meets with an obstruction of any kind, and by turning the collar bolt up or down any degree of resilience may be obtained. In order to avoid a click, when the key at the lower end of the square rod springs upward into position after taking a jolt, there is a leather washer set against the flattened face of the post.



The saddle-post may be made either in a T, an L, or an end style, and the diameter of the post is graduated to fit all sizes of seat-mast tubes. If desired any adjustment can be obtained through the medium of the collar nut so that the up and down motion can be set at anything from ⅛-inch to 2 inches play, and the springs regularly fitted are adaptable for heavy weight riders. With a wheel fitted with this device a rider may use a small hard saddle, and tires blown up tight, (and consequently fast) and derive comfort on a rough pavement or road, and the hygienic features of the post are such that it is especially valuable for ladies and young girls.

Ayer & Wolt, 919 Betz Building, Philadelphia, are general sales agents for Maxfield's bicycle grease. This compound drives out the dust and acts as a dust-proof lubricant. When this grease is put on a wheel the machine will run 2,000 miles without danger of dust or grit cutting the bearings.



A FOOL, even with half an eye, could tell that the

BARNES BICYCLES

are the

HANDSOMEST,
STRONGEST,
SWIFTEST, and

Best Wheels

on the market.

The Barnes Cycle Co.
Syracuse, N. Y.

Hooker & Company, San Francisco, Cal.
Coast Distributing Agents.

The Knight-Atmore Clothing Co.,
Denver, Colo., Agents for Colorado.

SPACES AT CYCLE SHOWS—
Chicago, 61, 62, and 63.
New York, 8, 9, and 10.

ENGLISH TRADE NOTES.

Dennison's Band Gear One of the Features of the National Show—Osmond Brings Out a New Chain.

LONDON, Dec. 14.—The National Show closes today, and so far as I can ascertain, it seems to have been a successful one from a business point of view. I have not heard of any orders for machines by the million, such as one frequently hears of at show time, but on the other hand there seems to have been a large number of reasonably large orders, which are more to be relied on. The smaller makers, too, seem to have booked a fair amount of orders, and up to the present I have heard no grumbling, which seems to point to the conclusion that trade has been good. The attendance has been fair and the visitors have certainly been for the most part of a much higher class than those seen at the Stanley Show. Moreover, the management has been better, and the whole exhibition more up-to-date and superior in every way.

One of the novelties which was not stalled at the time I sent my report last week is Dennison's band gear. This arrangement consists of a driving band instead of the usual chain, but it is this time carried out in a far more practical form than it ever has been before. The band is constructed of wire of 27 gauge which is coiled round about fifteen times, and then coated with aluminum so that it forms a strong and at the same time very thin and flexible band. This band is then covered with rubber molded over it, and the whole weighs less than five ounces. The gear-wheels consist of two grooved pulleys, the grooves of which are lined with glass, which gives the rubber band an excellent grip without the necessity of its being exceedingly tight. Moreover, the grooves are slightly of a V section, so that the band tends to bend down and gets an additional grip at the sides. I tested the arrangement and was unable to make the band slip, and yet the running was so free that the back wheel oscillated backward and forward with the weight of the valve. We may hear more of this band in the future. If it answers as well in practice as it appears to do at the show, it should prove a really good thing.

There were, of course, one or two gears, and these this year took the form of expanding cranks rather than internal mechanism. One, which consists of a crank hinged in the center and kept bent at right angles by the action of a strong spiral spring, except when the power of the rider is applied when it straightens out, may be at once dismissed. There was, however, another expanding crank called the Dewbury gear, which presented some novel features, and the exact fallacy of which it is not easy to see, although it, of course, exists, as it is impossible to obtain both power and speed. In this arrangement the cranks slide on rollers in two guides, and are pulled back and pushed forward by a small arm projecting at right angles from a small extension at the rear of the bosses, which arm carries a roller which runs in a cam path fixed eccentrically on the crank-bracket of the machine. The action of this roller and eccentric path is to push the cranks forward in the slides for the downward strokes, and to automatically withdraw them when ascending. It must be noted that there is next to no movement of the cranks when descending, and the movement and consequent loss by friction takes place when there is practically no power on the pedals. The circle is very slightly elliptical, and the idea is ingenious, although, of course, it will not really give more power than an ordinary crank, on account of the larger path described by the pedal when descending.

One of the most noticeable faults of the show was the upward bend of many of the handle-bars of roadster machines. These bends are most frequent on ladies' safeties, and it appears that it is done to meet the wishes of the society cyclists, who imagine that it is the only way to prevent stooping. Then again, another mistake frequently to be noticed was that the handles of machines were set perfectly parallel with the ground, so that the wrists of the riders must be bent very uncomfortably. This again is done with a view of raising the handles, but the latter object can well be attained without rendering the machine uncomfortable.

F. J. Osmond has brought out a new chain, or rather an old chain modernized. At a short distance it would be taken for an ordinary block chain, but a closer inspection shows that it is made exactly as the old roller chains were, but with a half-inch pitch instead of the 1¼-inch used on chains of this type hitherto made. Of course it is far neater and better finished than any roller chain which has been tried before, and it certainly runs with great smoothness. The teeth of the gear-wheels are, of course, doubled in number, but as each takes just half the work of one of the old pattern, that does not matter. I believe that this chain will be found to be a capital thing, and a great many of the Osmond machines are now fitted with it.

The Salvation Army, I am told, placed a large order for safeties at the recent Stanley Show. Who the manufacturer is I do not know, but it is obvious that General Booth considers that the bicycle is just the thing for the narrow path.

The case of the Pneumatic Tire Co., Ltd., vs. Casswell has been occupying the attention of Justice Kekewich this week. A vast quantity of evidence has been heard, and the case has been adjourned till January 21. It would seem that the Pneumatic company did not expect that Casswell would have been so well backed up, but some of the most influential men in cycling circles are going to see him through, and also one or two others who are about to act as defendants in actions brought by the big company. The next three months may bring about a wonderful change in tire circles, if all the rumors are only partially true.

The balance sheet of the Rudge-Whitworth Co., Ltd., is a sad one for the shareholders, and comes as a bit of a surprise to many, for the past season has been such a busy one in the cycle trade, that it has been said more than once that if a firm could not make a profit under such splendid conditions they never would do so. Nevertheless the Rudge-Whitworth Co. is said to have lost $135,000, which is indeed bad for the shareholders.

On Tuesday, December 10, there was held, at the Cannon Street Hotel, a meeting which may possibly prove a memorable one in history. This meeting was called principally at the instigation of Sir David Salomons, Bart., and was for the purpose of considering the advisability of forming an association for furthering the interests of users of horseless vehicles. Some 300 people attended and many speeches were made. Some were in defense of the horse, but the majority were dead against that animal. H. J. Lawson, who was received with cheers, in an amusing speech said that twenty years ago he invented the safety bicycle. Yet only the other day one of Her Majesty's judges had said that legs were made for walking, which showed how prejudiced some people could be. He (Mr. Lawson) had grasped the fact twenty years ago that legs were made to propel a safety bicycle. Yet a judge, and a so-called learned judge, had said, no. There were people who maintained the horseless vehicles would be dangerous. Well, for his part he knew from experience that there was nothing more exciting than a drive in a hansom. In the end it was finally resolved unanimously to form an organization to be called the "Self-propelled Traffic Association," and a preliminary council consisting of some very influential men including E. R. Shipton, of the C. T. C., and M. D. Rucker, of Humber & Co., was elected, with Sir David Salomons as president. A great many men well known in the cycling world were present, and it is more than probable that a new industry in the extensive manufacture of horseless carriages may result. In fact already there is a syndicate at work buying up all the patents possible, with a view to utilizing them to the best advantage.

WILL O' THE WISP.

THE DRYDEN.

Innovations in bicycle construction are not always received with the measure of favor the departure merits, but the inventor of the Dryden wheel, W. A. Dryden, Sr., 466 55th Street, Chicago, is sanguine that his bicycle will revolutionize the business. The cut shown herewith will give an idea of the appearance of the machine, and a brief description will serve to make clear the operation of the driving mechanism. The frame is nearly like those in use with an extension of the lower rear stays and with a provision on the upper rear forks for the reception of a roller shaft. The driving wheel is built like the regulation bicycle wheel, but is only 18 inches in diameter. On its outside face the U section is faced with rubber, and the spools shown are set on ball-bearing shafts and are covered with rubber, so that their action will be noiseless. They are arranged at such points that the inner edge of the outside wheel rim is divided into thirds. The rim of the outer wheel is made of compressed fiber, strong enough to be self-sustaining, and is formed in a Y section with a tongue at the base which affords a flat bearing surface against the spools and the rubber-faced driving wheel. The point of contact of the driving wheel with the innner face of the outside wheel rim is at a point representing the center of the lower first eighth section of the rim's inner circumference forward of its center of gravity, so that the weight of the wheel and rider rest at a point forward of the center of gravity. Allowing for the friction and wind resistance, it is claimed that this will result in the reduction of the necessary power to drive a bicycle from 75 to 80 per cent.



The Dryden.

The management of the Auditorium Hotel will be glad to see the cycle manufacturers, agents, and visitors to the National Cycle Show, January 4 to 12. The capacity of the Auditorium is practically unlimited, there being 1,000 rooms, 400 of which are set apart for the entertainment of guests on the American plan and 600 for use on the European plan. The rates range from $3.50 to $5 per day for the first and from $2 to $5 for the latter. The building is absolutely fireproof and magnificent in its appointments, and it is conveniently located to Cycle Row, and the cable cars, the alley L, and depots, with good facilities for reaching the show at Tattersall's.

At the Cycle Show

We shall be on the "Main Floor," the "Balcony," and in the "Annex," with representatives only. We haven't space—**Our** line of **Bicycle Apparel** is so extensive in variety that it can not be shown within the space-limit allowed the largest exhibitors. **We are the pioneer manufacturers** in America of **Bicycle Clothing** and



Are on the Ground Floor

of success—a location that competitors have tried to reach but are still far out of the way—just where we intend they shall remain.

Our Enormous Exhibit

is at our store, S.-E. Corner Market and Jackson streets, where we have a complete line of the famous "R. & W." **Bicycle Suits, Sweaters, Hosiery,** etc., that is so popular with the wheelmen of this country.

Visitors to the Cycle Show

will be cordially welcomed at the store and every attention shown them that will enable them to **thoroughly post themselves** on the subject of **Bicycle Apparel.** It will pay you to see this exhibit before you place any orders at all.

BICYCLE CLOTHING.
BICYCLE SWEATERS.
BICYCLE HOSIERY.
BICYCLE BELTS.

Rosenwald & Weil,

Market and Jackson Sts.,
Chicago, Ill., U. S. A.

IMPROVEMENTS IN THE NATIONAL.

Geo. N. Jordan, representing the National Cycle Mfg. Co., Bay City, Mich., has been in Chicago for a week showing samples of the '96 wheel and arranging for local agencies. Partial arrangements have been made for the coming year, and Mr. Jordan expects to close for the entire city within a few days. The new wheel is changed in many details from the product of this year, and is in general on accepted '96 lines, with, however, many distinctive and valuable improvements. A glance at the specifications shows that the tubing will be of large diameter, 1⅛ inch in the main frame and ⅝ and ¾ inch in the rear stays. Barrel hubs with spoke flanges will be used and the spokes, rims, and tires are of the highest grade obtainable. The Brandenburg pedal will be regularly fitted.



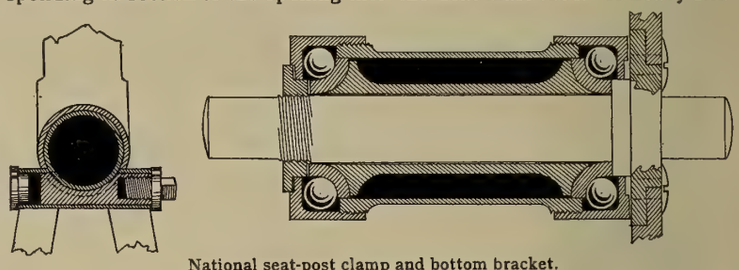
The National Saddle Cluster.

The tread of the National is narrowed to less than 5 inches without affecting the rigidity of the frame and this end is secured by the use of the special frame-stiffener here shown. It may be described as an extension and an outside reinforcement of the lower rear stays, which are brought forward to a point where the frame is narrowed near the hanger. Two stampings of 16-gauge sheet steel are fitted into the bracket with a lining or brace of tubing across, just forward of the ends of the stays and the whole is brazed together. This makes a very rigid connection and does away with the bending of the stays and the usual inside reinforcement at this point. The resultant frame is without doubt one of the very strongest that can be built by any method of construction, and for beauty is quite the equal of anything on the market.

Another special feature is the crank-shaft bearings, which are inclosed in an aluminum box so built up that they are self-contained and easily removable for examination or adjustment. The cones, instead of being turned on the shaft, are made to slip on, and are funnel shaped, seating against an aluminum spreader which fits on the shaft. They are held in place and in relative position one with the other by a lock-nut which threads onto the shaft.

The cups are ground on the outside to fit snugly into the hanger, which is provided with two split lugs on the under side, setting up with square-headed clamping bolts. The inner faces of the cups are so threaded that they screw on to an aluminum connecting sleeve. The threads are both right-hand, and so the cups are as readily interchangable as the cones, and the adjustment is effected by turning up the one on the off side, and setting up the hanger-clamp. The shaft may be removed without disturbing the bearings by taking off the left crank and turning off the jam-nut; or the bearings may be entirely removed from the hanger without disturbing the relative location of the cups, cones, and balls.

A new seat-post binding device will be used, and the arrangement provides for a strong and positive fastening without the use of a split forging or a cutting of any kind into the frame. The upper tubes are locked into the cluster with a cross tube, which is cut with a concave opening corresponding in section to the opening into the seat-mast tube. A heavy sliding section is fitted inside which is cut in a like manner and threaded inside for the reception of a shouldered bolt which draws the sliding tube firmly against the saddle-post. The adjustment is effective and quickly made.



National seat-post clamp and bottom bracket.

The chain adjustment is effected by turning a washer which is provided with a spiral tongue which engages with a row of teeth struck up on the fork-end. The washer has a large binding surface, the face being recessed so that the extreme outside of the washer takes the pressure when the lock-nut is set up, and as the cores are recessed in a like manner, both at the front wheel and at the rear fork-ends, the rigidity of the frame is materially increased and the alignment of the bearings made permanent.

The front sprocket is set onto the shaft with two flat headed screw-bolts which pass through the inner rim and a boss which is brazed to the shaft. The boss is shouldered and the screws are so placed that they take hold with half of their diameter in the edge of the inner rim of the sprocket and with the shoulder of the boss for the other half, while the boss proper

DO NOT FAIL TO SEE US AT THE CYCLE SHOW.

VICTOR A POEM OF THE CYCLE BUILDER'S ART, $100

AND WABASH THE WHEEL OF THE CENTURY, $75

BICYCLES

OUR SALESROOM, 141-143 WABASH AVE. AGENTS WANTED AT THE SHOW. SPACES 201-202.

THORSEN & CASSADY COMPANY CHICAGO

Mention The Bearings

seats the free end. The sprocket is quickly removed by taking off the chain-side crank and turning out the two screws just mentioned.

The head connections of the main tubes are inside and the stampings used throughout the wheel are of the company's own make, as are all the component parts except rims, tires, saddles, and pedals. Every precaution is taken to insure perfection of finish and correctness of detail throughout. As an illustration of this it may be stated that the hanger is reamed out after the frame is completely finished to insure perfect seating for the bearings and to preserve them in exact alignment at right angles to the line of the frame. Every care is taken that the National may deserve a reputation which will be appropriate to its name. Nothing but the highest grade of materials enter into the construction of this up-to-date bicycle.

BALTIMORE ENTERS THE FIELD.

BALTIMORE, MD., Dec. 23.—From a cycling stand-point Baltimore has been modest, making but feeble efforts to extend her trade in that line beyond the boundaries of Maryland and Virginia. It would seem that this is now to change and that Baltimore will become an element in the wholesale, jobbing, and manufacturing of the country. The first in this field is the wholesale hardware firm of William H. Cole & Sons. In its line this house has a great national reputation and does an extensive business.

In 1893 one of the most suceessful men in the employ of the Cole firm, having already made a solid place for himself in the estimation of the firm, and being a man of broad enterprise, foresaw that the business of cycling was on the threshold of an extensive and permanent boom. His ideas were suggested to the firm and immediately adopted, he being given carte blanche in the matter. This salesman was Jno. J. McElroy. After but practically two seasons of business the clear cut methods and unabated energy of Mr. McElroy has built for the Cole firm a cycle adjunct far more valuable than even McElroy anticipated. Gradually the business has been pushed into broader fields, until now the firm of Wm. H. Cole & Sons will lay its goods before the country aided by a business acumen gotten from many years' experience in other lines, and by special cycle training. When the firm started in cycling in 1893 it went about it in a healthily modest way. It was feeling its grounds, for Mr. McElroy's business experiences forbade any plunging. But few wheels were sold in 1893. In 1894 the firm took the agency for the Black Mfg. Co., of Erie, Pa., marketing the Tribune from Pennsylvania to Florida. In 1895 the firm of Cole & Sons again handled Tribunes for the same territory, and made so good a thing of it that no longer is there a doubt in the minds of the firm that the broad field of the country bids fair to success. For the coming season they will handle Tribunes for the same territory.

If a new wheel could be introduced and boomed to great success once, it could be done again, argued the firm. Accordingly they have gone into the manufacturing business. They will produce three distinct wheels. Their leader is the Chieftain, which is high grade in all respects and carries a full guarantee. The construction of this wheel is identical with the finest wheels on the market. It has large tubing, barrel hubs, narrow tread, choice of tires, wood rims, and each of the finer details of construction and finish, so that it seems assured of success wherever it is tested. This wheel will sell for $100. The next product of the Coles will be the Marvel. This wheel carries out its name. Fully guaranteed, and embracing all the latest improvements, and of an especially handsome finish, this machine will be sold for $60. In juveniles, the Coles will produce the Pearl, a wheel with high grade parts, to market at from $35 to $50. This comprises a line of bicycles which must assure success to their manufacturers and any one who is fortunate enough to secure their control.

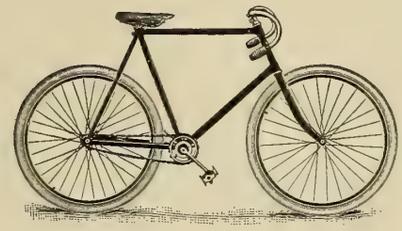
ACTIVITY IN CLEVELAND TRADE.

CLEVELAND, OHIO, Dec. 22.—Cleveland will have about as many bicycle stores in the spring, if present plans mature, as the mythical "hairs on the dog's tail." The latest rumored additions to the already well-filled field are a branch house for the Columbia output, there being a hitch with the present agents, Messrs. Davis & Hunt, over the terms of contract. The Pope company wishes them to handle its make exclusively, and to this there are objections, hence the liability of a branch store. Then O. D. Myer & Co., one of the leading dry goods houses, is to back F. S. Silverback, one of their clerks, in a cycle store enterprise. C. A. Lovejoy and C. W. Loomis, the latter a prominent real estate dealer, are to open a store near the corner of Erie and Prospect streets. The Co-operative Stove Co. is looking for a wheel to place in its agencies throughout the central states, and it is to be supposed that their store on the viaduct will also contain a retail department. This is all at the present writing, but every week bears a new crop.

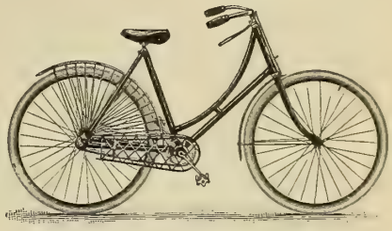
The Lodge & Davis Machine Tool Co., Cincinnati, Ohio, is now working 400 men fourteen hours per day, and is making some extensive additions to enable it to handle its entire business. It is now excavating for the purpose of putting a basement under its entire plant, which will enable it to remove cutting off machines, grinders, surplus steel, castings, etc., from the upper floors, and thus provide many hundred feet of valuable space, which will be sufficient for the addition of such machinery as may be required for supplying their orders. The demand from bicycle factories, and the picking up of trade in all lines generally, has occasioned these additions.



Model 27.



Model 21.



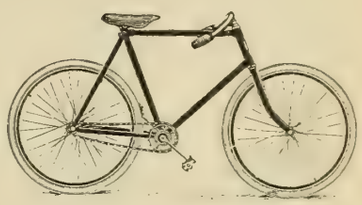


Model 26.

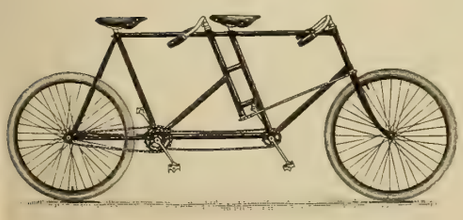
Tribunes for '96

SEND FOR CATALOGUE.

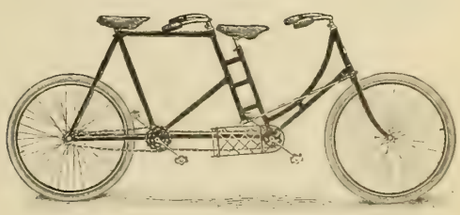
The Black Mfg. Co., Erie, Pa.



Model 25.



Model 22.



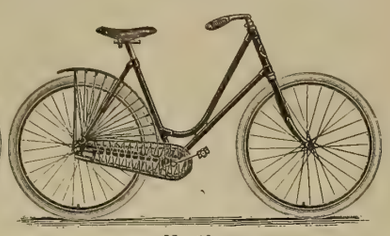
Model 23.

THE BEN HUR LINE.

The advance circular issued by the Central Cycle Mfg. Co., of Indianapolis, is something decidedly clever. It is gotten up in the shape of a sample trunk with the firm's advertisement on the front. This is not the only clever thing about the pamphlet, however. The contents are worthy of perusal a second time. The four models of Ben Hurs are illustrated and

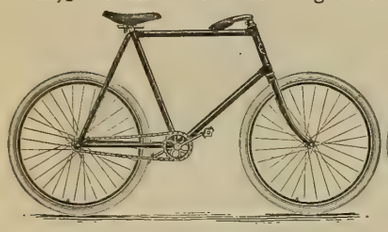


No. 15.

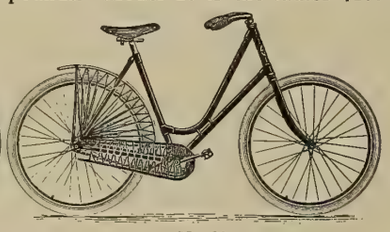


No. 16.

described. Model 19 is the $100 wheel made by the company. It is built in three heights of frame, with a 1⅛-inch top bar, 1¼-inch bottom bar, ⅞-inch rear braces and a 9-inch head. The forks have a double crown and are made of forging of special design. The barrel hubs have tool steel cones and a special oiling device. The tread is 5½ inches and the wheel base 44½ inches. The wheel weighs 23 pounds. Model 20 is the ladies' $100



No. 19.



No. 20.

wheel. The general specifications are the same, with a drop frame of special design, extra wide between the head and seat post. This machine weighs 24 pounds.

Model 15 is the gentlemen's $85 wheel. The top bar is 1 inch, the bottom bar 1⅛ inches, and the rear fork and braces ¾ inch. The rest of the details of the machine are the same as in the higher priced models. The machine weighs 23 pounds. The Model 16 is the companion and is a fitting mate to Model 15. It weighs 25 pounds.

WILL MAKE EIGHT MODELS.

In an advance circular to the trade, the Remington Arms Co., of Ilion, N. Y., announces that it will make eight models next year. Model 20 is the Remington light roadster, and Model 21 is the ladies' wheel. These list at $100. Model 22 is the racer which lists at $110. Model 23 is the ladies' diamond frame listing at $100. Models 24 and 25 are the tandems which sell at $150. Models 26 and 27 are the medium-grade wheels for boys and girls listing at $60. The specifications are as follows: The frame is of the well-known Remington type pattern with the original high frame and crank-hanger as introduced by the company in '92. All connections are reinforced, accurately machined and fitted. Inch and one-quarter tubing is used in the forward tubes of all models except 23, 26, and 27, which are 1 inch. The Remington bearings are laterally adjustable and are turned from solid bar steel of the best quality. The size of the balls are ½, ⅜, ¼, and 3-16-inch. All the bearings are fitted with ball retainers, preventing the balls from dropping out when the cups are exposed. The cranks are of the new style Remington bayonet pattern, drop forged of special steel. The Remington original triangular method of fastening is used. Pedals of new and original design are used, in which are introduced a barrel hub feature in the sleeve between the ball races. The fork has a tubular forged crown, insuring lightness and great strength.

THE LYNDHURST.

McKee & Harrington have certainly issued a fine catalogue for '96. It is handsomely illustrated with wash drawings of cycling scenes, while Lyndhurst quotations are scattered throughout the book. The features of the Lyndhurst are larger tubing, larger balls throughout, adjustable handle-bars, adjustable seat-post, handle-bar clamp, tubular hubs, Jessop's tool steel bearings and heavier tires. There are four models catalogued—the racer weighing from 18 to 20 pounds, according to tires, listing at $125; the semi-racer weighing 21 pounds and listing at $100, and the light roadster weighing 24 pounds and the Lady Lyndhurst weighing 21 pounds.

A NOVELTY IN CATALOGUES.

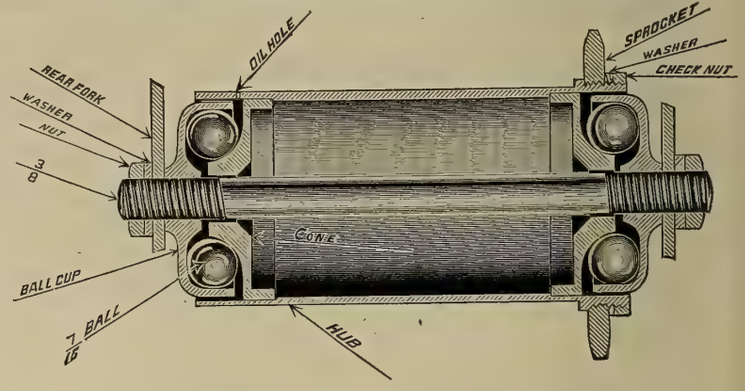
The Overman Wheel Co. has issued something new in the advertising line in the shape of a Japanese catalogue. The effect is very striking, the illustrations savoring very much of the Oriental. It is a decided novelty and will attract a good deal of attention in cycling circles. The Victor improvements for '96 are as follows: The upper forward tube in frames Nos. 3, 4, and 5 is parallel with the ground line. The head dimensions are 9, 11, and 13 inches respectively. The diameter of the upper rear tubes has been increased from ½-inch to 9-16-inch. The diameter of the upright tube has been increased from 1 inch to 1⅛ inches. A similar change has been made in the lower forward tube. The crank-axle has been shortened ½-inch and the tread narrowed by the same amount, and the number of spokes in the rear wheel has been increased from 24 to 28. The new parts of the '96 models are as follows: New rear hub and axle, new rubber pedals and axles, new front fork and fork-crown, new head collars, new handle-bars, new saddles, new step, detachable lamp bracket and coasters, and new double and single tube molded tires.

BLUE CROWN FENTONS.

The illustrations in the catalogue of the Fenton Metallic Mfg. Co., of Jamestown, N. Y., are far above the average. The Fenton is shown in all sorts of positions—front views, side views, and views from the top and from the bottom. The lines are particularly handsome and a better looking wheel has never been put on the market. There are but four models catalogued. The Model 26 is the track racer; Model 27 is the road wheel with 22 and 24 inch frames and parallel bearings; Model 28 is built with 24 and 26 inch frames, with the crank-hanger dropped 1½ inches; Model 29 is the ladies' wheel. These machines range in weight from 18 to 23 pounds. The frames are of the Fenton diamond pattern, with drop forgings and swallow-tail reinforcements at all connections. The tubing used is as follows: Head, 1½ inches; main tubes, 1¼ inches; rear bottom forks, ⅞ inch tapered to ¾ inch; rear upright forks, ¾ inch. The tread is 4¾ inches. The spokes are double swaged, 36 in the rear and 32 in the front wheel. The hubs are cold drawn seamless tubing, mandril finish. The bearings are triplex or three point in construction. There are ball retaining cases in all bearings; ⅜ inch balls in the crank-hanger; 5-16 inch in the rear hub and ¼ inch in the front hub. The rims are the laminated or built up with a mahogany finish. The handle-bar is the Fenton adjustable, the same that has been used by this company for the last three years. A new device is the handle-bar tightener, containing ball bearings to obtain a firm fastening without the use of the usual pinch-bind split ring and bolt. The seat-post tightener does away with the usual split socket and bolt and is removable from the frame tube.

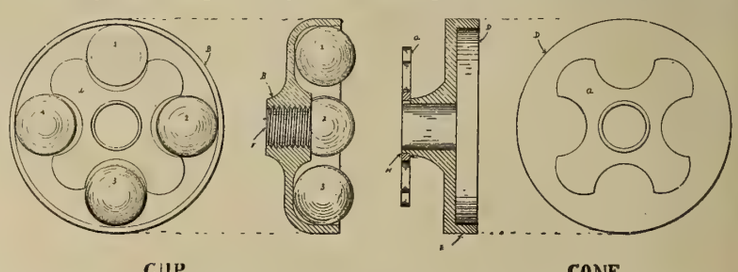
USED IN THE COMET.

Everybody is familiar with the ball-bearing principle as applied to bicycles, therefore it is not our purpose to enter into a scientific explanation of the patent inverted non-friction bearing used by the American Waltham Mfg. Co. The illustration shows the improvement. It will be seen from the illustration that the number of balls have been decreased, over



INVERTED BEARING.

the old style, and that they have also been increased in size, thus doing away with considerable frictional surface, an advantage which will readily be appreciated by all who ride. The company claims the bearing has less surface contact, and that the balls have a free movement not found in any other bicycle bearing. It says it has been proved in this bearing that the



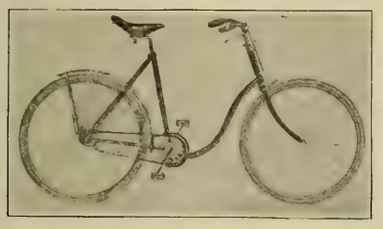
CUP CONE

freedom of movement produced by separating the balls by the separator give, the greatest momentum with the least possible exertion, thus making it possible to use a higher gear. The claims for this bearing are, greater speed, easier riding, less liability to clog, and absolutely free movement of balls. The use of oil is not necessary to this bearing. A patent has been applied for.

SOME '96 WHEELS.



The Victor.



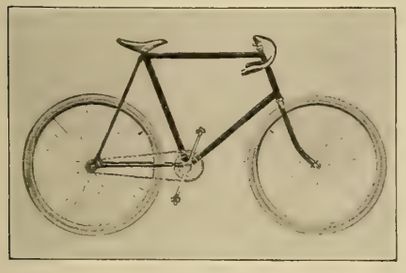
The Victoria.



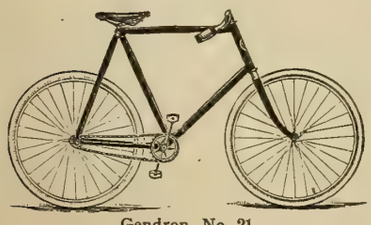
The Rugby.



The Rugby Ladies' Wheel.



The Remington.



Gendron, No. 21.



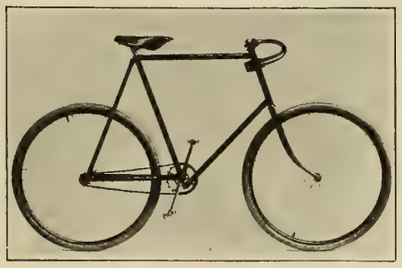
Lyndhurst Racer.



Lyndhurst Ladies' Wheel.



Fenton, Model 27.



The Howard.



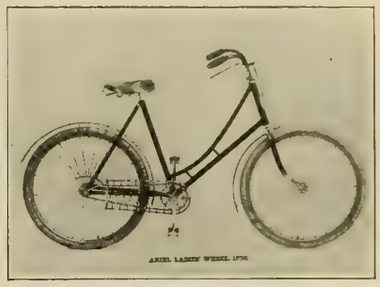
The Stormer.



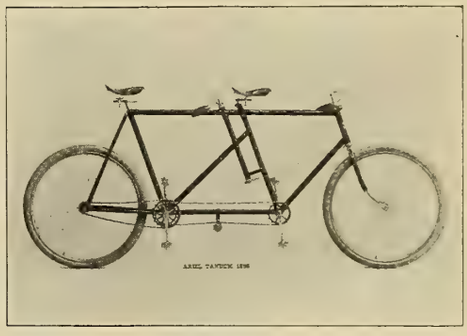
The Stormer Ladies' Wheel.



Ariel Light Roadster.



Ariel Ladies' Wheel.



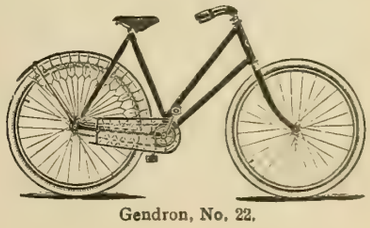
Ariel Tandem.



The Peer.



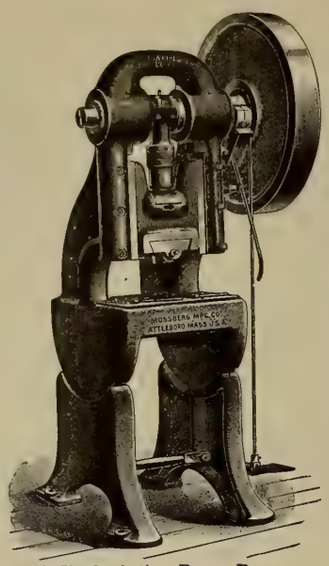
The Peer Ladies' Wheel.



Gendron, No. 22.

A SINGLE ACTING POWER PRESS.

These adjustable frame over-hang presses, made by the Mossberg Mfg. Co., of Attleboro, Mass., are open back, and designed so as to give large die space, permitting the stock to be fed sideways or from front to back. They are specially adapted for cutting and punching articles from sheet metal, such as can tops and bottoms, gas fixture, umbrella and pocket-book trimmings, watch parts, and brass work, also various kinds of electrical apparatus and bicycle parts. These machines for rigidity, workmanship, and design can not be surpassed. The crank-shaft is made of steel, of such a diameter that the crank is cut from the solid, leaving the diameter of the shaft extra large where it enters the bearings. These bearings are fitted with bushings, which can be replaced when worn. For adjustment of dies we use the sleeve connection, which is exceedingly strong, and one that will not loosen by the shock or jar of the press. The clutch on the balance wheel is friction, of recent design, and grips the instant the treadle is pressed. It is made with a safety catch or stop, so that the shaft can make but one revolution, after the operator's foot is removed from the treadle, also by means of this safety catch or stop, if any accident happens to the clutch or the balance wheel sticks on the shaft from neglect to oil, the side can not come down injuring the tools or the operator's fingers, a feature which will be appreciated by users. This press is built with dial, finger, rachet, or patent friction power feed as ordered.



A Single Acting Power Press.

THE INDIANA CHAIN.

The accompanying cut represents one of the many styles of cycle chains manufactured by the Indiana Chain Co., of Indianapolis, one of the largest exclusive cycle chain factories in the world. The excellent satisfaction these chains have already given more than proves their workmanship, material, accuracy, and neatness of finish. The company manufac-



tures only chains of the highest possible grade, every part being inspected to an accuracy of one-thousandth part of an inch, and use only the very best open hearth steel obtainable, all the work being done by special machinery. F. W. Wood is president and S. L. Pattison secretary, both young men known to the trade as hustlers. They have with them some of the very best mechanical skill in the country, and an excellent factory equipment, and are turning out miles of chains.

GOLDEN GATE TRADE NEWS.

San Francisco, Cal., Dec. 20.—California will have at least three representatives at the Chicago Cycle Show, the following gentlemen having decided to attend: Fred Chandler and E. R. Lozier, of the Cleveland agency, and E. E. Stoddard, who travels on the Pacific coast for the Western Wheel Works line. Some of the other dealers may decide to go on later. Thomas H. B. Varney, the Rambler agent, is in Chicago already. These gentlemen make up a great quartet, and, as all are hustlers, California interests will be well looked after, especially as we are to have a cycle show of our own in February.

Marion C. Black arrived last week in the interests of the Smalley. He has placed several orders for wheels.

The World will be handled in this city and its vicinity by Fagothey, Maple & Thomas, who are preparing to do a big business with this beautiful machine.

A Prettier Wheel was Never Sold

in this city, and this firm ought to do well with it.

Another firm has gone into the bicycle business. It is the St. Germain Billiard Co. This company is one of the best in its line on the coast and has taken up the bicycle business as a side issue. It has started in with the city agency for two good wheels, the Humber and Ariel. It has three or four travelers on the road all the time in the interests of the billiard business, and will utilize these same men

To Push the Sale of the Wheels

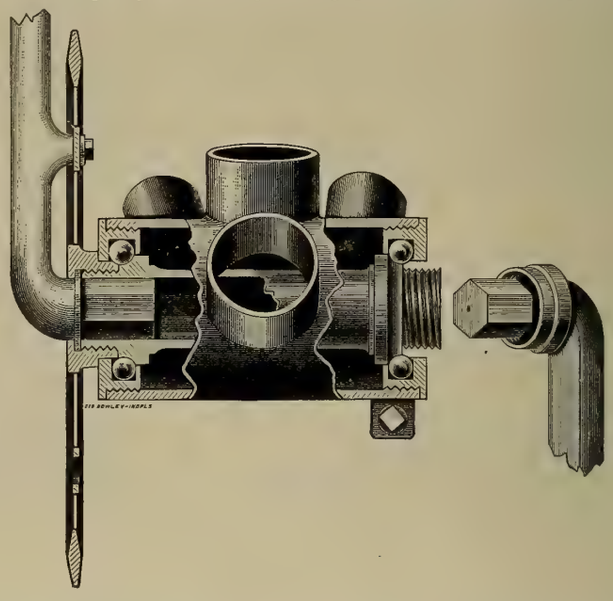
that it represents. Weinstock & Lubin, of Sacramento, are the coast agents for the Humber.

The firm of Leavitt & Bill, who handle the Cleveland and Crescent, has opened a store in Oakland, with Mr. Leavitt in charge. Mr. Bill, who is a brother of Louis Bill, of the Cleveland factory, will look after the trade in this city. They expect to do a great business with both wheels next year, particularly the Crescent.

G. A. Wahlgren, of Denver, who has been on the coast for some time in the interests of his paper, *Cycling West*, was taken dangerously sick early last week with an attack of pneumonia, and for a time his life was despaired of, but prompt and effective treatment brought him around all right, and he is now on the road to recovery.

A NEW CRANK CONNECTION.

The Bates patent crank connection consists of a tubular axle, the ends of which are broached hexagon in shape on the inside, so as to receive the correspondingly shaped end of the cranks, and which are made slightly tapering so that any slight variation in size may be readily accommodated. The cranks are prevented from slipping out by coupling nuts, which engage with embossed rings on the cranks, and with the threaded ends of the axle. The hub of the sprocket forms the coupling nut on the sprocket side of the hanger, thus making a very strong, and at the same time a very simple connection. The cranks present a very light appearance, yet they are of the strongest possible shape, being practically one solid piece, axle



and cranks, and there being no great disproportion in size as in the old style cranks, and the strain being more evenly divided throughout the entire connection, and as there are no holes drilled in the cranks, the great liability to crack in tempering is entirely eliminated.

This connection gives the narrowest possible tread, as there are no large nuts on the cranks, made necessary when cotter pins are employed, and the cranks being brought very close to the machine present a very neat and a fine appearance. The device from a mechanical standpoint also is claimed to be as near perfect as this particular part of the modern bicycle can be constructed, and entirely obviates the many objections incidental to this important feature of the machine. The Indianapolis Drop Forging Co. will manufacture the Bates crank and hanger, and will furnish samples on application.

A DEPLORABLE ACCIDENT.

Cleveland, Ohio, Dec. 22.—C. W. Burleigh, a salesman in the bicycle department of the McIntosh-Huntington Co., was instantly killed by a descending elevator in the company's warehouse a few days ago. Mr. Burleigh wished to use the freight elevator, and carelessly stuck his head through the bars of the safety gates. The car, coming down from the floor above, struck his head, crushing it against the gate, killing him instantly. The elevator was stopped before it had gone six inches after the blow was struck, and the lifeless body fell to the floor, the gate preventing it from falling down the shaft. He was a favorite among his fellow clerks, and the accident cast a gloom over the entire store.

PREPARING FOR A GOOD SEASON.

Los Angeles, Cal., Dec. 9.—The Tuttle Mercantile Co., the Syracuse agents for this city, will have a local racing team next year, and will boom the Crimson Rim more than ever in this section. The wheel is probably the best seller in this section now, and if it keeps on increasing in popularity the Tuttle company will make a handsome profit out of the agency.

The dealers of this city are preparing for a good season in '96, and are selling off this year's stock as rapidly as possible to make room for the new models.

The fame of Stearns wheels is certainly world-wide, and orders are continually being received at the Stearns factory from the most unexpected sources. Timour Hall, of Plumsted, Cape Town, South Africa, is among those who last week sent in their orders for '96 Yellow Fellows.

A WORD

TRUSS FRAMES as well as Standard

With you Mr. Dealer, Mr. Rider, before the Cycle Shows. This will be our last opportunity, and we hasten to make the best of it. You are going to see many machines, some good, some bad, some neither the one nor the other. The wheel you should select to ride or sell should be ***"the synonym of highest of high-grade construction,"*** in fact, such a wheel as

THE AMERICA

We will be located at the Chicago Cycle Show in ***Spaces 222-223,*** and will take the greatest pleasure in showing you an absolutely perfect bicycle both with and without the enamel, so that you may examine the most minute detail and then convince yourself of the correctness of our claims—***"the synonym of the highest of high-grade construction."*** We make the straight-diamond frame as heretofore and the truss frame in addition—we owning the patents.

73-75-77
Fulton St., Chicago

International Mfg. Co.

Mention The Bearings

TRADE HAPPENINGS.

ALBANY, N. Y.—Wm. H. Bramson, formerly of Catskill, N. Y., will open a retail cycle store at the corner of Lark Street and Madison Avenue, about January 1. A repair, rental, and sundry department will be connected with the store.

AMBIA, IND.—C. A. Garner, hardware, etc., is preparing to take up bicycles, and invites correspondence with manufacturers of wheels and sundries.

ANDERSON, IND.—J. P. Strom has bought an interest in a bicycle store at Alexandria, and will operate it in connection with his store here. He bought 500 bicycles a few days ago to begin the season.

BEDFORD, PA.—S. S. Metzger, carpets, furniture, etc., is preparing to take up bicycles.

BUTLER, IND.—The Butler Co., manufacturers of windmills, pumps, and well machinery, has commenced the manufacture of bicycles, turning out wheels listed at $85 and $100.

CAMBRIDGE, VT.—E. A. Pope, hardware, bicycles, etc. has opened a new store.

CEDAR RAPIDS, IOWA.—Thomas & Walter Bray, dealers in bicycles and bicycle sundries, and also conducting a repair shop, have removed from 18 S. Second Street to larger quarters at 315 Second Avenue.

COLFAX, ORE.—J. M. Hickethier, bicycles and sporting goods, has moved into larger quarters, and will take up bicycle sundries. Correspondence with manufacturers is solicited.

CONWAY, ARK.—W. M. Harrell & Co., hardware and furniture, are preparing to take up bicycles, and are soliciting correspondence from manufacturers of wheels and sundrise.

CHICAGO, ILL.—The Griffin Wheel Co. has certified to an increase of its capital stock from $1,000,000 to $1,250,000.

CHICAGO, ILL.—Chas. H. Sterner has asked for a receiver to be appointed for the Thorsen & Cassady Co., and also for the Sterner Cycle Co., both of Chicago.

CINCINNATI, OHIO.—J. A. Ferguson and others are reported to be organizing a $2,000,000 company to manufacture bicycles from Ferguson's patent. A meeting held at the office of W. H. Peck will probably result in the establishment here of one of the largest bicycle concerns of the west.

CINCINNATI, OHIO —The Lodge & Davis Tool Co. is making a machine for bicycle manufacturers, which cuts and finishes bicycle hubs from a bar of steel in the same revolution of the lathe.

CLEVELAND, OHIO.—W. H. Packer & Co., a bicycle firm, at 1,198 Euclid Avenue, assigned Tuesday to J. F. Clark, making Nina Ketchum Caldwell, a preferred creditor. Assets and liabilities are small.

CLEVELAND, OHIO.—The Union Cycle Mfg. Co. will establish local agency here.

CLEVELAND, OHIO.—The L. & B. Cycle Mfg. Co. has been incorporated by Isaac Lewis, Wm. N. Booth, Elazer Lewis, Geo. H. Kimball, and Paul S. Johnson, to manufacture bicycles. Capital stock $50,000 $8,000 of which is reported to have been paid in.

CLEVELAND, OHIO.—Collister & Sayle, bicycles, have decided to give up the Rambler agency, and C. A. Boyle, representing Gormully & Jeffery, has been in town looking up a new agency. Collister & Sayle will push the '96 Peerless.

CLINTON, IOWA.—The Kane-Pennington Motor Cycle Co. is being organized by local capitalists to manufacture motor cycles.

CRAWFORDSVILLE, IND.—The Dove Tail Co. has leased rooms in the Harter Block, on Main Street, and will start a repository for buggies. It will also handle several grades of bicycles, and will carry the largest stock ever in Crawfordsville.

DECATUR, ILL.—The Muellers will start a factory here for the manufacture of motor cycles.

EDEN, N. Y.—Samuel Davidson, of North Tonawanda, inventor and patentee of an improved bicycle, will build his machines in Eden, and expects to retail them for $100 each.

ELLETTSVILLE, IND.—W. T. Harris, hardware, etc., is preparing to take up bicycles, and solicits propositions from the manufacturers of wheels and sundries.

FOND DU LAC, WIS.—The United States Mfg. Co. has been incorporated with a capital stock of $21,000 to manufacture patented bicycle supplies. Incorporators, J. E. Bean, F. J. Lang, and F. J. Reaping.

FOND DU LAC, WIS.—The Sneller Supply Co., repair shop, has been succeeded by the Fond du Lac Cycle & Electric Co.

FLORENCE, WIS.—G. A. Albrecht is preparing to open a new hardware store, and will add bicycles. Propositions from manufacturers are invited.

FLUSHING, MICH.—The Flushing Cycle Co. has been organized for the manufacture and repair of bicycles.

FREEPORT, ILL.—Kelly, Maus & Co , of Chicago, have contracted to buy all the new process Stover bicycle tubing the Freeport concern can turn out.

GLOUCESTER, MASS.—The copartnership heretotore existing under the style of Perkins, Norris & Corliss, dealers in and repairers of bicycles, has dissolved by the withdrawal of Geo. A. Norris. The business will be continued under the firm name of Perkins & Corliss.

GREENBUSH, N. Y.—The Erwin Mfg. Co. has been incorporated with a capital of $5,000 to manufacture bicycles. The directors are John Erwin and W. W. Grey, of Albany, and R. J. Pratt, of Greenbush.

GROTON, N. Y.—The Crandall Machine Co. will soon begin the manufacture of bicycles.

HARLAN, IND.—B. V. James, hardware, etc., is preparing to take up bicycles, and invites correspondence from manufacturers of wheels and sundries.

HARTFORD CITY, IND —Congress Bicycle Works, the interest purchased by Charles Frash, John Frash, and L. F. Beard.

HENDERSON, KY.—Morris, Lockett & White, hardware, bicycles, etc., have recently commenced business.

HOLYOKE, MASS.—The Keating Bicycle Co. has about decided to leave Holyoke, as the lease on the building occupied by its plant expires April 1, and no satisfactory arrangements can be made for re-leasing it.

JAMESTOWN, N. Y.—S. Davidson, of North Tonawanda, inventor and patentee of an improved bicycle, will build his machines in Eden. The residents have donated three acres of land, all necessary buildings, and agree to buy the first 1,000 wheels turned out, for which they will pay $50.000.

KANSAS CITY, MO.—The Midland Cycle Co. is increasing its capacity, and is contemplating putting in a plating plant.

KENT, WASH.—P. N. Ockford, sporting goods, bicycles, etc., has commenced business.

KENTON, OHIO.—The Columbia Carriage Works has established a bicycle factory in connection with its carriage business.

LAREDO, TEX.—Deutz, a plumber here, has opened a fine bicycle store, and will handle the Rio Grande cycles.

LEBANON, PA.—A Beamesderfer and J. Weaver, of the Iroquois Wheel Mfg. Co., have returned from New York, where they bought machinery and material for the manufacture of bicycles.

LINCOLN, NEB.—E. R. Guthrie, bicycles, etc., is reported to have confessed judgment for $4,000.

MARMONT, IND.—Urias Menser, hardware, etc., is preparing to take up bicycles, and invites correspondence from manufacturers of wheels and sundries.

MENOMINEE, MICH.—Albert Dudly, dealer in bicycle repair stands and nipple grips, will soon build a larger shop on Carpenter Street.

MORRISTOWN, N. J.—The J. H. Schmidt Co. contemplates starting a bicycle factory and riding academy in the club stable property.

MUNCIE, IND.—The citizens of this town have raised a bonus of $25,000 in cash and donated five acres of ground, for the use of the Hamilton Co. for the manufacture of bicycles. The shops to be built will be almost as large as the Miami Cycle Works.

MURRAY, OHIO.—Castell & Harbaugh, hardware, etc., is preparing to take up bicycles, and invites correspondence with manufacturers of wheels and sundries.

MUSKEGON, MICH.—H. K. and W. K. Firth, and C. F. Shaffer have formed a stock company for the manufacture of bicycles. They have secured factory facilities, and are now in the market for the necessary machinery.

NANTICOKE, PA.—Millard & Cable, the new firm who began operations this summer, are preparing to go into the business on a much larger scale. The firm will handle the Viking, Warwick, and Roe Special bicycles;

NEW ORLEANS, LA.—Abbott & Welford have dissolved partnership, Welford retiring and Abbott going in with the Jackson Cycle Co.

NEW ORLEANS, LA.—A new bicycle store and repair shop will be opened February 1 on St. Charles Street.

NEW YORK, N. Y.—A. P. Williams, at 140 W. 43d Street, is endeavoring to organize a company to manufacture a new wood-frame bicycle. It is proposed to organize a parent company, and subsequently a sub-company in each state.

NEW YORK, N. Y.—The Fowler Cycle Mfg. Co., of Chicago, has opened a New York office on the street floor of the Mutual Reserve Building, at 307 Broadway, with James H. Robley as resident manager.

NIAGARA FALLS, N. Y.—Sherwood Bros., who have been engaged in making and repairing of bicycles here, have bought out the organization of the Electric City Cycle Co., which has been newly organized to manufacture bicycles.

OLATHE, KAN.—Keefer Bros., hardware, bicycles, etc., have dissolved copartnership, and have been succeeded by Willis Keefer.

OSCODA, MICH.—The Loud Co.'s bicycle rim factory will be running in full blast next week. The machinery has been placed in position and is ready for business. A. M. Moore, of Boston, Mass., will be superintendent.

PALMER, MASS.—E. D. Tufts has sold his bicycle agency to E. A. Buck & Co. and will in future have charge of their bicycle salesrooms.

PARSONS, KAN.—J. P. Black, bicycles, hardware, etc., is opening a new store.

PARIS, ILL.—J. A. Scott, bicycles, is reported to have had chattel mortgage released.

PHILADELPHIA, PA.—It is rumored that a new bicycle factory will soon be erected in Spring City, Pa.

PEORIA, ILL.—H. Sandmeyer & Co. have made arrangements for the agency of the Luthy bicycle, which is being manufactured by Luthy & Co., an implement firm of this city.

ST. AUGUSTINE, FLA.—The Columbia Cycle Co. has opened a bicycle repository in the Alcazar, with Fred Allen in charge.

ST. PAUL, MINN.—The M. F. Heath Cycle Co., 324 Wabasha Street, has been succeeded by the St. Paul Cycle Co. The business has been established since 1892.

SHEBOYGAN, WIS.—The Jenkins Machine Co. has commenced the manufacture of bicycles, making a high-grade wheel, to be known as the Sheboygan.

SIOUX CITY, IOWA.—Hutchinson & Phillips, sporting goods concern, have made an assignment for the benefit of creditors. The value of the stock of the firm is placed at $10,000, and it expects to pay all creditors in full.

STOCKTON, CAL.—A. Baker, bicycles, reported to have filed petition in bankruptcy.

SUMMIT, N. J.—Ely & Henry, bicycles, will remove to larger quarters in the Risk Building as soon as the latter is completed.

SYRACUSE, N. Y.—E. C. Stearns & Co. have appointed J. A. Williamson manager of their Buffalo store, which will be one of the finest places in Buffalo for retailing bicycles.

TAUNTON, MASS.—John W. Robertson has retired from the Robertson & Strange Cycle Co., and will soon open a new place of business.

TOLEDO, OHIO.—William Peter will increase his present plant to double its output of bicycles, giving its capacity of 15,000 machines a year.

TOLEDO, OHIO.—The Kirk-Young Mfg. Co. has been organized, with Frank C. Southard, president, and H. J. Young secretary and general manager. They will manufacture the Yale bicycle.

TOLEDO, OHIO.—The Maumee Bicycle Co. is building a new factory at Yost Station. Most of the machinery has been purchased and the works will soon be running.

TOLEDO, OHIO.—The new building of the Brewer Seamless Tube Co. will be 125x225 feet, and the weekly output 90,000 feet from the start.

TOLEDO, OHIO.—The Toledo Mfg. Co. started work in its new factory on Oakwood Avenue, this morning. The company reports a large demand for its Oneida wheels.

TOLEDO, OHIO.—W, Peter will increase his present plant to double his output of bicycles, giving a capacity of 15,000 machines a year, with a further increase next May.

TOLEDO, OHIO.—The Yost Mfg. Co has now increased its force to about 350 people, and will have all it can do to get out the 15,000 wheels contracted for.

TOLEDO, OHIO.—A deal is being closed by the Citizens' Enterprise Co. which will bring the Ohio Buggy Works from Hamilton to Muncie, where the company will manufacture bicycles on a large scale.

TOLEDO, OHIO.—Pool & Snelzler have opened a new bicycle store at the corner of Adams and 11th streets, where they will handle the new Snell and the Crown wheels.

TOLEDO, OHIO.—E. W. Ott has entered business for himself, and will start a new bicycle factory. He will manufacture about 1,000 wheels this season.

WELLINGTON, KAN.—Smith & Fleming have formed a partnership and will sell bicycles here.

WILMINGTON, DEL.—The Wilmington Cycle Co. has been incorporated by J. Norris Robinson and W. P. McConnell. They have secured the agency for the '96 Sterling and Humber wheels.

WILMINGTON, DEL —John A. Crarston has taken the agency for the Columbia bicycle and has opened a store at No. 3 W. 8th Street.

WINDSOR, CONN.—Hamilton & Strong have established a factory here to manufacture a new bicycle hub.

YORK, PA.—The Eberly Wheel Works will soon place machinery in the new factory, and will begin operations about the 1st of January.

Recent Patents.

551,367 —Marine velocipede; Geo. F. Cremer. St. Paul, Minn.; filed January 9, 1895; serial No 534,286. (No model.)

551,401.—Bicycle; Wilber J. Pine, Oshkosh, Wis.; filed November 5, 1894; serial No. 527,968. (No model.)

551,408.—Bicycle tire; A. B. Shaw, Medford, Mass.; assignor to the Self-Seating Bicycle Tire Co., Portland, Me.; filed January 6, 1894; serial No. 495,943. (No model.)

551,442.—Ice velocipede; Francis J, Korff, St. John's, Mich.; filed December 15, 1894; serial No. 531,945. (No model.)

551,471.—Tire for bicycles; Henry W. O'Neill and Luther H. Haile, Denver, Colo.; filed January 5, 1894; serial No. 495,848. (No model.)

551,472.—Traction mechanism for self-propelling vehicles; Charles W. Parks, Troy, N. Y.; filed May 14, 1891; serial No. 392,653. (No model.)

551,478.—Bicycle saddle; William Rundquist, Elgin, Ill., assignor of one-half to William F. Hunter, of the same place; filed August 17, 1895; serial No. 559,673. (No model.)

551,533.—Pneumatic tire for bicycles; Frank Douglass, Chicago, Ill.; filed December 31, 1894; serial No. 533,471. (No model.)

551,570.—Bicycle lamp bracket; James E. Bean, Fond du Lac, Wis.; filed August 29, 1895; serial No. 560,922. (No model.)

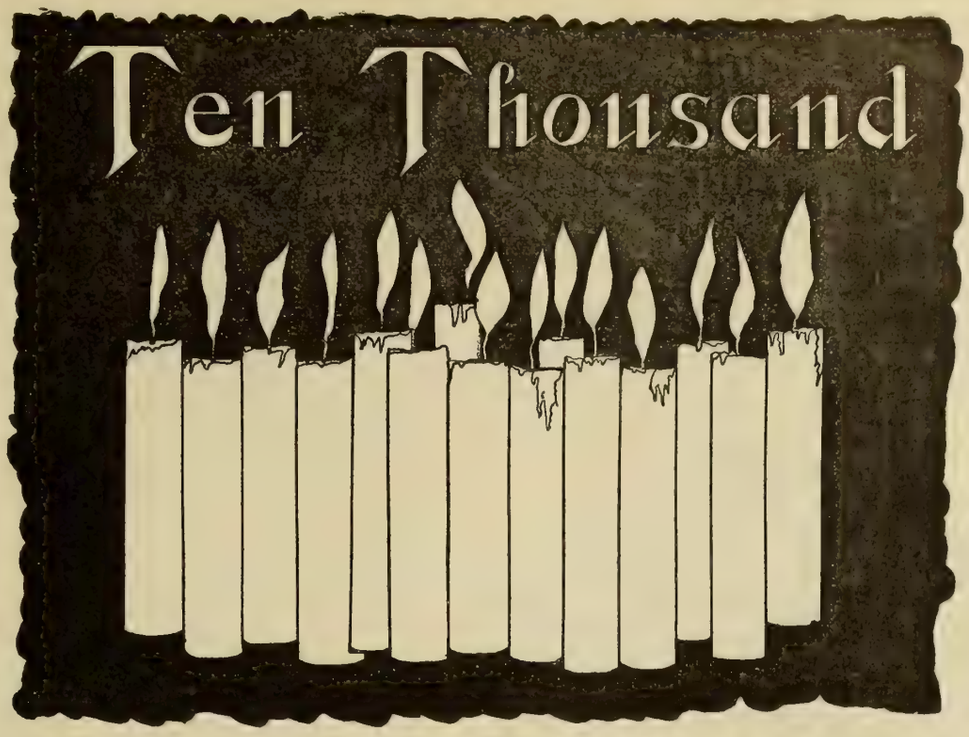
551,597.—Bicycle crank and pedal shield; Robert Nicol, Jr., Chicago, Ill.; filed August 29, 1895; serial No. 560,942. (No model.)

551 623.—Railroad velocipede; James Donovan, Three Rivers, Mich., assignor to Roberts, Throp & Co., same place; filed June 10, 1895; serial No. 552,270. (No model.)

551,667.—Bicycle; William C. Dunn, Logansport Ind.; filed September 4, 1894.

New York Cycle Exhibit Spaces 41, 42.

Ten Thousand



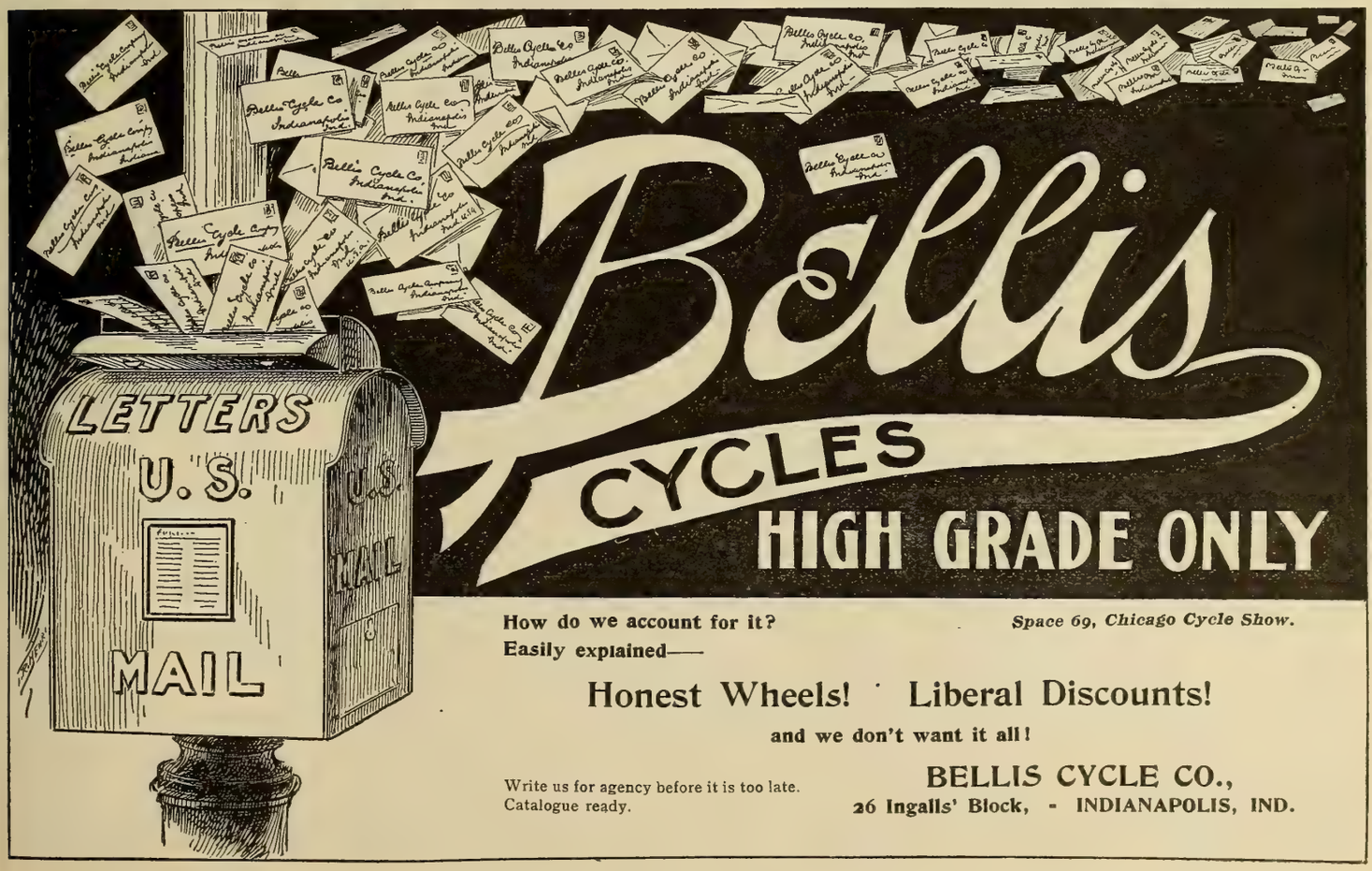
Chicago Cycle Exhibit Spaces 106, 107.

Yule-tide tapers add impressively to the season's good cheer. Ten thousand Blue Crown, Mahogany Rim "FENTONS" shall add unwonted glory to a reputation without reproach, and boundless satisfaction to an army of select riders.

Advance pamphlet is very interesting. Will you write for it?

Fenton Metallic Mfg. Co., - - - - Jamestown, N. Y.

Mention The Bearings.



How do we account for it?
Easily explained——

Space 69, Chicago Cycle Show.

Honest Wheels! Liberal Discounts!

and we don't want it all!

Write us for agency before it is too late.
Catalogue ready.

BELLIS CYCLE CO.,
26 Ingalls' Block, - INDIANAPOLIS, IND.

Mention The Bearings

HOW MESINGER SADDLES ARE MADE.

The accompanying cut represents the building where the now well-known Mesinger saddles are manufactured. Starting a little over a year ago to make a few saddles by hand the demand for these has grown to such proportions, that a large and constantly increasing force, assisted by the best modern machinery, can hardly keep the output in line with the requirements of the trade. To see the evolution of the raw material to the finished article, as it is shipped to all parts of the globe, is interesting as well as instructive, and, although too complicated a process to go into all its details, we shall try to give a general idea how this is accomplished.

The mode of constructing these saddles can be divided into four different and separate departments, namely, the wood work, leather and felt work, rattan work, and the assembling and packing. In the first department the cantles are cut out of selected straight grain second growth hickory, and after having been steamed and bent to the curve required by the shape of the saddle, they are carefully shaved down to their ultimate form. After having been drilled to receive the strands of cane, they are ready for the rattan department where they form the frame for the rattan braiding which constitutes the main part of the saddle and is its leading feature.



Great care is taken in selecting the cane strand so as to avoid imperfections, which might cause annoyance to the rider, although fully covered by the guarantee on the saddle. In the leather and felt department, large rolls of ⅜-inch felt are cut out to the shape of the different styles of saddles and large sides of both russet and black leather are likewise prepared for the power press which gives it the shape following that of the cane bottom. The felt and leather tops having been joined and moistened before being put under the press, they are then laid on long trays and inserted into a hot air chest, having a capacity of many hundred per hour, to dry. From there the tops are transferred to another branch of this department to have the center piece cut out, to be stitched, edged, and made ready to be fastened on the rattan seat. After the metal work has been adjusted, the spring set in with the press and other minor, but none the less important, operations have been completed, the saddle is carefully inspected before being packed up and labeled.

As in any well regulated piece of machinery, one cog wheel works upon the other with the utmost accuracy and precision, so do all operations on these saddles follow each other in systematic order, all tending jointly or separately to the same end; lastly the assembling room, where the finishing touches are put on and the saddle is sent forth on its career. All these departments are under the personal supervision of the original patentees, Messrs. Mesinger Bros., who are proud to see their invention of this saddle crowned by such astounding success.

WILL TRAVEL IN STYLE.

KANSAS CITY, MO., Dec. 23.—The Chicago Cycle Show is the one important topic of conversation in trade circles, and there will be a large delegation of Kansas City people at Chicago during show week. The *Western Wheelman* has gotten up a party, which will go in a special Pullman car, over the Chicago & Alton, on January 5. The jobbers have closed their deals for next season and have already commenced the '96 campaign; but the strictly retail people have, with few exceptions, contracted for only one or two makes of wheels, and will not complete their full lines until they see all there is to be seen at the show.

There are several new people in the business, the most important being the John Deere Plow Co., one of the largest implement houses in the west. J. W. A. Vesper, late of Topeka, is in charge of the bicycle department. The full line comprises the Tribune, Peerless, the Deere at $85, the Sylvan at $70, and the Moline at $50. A jobbing business will be done almost exclusively. The Kansas City Avery Planter Co., manufacturer of the Avery and Freeman cycles, will job those machines throughout the west as far as the Pacific coast. General state agencies for Texas, California, Colorado, and Utah have already been placed. The output in 1896 will be almost double that of last year, the factory having contracted to turn out 3,000 machines by March 1. This company, with H. R. Warren in charge, will exhibit at Chicago.

The Henney Buggy Co. will job and retail the Phoenix and Henney, the latter a high-grade wheel, made at Freeport, Ill., and listing at $100. A line of medium grades will also be carried.

O. C. Hutchinson has closed up the affairs of the Central Cycle Co., of which he was the principal partner, and has allied himself with John S. Welch, under the firm name of the Welch-Hutchinson Cycle Co. The full line comprises the Adlake, Victor, Barnes, Smalley, Clipper, and a $50 wheel called the King of Diamonds. A specialty will be made of the Adlake, and Mr. Hutchinson is now en route to Denver in the interests of the Adams & Westlake Co.

The Midland Cycle Co. has the general agency for the Falcon in Kansas, Oklahoma, Arkansas, and the western half of Missouri, and will retain as its leader for the local trade, the Thistle, which had a large sale last year. This company will make a specialty of lamps, and other sundries and has purchased exclusive rights for an automatic chain brush and lubricator.

The H. J. Brunner Hardware Co. is wedded to the Rambler, and will sell also the Syracuse, Winton, and Dayton. Samples of all these wheels have been received.

Clark Bros. again have the Cleveland, Niagara, and Crescent, and will probably not increase the list. E. P. Moriarity is drumming the state of Missouri, and A. M. Clark has already begun working the city for 1896 business. Mr. Clark showed the writer thirty-eight written orders for Niagaras, to be delivered by February 1 to local riders.

The Aladdin Cycle Co. has enlarged and refurnished its store at Sixth and Delaware, and has a fine line of 1896 models on exhibition. The Remington will again be the leader next season; the Czar and Napoleon will be retained, and the Sterling, White, Royal, and Outing added to the list. The Richards & Conover Hardware Co. will try the bicycle business again, after dropping it for a year. The Monarch, in a high-grade wheel, and the Richards and Star in medium grades, complete the line. With its large force of traveling men, this house will doubtless do a large jobbing business. The Columbus Baggy Co. will again handle the national, and probably one or two other high-grade wheels not yet decided on. The Columbus, listing at $60, will be the leader in medium grades. E. B. Rhea is manager of the cycle department. which he has made a very important factor in the business. Paul Moore is working southwest Missouri in the interests of the firm.

OF NATIONAL FAME.

The pleasant face which adorns this article is the property of George N. Jordan, who represents the National Cycle Mfg. Co., of Bay City. Jordan has been in the trade for many moons, and for the past two years has been associated with the company which now commands his services. He is as well known and as well liked as any "inducer" in the trade, and for those who have not yet met him there is a treat in store. The past week Jordan has been stopping in Chicago, making arrangements for the '96 agency of the National, than which, to quote George N., "there is no better in all the land."


GEORGE N. JORDAN.

The Brown-Lipe Gear.

The Brown-Lipe Gear Co., of Syracuse, N. Y., will have a novelty with which to entertain visitors at its space, at the Chicago Show. In a couple of home trainers will be fixed a Model 15 Rambler and a '96 special Barnes, fitted with the Bi-Gear, so that visitors may mount them and ride as if on a tread-mill. This will give a practical demonstration of the merits of the changeable gear without leaving their exhibit.

The Monarch Cycle Mfg. Co. has opened a Pacific coast branch at 3 and 5 Front Street, San Francisco, under the management of R. L. Woodrough, late of the wholesale hardware firm of Woodrough & Hanchett, Chicago. Mr. Woodrough exercised a general supervision over the affairs of this concern, who were large handlers of bicycles, and is thus amply qualified to fill his present position. The territory included in this branch consists of California, Arizona, Nevada, Utah, and Idaho. Parties living in these states desiring information regarding the Monarch should address the Monarch Cycle Mfg. Co., 3 and 5 Front Street, San Francisco, Cal.

The sunlight border used in the advertisement of E. C. Stearns & Co., in this issue, is an original design and has been copyrighted by the company.



Good Bicycles

are what you want, what you must have, if you expect to increase your business and hold your trade. Of course every maker and jobber tells you his bicycles are the "best," but are they? If you are not satisfied with the wheel you've been selling, try the NEW CLIPPER line, $75, $85, and $100, ladies', gent's, and tandem. They are good wheels. We know it. Our customers know it. You'll know it if you TRY them. If you doubt us, write two or three of our dealers; they'll tell you what THEIR experience has been. Our agents tell us that NEW CLIPPERS

Bring Paying Trade



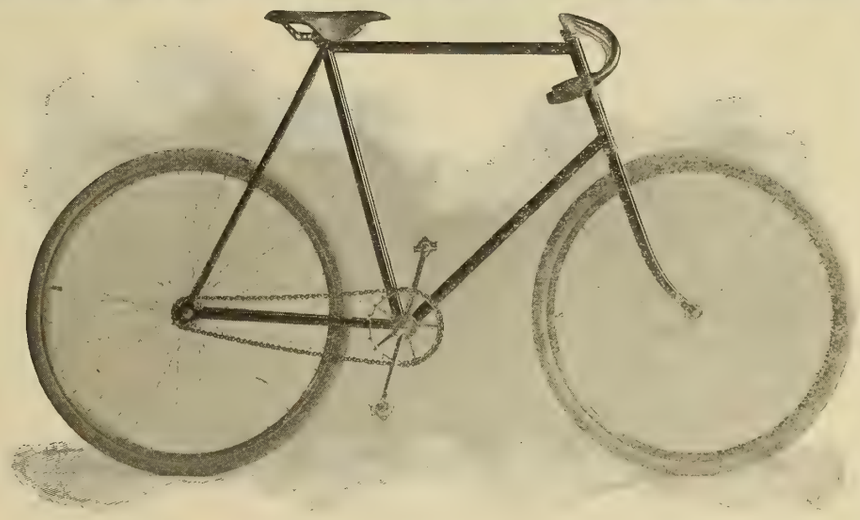
That's the kind of trade live dealers are after. That's the kind of trade they'll control if they represent our line of BUSINESS BRINGERS.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

This is the New

'96 Peerless Special,

Which took highest award at the Atlanta Exposition.



Peerless THE PERFECT WHEEL

It combines more points of superiority than any other machine on the market today.
Flush joints from stem to stern.
Tubular construction throughout, including hubs and crank bracket.
Nickel and Peerless Special steel tubing, drawn especially for us.
Peerless patent handle-bar and seat-post adjustments—no clumsy bolts and clamps.
Peerless tubular fork-crown—the finest thing yet produced.
Perfect fittings and appointments, and magnificent finish.

Chicago Cycle Show, Space 110.
New York Cycle Show, Spaces 73, 74, 75, and 76.

THE PEERLESS MANUFACTURING CO., - Cleveland, O.

Makers of Peerless and Triumph Bicycles.

MILWAUKEE AND HER SHOW.

MILWAUKEE, WIS., Dec. 21.—Not a day passes without bringing some new report concerning the probable course of the L. A. W. for next year. So far as Wisconsin is concerned, as evidenced by the vote at the recent election, it is thought best to establish a professional class, together with Class A and Class B. This means that the L. A. W. shall have control of professional riders in connection with the other two classes. Wisconsin will stand for the three classes. There are a great many riders in this state who are shaking in their shoes, expecting to receive notice every day that they are "hereby declared in the professional ranks." Harry Crocker, whose case is now being investigated, has nothing to say, but Ed Roth states that if he is declared a profesional he will drag nearly every rider of prominence in the state with him.

The North Side C. C.'s Bicycle Show,

which opens January 18 and continues for a week, though not conducted on a very elaborate plan, will have all the best features of a first-class bicycle show, and all the important bicycle manufacturers in this city will be represented by exhibits. On account of the limited space, some will probably be left in the cold. The spaces which have been selected up to date are booths No. 1, Telegram Cycle Co.; No. 3, Union Cycle Mfg. Co.; and space No. 4, Julius Andrae & Sons, all of which are on the main floor. Among the firms which have applied for space but have not been assigned yet are the following: Chief Cycle Mfg. Co., Buezemaker Bros., Cribb Carriage Co., Bolte Cycle Mfg. Co., John Meunier Gun Co., Lindsay Bros., and Clement, Williams & Co. During the show the main hall in the clubhouse on Resevoir Avenue

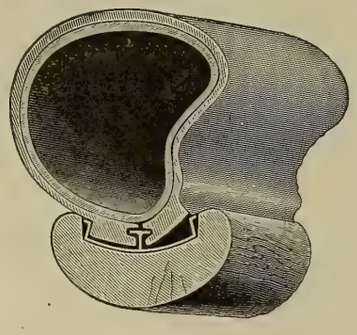
Where the Show will be Held,

will be lighted by two arc lights, and exhibits will be insured against loss. All of the cycling clubs are interested in the show, and its success is as good as assured. THE BEARINGS will be represented and subscriptions will be taken.

The Milwaukee Wheelmen held their annual minstrel show at the Pabst Theater Thursday evening. All the boxes, the gallery, and the balcony were jammed. Every cycling club was represented and nearly every cyclist of note was present to see the colored minstrels. "Sam" Doctor made a hit by singing "The Streets of Cairo," and O. L. Meister's singing of "Climin' on My Golden Wheel" was one of the features of the performance.

THE ERICKSON TIRE.

L. A. Erickson, Stromsburg, Nebraska, is the inventor of the tire shown in the accompanying cut. The tire is of the detachable type, but does not depend on inflation for attachment to the rim. The rim is made with a square recessed face and fitted with a metal strip formed with a T-shaped projection in the center running around the circumference of the rim. Each edge of the shoe or cover of the tire is formed with square edges, seating in the rim, and the extreme edges are molded with a slit running around the circumference so as to fit over the T of the strip.



The Erickson Tire.

To attach the tire it is placed on the rim in the usual manner, and the edges are lifted so that the T in the center of the rim will seat in the slit of the rubber, then the rim side of the shoe is pushed home and the tire inflated. A feature of the tire is that it may be ridden with a moderate air pressure or blown up tight. The tire is made with a folded strip of thin sheet metal, vulcanized in the edges so it seats the centrally located T, or it may be vulcanized hard enough to do away with the inside reinforcement. This strip makes the tire strong and stiff against side strains, but allows it to stretch laterally. In order to protect the inner tube from the the friction and possible damage from contact with the T a strip of rubber or canvas completely covers the metal. The inventor desires to license some responsible maker to manufacture the tire.

TRADE IN THE NATIONAL CAPITAL.

WASHINGTON, D. C., Dec. 21.—Trade is lively, and the holiday business is rushing. Among other dealers who report trade on the boom is Harry Jones, the manager of the Washington branch of the Western Wheel Works. Mr. Jones is enthusiastic over the amount of business he has done for his company this season. He has recently been obliged to enlarge his office and salesrooms, which are located at the corner of 9th and H streets northwest, and now has an exceedingly handsome establishment. The demand for Crescent wheels is constantly increasing, and Mr. Jones reports business eminently satisfactory.

"Hadger," of Connecticut Avenue, is handling and doing well with the Tinkham carrier.

The Enterprise Cycle Co.

on the 1st of January intends to occupy two new double stores on 14th Street, which they will stock with all the newest goods, guaranteed for one year. This company, having done well on New York Avenue, intends to greatly extend its business interests.

The District Cycle Co. is always at the front, and many people are speaking highly of the good points of the '96 Columbias. Their riding school, which is open both day and night, is very largely attended by many distinguished persons whose names are of the "too high and mighty" order to be disclosed.

Cline Bros. are almost too busy to find time to report on the condition of trade, which speaks well for their business.

Orders are Flowing In

upon all the bicycle dealers from many distinguished personages, but the value of "what's in a name" is disclosed when one tries to ascertain to just whom the orders are made out. Secrecy is not exactly the policy of the day, but a dealer's books are generally sacred as far as names are concerned.

Andrew J. Joyce's Sons, the well-known carriage dealers, have for some months been handling the Frazier and McLean and Kendall wheels, but they report not much business in that line, and apparently are not pushing their agency for quite what it is worth.

The Washington branch of Gormully & Jeffery, at 1,325 14th Street, has recently added a storage department immediately adjoining the store, in which will be carried a large stock of wheels, from which the local agencies handling the Rambler bicycles will be supplied.

A DEPARTURE IN REPAIRING.

NEW YORK, Dec. 21.—An innovation that will be greatly appreciated by riders of Columbias and Hartfords, who live in the city across the bridge has just been announced by the Brooklyn Cycle Co. Purchasers of either one of these makes can have their wheels repaired under the manufacturer's guarantee at any one of the three branches in Brooklyn. Through this plan there will be little delay necessitated when wheels have to be sent to the factory.

New York's mounted cycling policemen are riding Daytons.

Sidney Bowman has received his '96 samples of Clevelands, and his store at the corner of Eighth Avenue and 56th Street, has had many visitors recently. The novel features of this wheel, which set the fashion in large tubing this year, are attracting much favorable comment.

E. H. Brandt will, on January 1, take charge of the branch of the Hartford Rubber Works at 100 Chambers Street.

The Elmwood Cycle Co., at 57 Park Place, will handle the Barnes in New York.

The Hardy Cycle Co., recently incorporated in New Jersey, will take the old plant of the Smith-Dart company, at 42 to 50 West 67th Street.

The souvenir which the Liberty people will give to their friends at the cycle shows will be very unique and much sought after.

G. Fred Royce, who was very much in evidence on the path in 1894, but did not ride much the past season, will be in charge of the Waltham Mfg. Co.'s uptown branch on Broadway near 57th Street.

Manager Robley has decorated the Fowler branch at 307 Broadway very handsomely with evergreens and palms.

It is not unlikely that Harry Wheeler will conduct a Humber branch at his home in East Orange, N. J.

The Peerless Rubber Co., at 16 Warren Street, will handle the Henley in this vicinity. W. H. Owen, one of the cracks of the metropolitan district, will be in charge.

ABOUT MINNEAPOLIS DEALERS.

MINNEAPOLIS, MINN., Dec. 23.—If present indications are a safe guide there will be a demand for bicycles next spring, compared with which the unprecedented rush last year will not be a "marker." The dealers are feeling the public pulse and find it satisfactory if one may judge by the preparations they are making. Nearly all are now displaying the '96 models, and the most of them are in the field hustling for business. Probably not a day in the week passes that orders for future delivery are not being booked by the larger firms, nearly all of which have placed large orders for early delivery with the manufacturers.

F. A. Chadbourn, local agent for the Thistle, has decided to put a racing team in the field next season which will make the circuit of the racing meets throughout the northwest. The members already chosen are James Hansen, brother of A. A. Hansen, and a speedy rider, and Charles Palm, an employe at present of the postoffice and a promising rider. The other members of the team have not been yet announced though negotiations are now under way with several other well-known local riders.

A Good Scheme.

The New England Furniture & Carpet Co. is showing models of the Victor and Victoria, Puritan, Belvidere, and Eldredge, for all of which they will have the Minneapolis agency next season. As was announced in THE BEARINGS previously, the company is making special inducements in the way of payments, and the plan adopted is a unique one and especially taking at the holiday season. On receipt of $10 a certificate is issued by the company which will entitle the holder to a wheel on April 1, provided the sum of $15 additional be paid before the date of presentation. The balance due can then be paid in sums of $5 to $10 monthly. The local agents of the Spalding have fallen in line, and are offering similar inducements, and there are rumors that several other firms will follow suit. The

THE HUMBER
TRADE MARK
HUMBER & CO. AMERICA LTD
NEW YORK.
LONDON.
PARIS.

A HUMBER AGENCY
MEANS

REPUTATION
PROFIT
SATISFACTION

NEW WORLD'S RECORDS FOR HUMBERS:

On quarter-mile track, at New Orleans,
Friday, December 13, Berlo covers

Three miles.....in 5:50⅘
Four miles.....in 7:50
Five miles.....in 9:51⅗
Half-mile.....in :50

With but a handful of racing men

HUMBERS HOLD MORE RECORDS THAN ALL OTHER MAKES COMBINED. THERE'S A REASON FOR IT.

HUMBER & CO., AMERICA, LTD.,
WESTBORO, MASS.

New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms { 318 Broadway, Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

Mention The Bearings

more conservative concerns, those who have been in business longer, and are better acquainted with the ins and outs of the business, profess not to be worried by these innovations, and say they will make no changes in their manner of doing business. Whether they will be able to hold to their resolutions in the face of the competition that is now opening up remains to be decided.

Janney, Semple & Co. have placed the retail agency of the Falcon with the Taylor Cycle Co., and will sell only to the trade hereafter.

The Link Belt Supply Co. has secured the northwestern agency for the Fowler, and will also act as retailer for Minneapolis.

Will Make the Gopher.

F. M. Smith & Bro., of St. Paul, are showing 1896 models of the Gopher, of which they will make a considerable number next year. The machine will be a strictly high grade, made of large tubing and different heights of frame. It will retail for, probably $100, though it may be decided to put it on the market for $90. The firm will continue to make the March their leader, for which they have already placed an order for 1,000, with the option for 500 additional if needed. They will not handle the Rambler next season, and it is reported that Fred Roach, who is the Minneapolis agent for that wheel will open a branch house in St. Paul. Smith & Bro. have also placed some heavy orders for the Stormer and other medium grades for immediate delivery.

The "Wanderer," Morgan & Wright's car, arrived in the city Thursday last, and was visited by nearly all the local wheelmen and wheelwomen, all of whom are enthusiastic over the manner in which they were entertained. They are all willing to declare unreservedly that not only are "Morgan & Wright tires good tires" but that Morgan & Wright representatives are princely good fellows.

WHERE TELEGRAMS ARE MADE.

The Telegram Cycle Co. is now making preparations for taking on a full force of hands in order to make 5,000 wheels for the market for '96. The shops of the company are located on the corner of East Water and Erie streets, where four stories are needed to supply the company with bicycles. The first floor is used as the office, salesroom, stockroom, and shipping-room. In the latter department six Telegrams were packed, ready for shipment to South America, where they will be handled. The second floor consists of the machine-shop and tool-room, and thirty-five men are required in that department. The framing department is on the third floor, where seventy-five men are kept busy filing and getting the the frames ready. In the rear of the frame-room is the assembling-room. The fourth floor is occupied by Sanger & Rosenbauer, who do the nickel-plating and enameling for the Telegram company. About thirty men, including those in the polishing department, are at work here. All the brazing is done in the basement, where the boiler and engine-room is located. The officers of the Telegram Cycle Co. are: W. H. Wolf, president; John S. George, vice-president; Frank Pingree, secretary and treasurer, and John Rappel, superintendent.

HOTEL METROPOLE, MICHIGAN BOULEVARD AND 23d STREET, CHICAGO.

This modern high-class hotel is celebrated for its cuisine of peculiar excellence and for its absolute fire-proof qualities. It is conducted on the American and European plans and has one of the finest restaurants in the city. It is magnificently located on Michigan Boulevard, one of the most delightful drives in this or any other city. It is very convenient for those who will visit the cycle show, and the management offers special inducements as to rates. It is strongly advised that those who wish to engage rooms during the time of the exhibition should write at once to the manager, Copeland Townsend, who will take great pleasure in personally attending to the wants of those reserving quarters.—ADV.

It is rumored that Arnold, Schwinn & Co., of Chicago, will have a racing team next year that will be one of the strongest yet put out. The team will show the people that World bicycles are not only stanch but speedy. They also claim that they will hold all records on both sides of the water from the quarter mile up to the hour. E. C. Bode, of this concern, is willing to wager that thirty miles or over in the hour will be done on the World in '96.

The Liberty Cycle Co., of New York, will present one of the most novel and unique souvenirs that will be shown at the cycle shows. The company will also show the '96 improvements in the Liberty at both the Chicago and New York shows, the former being in charge of J. H. Toole and the latter in charge of Manager J. S. Bretz. Letters have been received from hundreds of the agents of Wheeler & Wilson Mfg. Co., who are the western and southeastern agents for the Liberty, stating that they will visit the cycle shows this year for the first time.

WANTED.

Two or three parties to take $500 to $1,000 stock in bicycle business. I have $2,000. Traveling agents having had experience preferred, or two parties are wanted to travel to appoint agents and show wheels. A. E. JONES, Elkland, Tioga Co., Pa.

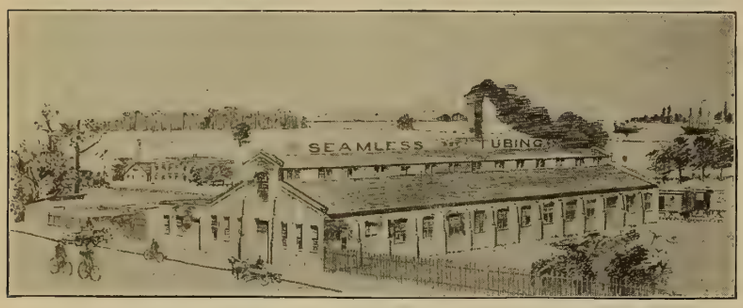
AGENTS WANTED.

First-class men only, in all sections of the country, to handle two specialties in the sundry line that are '96 sensations. Address N, 114 William Street, Brooklyn, N. Y.

ANOTHER CYCLE FITTINGS COMPANY.

TOLEDO, OHIO, Dec. 23.—All is hustle in cycle trade circles, and out of the din of many wheels turning out more wheels there comes a rumor of still another firm to embark in the cycle fittings business. A prominent Toledo man stated to a BEARINGS correspondent, Saturday, that some one had purchased a lot at West Toledo, and that a new factory is to be erected. The names of the promoters of the scheme are not known, at least to your correspondent. Those who appear to know most about it say that the backers of the scheme are men now employed in one or two of the factories here, and they do not wish the particulars to get out before the first of the year. From what can be learned, the new company will make cycle fittings on a moderate scale, employing, perhaps, thirty to fifty men.

Jos. L. Yost had a correction for THE BEARINGS correspondent when he appeared at the factory the other day. In the Toledoisms last week it was stated that 125 men are working nights. Mr. Yost thought the paragraph carried the idea that only 125 men are employed at the Yost factory. Any one who knows anything about gold crank Falcons knows better than that. However, we are pleased to make a revision. Over 300 men are on the



The Brewer Seamless Tube Company's factory.

day force and 125 work nights. Mr. Yost states that all the large trade is covered, and the Yost traveling men are now looking after the small dealers. Mr. Howk returned recently with a bunch of orders from Ohio towns, and left immediately to look after the Michigan trade. Mr. Alexander, the Pacific slope agent, reports trade brisk in his section, and wants a carload of wheels by telegraph if they

Could be Shipped that Way.

Mr. Alexander has been placarding his territory with pictures of Falcons, and secured the service of a Mr. Ellsworth to put up the placards. Mr. Ellsworth covered nearly 1,300 miles over rough country with a 22½-pound Falcon, and says he did not use his wrench once during the trip. At times he was very heavily loaded, and always had with him considerable luggage in the way of wearing apparel. He climbed a mountain, then coasted the other side, with a large bunch of brush as a drag.

The Harden Saddle & Specialty Co. is doing well for a new concern, and every time THE BEARINGS man calls he is shown some new orders for samples, or for a few hundred saddles, and baby carriers. Mr. Wolpert is kept busy with the mail, and Mr. Harden looks after the practical part of the business. The Marshall-Wells Hardware Co. has the exclusive agency for

A Large Slice of Western Territory,

all the northwest, and western Canada. N. W. Hunter has the agency for Connecticut, Massachusetts, New Hampshire, Vermont, and the northern half of New York state. Chas. M. Orr, the traveling representative, is sending in good orders from the west.

The Toledo Drop Forge Co, expect to be turning out cycle fittings at Glassboro soon after January 1. The drop hammers, eight in number, and the screw machine will be in position soon. The company's office is at 723 Nasby Building.

The Colton Cycle Co. is running fourteen hours per day now and after January 1 will run twenty-four hours. The company would like to run twenty-six hours, but that is out of the question. The present output is forty-five wheels per day. After January 1 it will be seventy wheels. Mr. Colton reports trade good in all sections. The company has issued a forerunner of the Toledo bicycle.

The Kirk-Young Mfg. Co.

is one of the hustlers. Its office is now located at the factory at Auburndale, but Mr. Young spends much time at his old haunts in the Boody House. The company has only about forty men at present at the factory, but will increase the force soon, and hopes to turn out 500 Yale wheels in January. The Yale wheel is a beauty, so far as lines go, and with the up to date barrel hubs and other '96 ideas, is durable as well. Two patterns will be made, ladies' and men's. The specifications are: Tread, 5 inches; tube, 1¼-inch head, 1⅛-inch frame, ¾-inch upper and lower rear stays; wheel base, 43 inches; weight, 22½ pounds. The ladies' wheel is the same except that it weighs 23 pounds, and the regular height of frame is 23 inches, where the men's is 24½ inches. The top bar in the ladies' wheel is curved where it unites with the bottom of the frame, which precludes possibility of the dress catching in the frame. Half the output for '96 is sold. The list price is $85.

The Gendron Wheel Co. reports that it has 2,000 finished wheels in stock for a rush order besides which it is shipping daily. The present output is sixty-five wheels per day. President Fisher says he has been peculiarly fortunate in being able to get all the material the company can handle. The bicycle department of the factory is run day and night.

Secretary Frank G. Jacquet, of the Maumee Cycle Co., returned Saturday from a trip through eastern territory. His main object was to hustle machinery for the new plant. All of it has now arrived, and the roof of the factory is in place. Mr. Jacquet says he will start the engine January 10.

The Toledo Metal Wheel Co.

has just issued a neat catalogue of Rugby wheels. This is a juvenile line, but it is as fine as any of the adult wheels. The company shipped over 100 last week, and will be running its bicycle department day and night after January 1.

"Running day and night" applies to the Union Mfg. Co. as much as to any cycle company in Toledo, and it is given out that fifty finished Vikings will appear each twenty-four hours. The traveling men have been called in and those who have not been put on other work, are living on the strength of their past achievements. "We're sold out," said F. A. Peters to a BEARINGS' correspondent recently. "Received a big order from the West Indies yesterday." This company is to turn out a tandem after February 15. A sample was photographed last week. It is a beauty and weighs 38 pounds. About 500 will be made.

The Toledo Tube Co. will be running by January 1 with a large addition in the way of machinery. A new line of machines has been devised, the nature of which Mr. Smith does not care to give out. Orders are coming in lively. Some sample wheels, made of Smith's locked tube, are being put up and will be ready in time for the Chicago Cycle Show. Some will be nickeled, enameled, and some will be left unfinished to show the tube as it is. THE BEARINGS' correspondent has a piece of 1¼-inch tubing that is as nice as one could wish for. A number of prominent bicycle makers have said that they would use the tube providing the tests of wheels made from it are satisfactory.

The Brewer Seamless Tube Co.

has let the contract for a factory building 135x225 feet, and if all works well, it will be under roof in thirty days, and the first shipment of cold drawn tubing will find its way out from Toledo in March. Mr. Touchband is in Sweeden contracting for material, and the machinery is contracted for. The building will probably be erected near Yost station. The capacity of the mill will be 90,000 feet of tube per week.

WILL ALSO MAKE BICYCLES.

The well-known E. Howard Watch & Clock Co., which has been incorporated for over half a century, will put a bicycle on the market for '96 trade. This branch of the company's business will be looked after with the same careful attention which has made the name of Howard a standard by which time pieces have long been compared. The factory is located at



Roxbury, Mass., and the capacity is put at over 5,000 wheels a year. The facilities will undoubtedly be increased from time to time as the case requires.

There will be two weights of the diamond frame wheel, which will come in various heights of frames, and the drop frame will be built with 26 and 28-inch wheels. In every particular the wheels will be up to date and will embody features which will be novel and distinctive. The main frames will be of 1⅛-inch tubing, and barrel hubs will be used. A new device is provided for setting up the sprocket whereby the crank and sprocket are both held in position with one cotter pin.

G. M. Shirk, president of the G. M. Shirk Mfg. Co., of Chicago, has returned from an eastern trip. While in the east he placed the New England agency for Shirk bicycles with Henry N. Clark, of N. Boston. The Albany Hardware Co., of Albany, N. Y., has taken the agency for Albany and vicinity.

THE HARRIS WRENCH.

The combination wrench, pump, oil-can, and screw-driver shown in the cut is made by the Bicycle Wrench Mfg. Co., Buffalo, N. Y. A reference to the drawing will be more satisfactory to a clear understanding of the merits of the tool than any description, but it is not superfluous to state



that the weight of the accessory is without the limit of the requirements of the road rider and the scorcher. The self-contained outfit provides against the mislaying of any one tool needed by the rider, and the arrangement of the various parts in such that ready access to any one of the tools is afforded. The tool is on the market and can be obtained through any dealer or bicycle agent in the country.

DAVIDSON & SONS' BRANCH HOUSE.

PHILADELPHIA, PA., Dec. 22.—The news that Davidson & Sons, of Chicago, were about to open a branch house in this city was noised around local trade circles last week, but while the story was confirmed, no details could be obtained. It was stated, however, that the plans of the company are of such a nature that their local house will be one of the largest retail stores in Philadelphia.

Although among the last to arrive the '96 model Barnes bicycle, which graces the store of the Darrah Cycle Co., amply repays the cycling public for its long wait. The crank-hanger, crank-axle, and new barrel hubs are some of the fine points of this model wheel. A big trade is predicted for the Barnes next year.

It has been definitely decided by the Waltham Mfg. Co. to open a branch house in this city for the sale of Orient wheels.

The Baltimore & Ohio and the New York Show.

The Baltimore & Ohio Railroad will offer special inducements to the bicycle tradesmen and others desiring to attend the New York Cycle Show, which opens in the Madison Square Garden January 18. The rate for the round trip will be $23.70, with a liberal time limit on the tickets.

The train leaving daily at 3 p.m. arrives at New York the following evening, and it is suggested that concerted action on the part of those who expect to attend would materially facilitate matters and better the excellent accommodations, if the train which leaves on the 14th were to be taken. The picturesque scenery on the line of the Baltimore & Ohio is a special attraction, and the best part of it will be seen in the run between Grafton and Cumberland. Congress will be in session, and stop-overs will be issued for Washington or Baltimore.

Lee Greenleaf, territorial correspondent with the Indiana Bicycle Co., has resigned his position to become manager of the Indianapolis branch of the Peoria Rubber & Mfg. Co.



MANAGERS OF THE BICYCLE EXHIBITS AT ATLANTA.

W. J. KARNES, Crescent. C. H. E. GRIFFITH, Peerless. A. J. GARDINER, JR., Warwick.

GEO. H. BUNTING, Monarch. LIN C. THOMAS, Cleveland. F. J. NEWTON, Dayton. PETER DUMONT, Columbia. J. WILBUR HOBBS, Spalding.

Does Quality Govern the Price of Bicycles?

Ordinarily we know that the average man would quickly answer in the affirmative, and insist that quality and price are the handmaidens of commerce; that it always has been and always must be so.

But is this wholly true in the cycle trade?

As a rule, there is little difference in the quality and cost of manufacture of the various high-grade bicycles, notwithstanding that some sell for $75—the Elmore is one of them—and others for $100 and more. "Talking points" are generally the causes of the addition to the price.

But "talking points" do not indicate quality.

The bicycle that is honestly built of honest material, on up-to-date lines, and sold for an honest price, is fully as good as any wheel bristling with "talking points" which may exist this year, only to be abandoned the next.

The Elmore is such a bicycle. It is not a new comer or an experiment, nor does it embody untried or half tried experiments. Only that which is true and tried is incorporated in its make-up. It is a known quantity, a wheel that is to be depended on. You are not asked to pay for "talking points." You get the best material, the best workmanship and the best well established ideas in cycle construction when you purchase one. ***And, more than this, the agent who sells them is given a fair division of our profits.*** We try to play fair, not alone to the public, but to those who sell our goods.

We have room for a few more agents.

ELMORE MFG. CO., Clyde, O.

Edw. Oliver & Co., 21 Park Row, New York.

General Selling Agents for the United States.
(Except Ohio and Indiana.)

The Tracy-Wells Co., Columbus, O.

General Agents for Ohio and Indiana.

Mention The Bearings.

TRADE NOTES.

E. M. Heath, the well-known Lewiston (Me.) cycle dealer, has returned to his first love and will hereafter push Union Crackajack II.

The Sieg & Walpole Mfg. Co. has secured Morton Sieg as manager of its Chicago house. Mr. Sieg is now in the east looking after the interests of the Windsor bicycles.

Morton Sieg, of the Sieg & Walpole Mfg. Co., Chicago, has just closed a very large deal for '96 at Hartford, Conn. Mr. Sieg is now in Buffalo, N. Y., closing a large deal there.

The Wyoming straightaway mile of Erswell and Green was made on a Crimson Rim Syracuse tandem, fitted with Palmer tires. The first half was done in :35⅘, and the full mile in 1:17⅕.

The Monarch Cycle Mfg. Co. has contracted for the erection of a handsome building on Ashland Avenue near Madison Street, 35x60, for its west side branch. The building to be completed March 1.

Humber & Co. will not exhibit at the Chicago Show, although they had secured space. They say that there it such a great demand for the Humber that they will be unable to supply any large quantities in excess of present contracts.

The Allerton Lubricant Co., of Chicago, has issued a pamphlet with testimonials from Gardiner, Tyler, and other prominent riders, who speak in the highest terms of the Allerton chain compound. They say it is the best they have ever used.

Union popularity still on the upward bound. O. W. Temple secures exclusive high-grade representation and a fat order from the well known harness jobber, the J. Bailey Co., of Portland, Me. It will push Union Crackajack II enthusiastically.

The Kalamazoo Cycle Co. is said to have commenced suit in the United States court against George Hilsendegen, of Detroit, for infringement of its patents. It claims that the Kozy child seat, manufactured by Hilsendegen, is a direct infringement on patents which it controls.

E. C. Stearns requests us to say that the report that F. Ed Spooner would assist Manager H. B. Gleezen in the record breaking trials soon to be made by the Stearns racing team at Santa Monica, Cal., is erroneous. Mr. Spooner is in no way connected with the Stearns team and will be present at the record trials simply as a reporter.

D. H. Howard, advertising manager of the Sterling Cycle Works, was recently married to Miss Elizabeth Parker Martin. Mr. and Mrs. Howard were the recipients of many beautiful and costly gifts, among them a solid sterling silver jewel case, the gift of the Sterling Cycle Works. The newly married couple will be at home to their friends after January 15.

The statement in THE BEARINGS of December 12, that Henry Goodman would handle the New England business of Davidson & Son, was premature. The deal depended on conditions existing at the time the mention was made, and which were not arranged to the satisfaction of the parties concerned, and Mr. Goodman will continue with the Pope Mfg. Co. for the coming year.

The new store of the Pierce-Thompson Cycle Co., in New York, will be located on the corner of 40th Street and Broadway, in the heart of the residence and theater district of the city, and will be fitted out with every facility for the retail business. A fully equipped repair shop will be a feature of the place, and the management will be in the person of Maurice B. Atkinson, who has been actively interested in the bicycle business for several years.

The Barnes Cycle Co. has completed its arrangements for the Chicago and New York cycle shows. The Elmwood Cycle Co., 57 Park Place, will have charge of the New York exhibit. A great deal of unique and interesting advertising matter will be distributed at the New York show, one of the features of which will be a miniature catalogue from the Chasmer press, of New York, in which all of the '96 Barnes models will be illustrated.

The Keating Wheel Co., of Holyoke, has not been able to make satisfactory arrangements for a renewal of the lease of its present quarters, which expires next year, and may move elsewhere. The company needs more room and would prefer to remain in Holyoke if suitable accommodations can be had. Bridgeport, Conn., is known to desire the Keating company to locate at that place. The company wishes to make 20,000 wheels next season.

The Christmas issue of "War Paint," that bright little sheet issued weekly by the Syracuse Cycle Co., will be 50,000 copies, which will be scattered broadcast over the land. THE BEARINGS is in receipt of an advance copy. The sheet has a front cover of exquisite design and coloring, while the bright matter inside is worth reading while you are smoking your Christmas cigar. The editor of this sheet has evidently spared no pains, and his writings fairly scintillate with bright and witty sayings.

The catalogue of the Grand Rapids Cycle Co., has been issued for some time, but it was not until this week that we were fortunate enough to get a glimpse at a copy of it. Mr. Pratt has a pamphlet to be proud of this year, and if the edition is not soon exhausted it will be a surprise. The front cover shows a scene on the seashore. An up-to-date tandem couple, accompanied by several others on singles, are dashing along a few feet from the water's edge. In the distance is a clipper, from which the company's bicycle derives its name. Five models are catalogued, and they are all beauties.

The well established reputation for excellence in manufacture, which has been earned by Iver Johnson's Arms & Cycle Works, is bearing rich fruit. Not only is the "old established cycle with a new name" exceedingly popular in our own country, but there is probably no cycle firm in the United States which has as large an export business as Iver Johnson's house. The most recent foreign shipments noted are six machines shipped to the Hawaiian Islands; twelve machines, including some track racers, to Sidney and Melbourne, Australia, and a number of wheels to Russia. It is a very pleasant thing to note that the American representative bicycle houses are rapidly gaining trade abroad; this should put to rest the ridiculous rumors which every now and again receive more or less attention, regarding importations of cheap cycles from some foreign part; for instance—the wide spread reports that Japan is about to compete in the cycle market with $12 bicycles, a matter which should receive no attention whatever—but which is seized upon by interested parties as a handle upon which to hang gloomy forebodings.

CYCLE CHAINS

HIGHEST GRADE.



BEST MATERIAL. NEATEST FINISH.
GREATEST ACCURACY. PERFECT FIT.
THE RESULT OF YEARS OF EXPERIENCE.

INDIANA CHAIN CO.,

30-32-34 W. South St., Indianapolis, Ind.

M. M. W. Co. 10 W. WATER ST. CHICAGO GENERAL WESTERN AGENTS.

Mention The Bearings

Allerton's Chain Compound

The high-grade Chain Lubricant. Unlike all others. Keeps the Chain bright as well as lubricated. Will not soil hands or clothes. Will not collect dust and dirt. Price per tube, 25 cents.

Sample free to dealers who send business card. Electros furnished. Manufactured only by

ALLERTON LUBRICANT COMPANY,

Mention The Bearings. 710 Old Colony Building, CHICAGO, ILLS.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER. CLEVELAND, OHIO, U. S. A.

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St.,
NEW YORK.

EXPERTS OF 17 YEARS' EXPERIENCE MAKE IT....

McKEE & HARRINGTON,

Established 1879.

173-179 GRAND STREET,

NEAR CENTER ST.,

NEW YORK CITY.

New York Show, Spaces 22-23.

Lyndhurst

A SPECIAL MADE BICYCLE

WILL COST ONE CENT to send for a catalogue which will explain the several EXCELLING points of the LYNDHURST

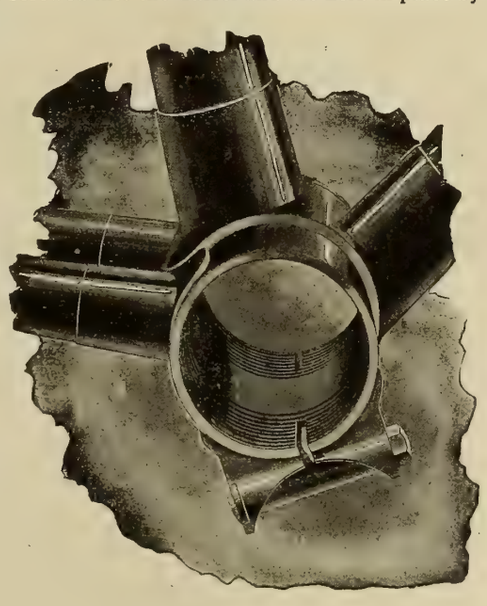
NOT A NEW WHEEL.

Mention The Bearings

CRANK-HANGER.

The adjustment of the Lyndhurst crank-axle bearing is of the most improved pattern.

The bearing cups are screwed into the barrel and are held in place by means of clamp bolts running through lugs on the bottom bracket, as per illustration.



The clamp bolts have one flat side which locks against a corresponding projection on the lug, and which prevents of their turning, and also admitting of their being readily removed in case of breakage.

A perfect alignment of the sprockets is secured. Instead of one shell screwing against a shoulder, both are held in place by the clamp bolts, which admit of all necessary alignments.

A very important factor.

A Special Made Bicycle.

What is it?

It is a bicycle finished and fitted by hand. It is the difference between that which suits those who are careless of quality, and that which is acceptable to the expert or fashionable cyclist.

It stands for the maximum of strength, for lightness, for accurate adjustment, for scientific proportion, for ease of propulsion, for the perfect in cycle mechanics, for style.

Special made, the Lyndhurst is tested for work, is guaranteed; there is no adjustment necessary for the purchaser to make.

Every detail is searchingly inspected; nothing is too trivial to escape—from the fit of a saddle to the micromatic adjustment of the Jessop tool steel bearings.

Like all valuable creations, the Lyndhurst cycles are the handiwork of skilled workmen, men who have pride in their handicraft.

Steel and Rubber.

In all twenty-two pounds, the outcome of brain work, correct not only in mechanism but fashion, as illustrated in the Lyndhurst, is what we sell you, with broad guarantee liberally interpreted. We have been doing this for seventeen years, claiming less than we possess, giving more than we agree.

This is what a special made bicycle—the Lyndhurst—means, today.

Visit the nearest Lyndhurst agent, ask to see the special made bicycle, examine and compare.

If you intend to be of the select few who ride perfectly appointed cycles, the result of your investigation will find you a Lyndhurst rider.

Lyndhurst bicycles, like the "One-horse-shay," are built to last; they are never second-hand.

As in all other gentle sports, cycling has a tendency to improve and develop. The construction of the Lyndhurst alone is a liberal education.**

A BIG DEAL.

Charles Davis, president of the Lodge & Davis Machine Tool Co., Thos. P. Egan, president of the J. A. Fay & Egan Co., Robert Laidlaw, president of the Laidlaw-Dun-Gordon Co., and Thomas McDougall, a well known Cincinnati attorney, have bought the $240,000 worth of stock in the Lodge & Davis Machine Tool Co. heretofore held by William Lodge, Samuel Lodge and Mary Lodge. This terminates a long and bitterly contested legal controversy, and formulates one of the strongest manufacturing industries in the country. The new officers of the company will be Charles Davis, president; W. H. Burtner, vice-president and treasurer; B. B. Quillen, secretary. The Lodge & Davis Machine Tool Co., The J. A. Fay & Egan Co., and the Laidlaw-Dun-Gordon Co. operate their own stores in the principal cities of the country, and under the present arrangement it is probable that these will be consolidated to curtail expenses.

GREAT REDUCTION IN TIME TO CALIFORNIA.

Once more the Northwestern Line has reduced the time of its transcontinental trains, and the journey from Chicago to California via this popular route is now made in the marvelously short time of three days. Palace drawing-room sleeping cars leave Chicago daily, and run through to San Francisco and Los Angeles without change, and all meals en route are served in dining cars. Daily tourist sleeping car service is also maintained by this line between Chicago and San Francisco and Los Angeles, completely equipped berths in upholstered tourist sleepers being furnished at a cost of only $6 each from Chicago to the Pacific coast. Through trains leave Chicago for California at 6:00 p. m. and 10:30 p. m. daily, after arrival of trains of connecting lines from the east and south. For detailed information concerning rates, routes, etc., apply to ticket agents of connecting lines, or address W. B. Kniskern, G. P. & T. A., Chicago.

HAND MADE HIGHEST GRADE

Did you ever Stop to Think

What a difference there is in tires? How much pleasure there is in riding tires which you know you can depend on, and how little pleasure in riding those you know may go back on you at any time?

Ask the riders of Indianapolis tires their opinion of them and you will but seldom get other than a good testimonial.

See what one man has to say about them. We get many such letters.

Hose-Pipe,

Double-Tube,

and

G. & J. Detachable

Tires.

Indianapolis Rubber Co.,

Indianapolis, Ind.

CULVER CYCLE CO.,
50 West Main Street.

L. Irving Gates

BATTLE CREEK, MICH. Nov. 26, 1895

Indianapolis Rubb Co.,
Indianapolis. Ind

Gentlemen -

I am so well pleased with your tires that I think it my duty to let you know the emplete satisfaction they have given me. Early last spring I fitted my bicycle with a pair of your inner tube tires, actual scale weight 8 ozs. to the pair, and have ridden same over 3000 miles without a puncture or any trouble of any kind. I have ridden pneumatic tires ever since their introduction, and have tried a great many different tires but have never had a tire give as good service & show as little sign of wear at the end of season as your tires have given. Last year I tried a single tube tire which is lowly advertised as "Tires as good as other tires" and wore up two sets in one month and in July of the year I was induced to try them again but after puncturing one tire so bad that it could not be mended and exploding the other in one weeks riding I again discarded them and put back on your tires which I have ridden ever since. Other tires may be "good tires" but in my opinion Indianapolis Tires are "Best tires"

Very truly yours
L. Irving Gates

HAND MADE HIGHEST GRADE

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 23

....CHICAGO, JANUARY 2, 1896....

"Good things are more likely to be cheap,
than cheap things are to be good."

A merchant has the choice of doing business one of two ways: By purchasing positive value, thereby securing sure and satisfactory, if not extraordinary, profits; or by investing in questionable value, and, if possible, selling at same price as the better article, pocketing larger profits at the expense of customers, conscience, and continued business.

If you are thinking of applying for the Union agency in your territory, remember we can only talk on high-grade lines; that we will supply you with the

Highest-grade bicycle known to the art



Union Crackajack II.

If you handle it, you will retain friends and add others to your lists, as it is economical to sell and delightful to ride.

As witness our hands and seal—

Union Cycle Mfg. Co., Boston, Mass.

Swift as the first gray streaks of dawn.

If the serial number is in BRONZE, it is a Union.

Chicago Cycle Show, January 4-11, Stands 182 and 183.
New York Cycle Show, January 18-25, Stands 141, 143, and 145.

TAKE THE ADVICE OF A MAN WHO IS POSTED

RIDE

GOODRICH

SINGLE-TUBE

TIRES



THEY STAND THE WEAR

Be as careful in choosing a tire as in selecting a wheel. Our tires are of the highest quality and workmanship, and every one is covered by a liberal guaranty.

Insist upon having them on your wheel and get the benefit.

THREE GRADES

"Goodrich"--"999"--"Tecumseh"

MANUFACTURED BY

THE B. F. GOODRICH CO.

Akron Rubber Works, AKRON, OHIO.

Selling Agents:
The Columbia Rubber Works Co.
New York, 66 Reade St.
Chicago, 159 Lake St.

WE
SHALL
THROW A



BOMB

AT THE

SHOWS

INTO THE CAMP
OF ALL

INNER TUBE TIRES

Boston Woven Hose & Rubber Co.

Boston. New York. Chicago. Cleveland. Denver. San Francisco.

SO FAR.....

There has been nothing like it this century. Is not your bump of inquisitiveness sufficiently developed to want to know what we mean? Don't you want to get a line on the construction of

The Davidson==

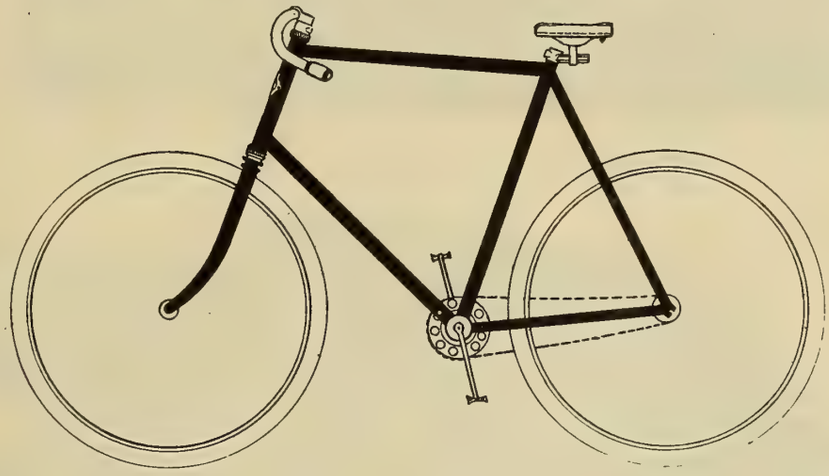
The 20th Century Bicycle?

You will see it at the Cycle Show if you attend. We will also keep open house in Parlors I 12-14-16, Great Northern Hotel, during the entire week.

Davidson & Sons, Chicago.

The Magnetism of the

ORIENT



will draw you to

Spaces 234 and 235

Chicago Cycle Show.

We live at the Palmer House. Samples can be seen there.

Our souvenir will be like the Orient---
THE FINEST.

THE WALTHAM MFG. CO.,
240 Broadway, New York City.

Branches: CHICAGO BOSTON BROOKLYN NEW YORK



Chicago Cycle Show, Spaces 55 and 88

ST. L. R. & W. G. CO.

Lu-Mi-Num.

ST. LOUIS, MO.

New York Cycle Show, Spaces 12 and 13



Marion Wood Rims

WOOD RIMS.

HALLADAY

· MFD. BY ·
MARION CYCLE CO
MARION, IND.

WOOD RIMS.

Marion Wood Rims

WOOD RIMS. WOOD RIMS. WOOD RIMS. WOOD RIMS.

WOOD RIMS. WOOD RIMS. WOOD RIMS. WOOD RIMS.

A MERRY CHRISTMAS,
A CHERRY FINISH WINNER,
A HAPPY NEW YEAR,

Will complete a chain of happiness for 1896.



"THE CHERRY FINISH WINNER."

To every bicycle agent who will present his card to us at the Chicago Show we will present a "Cherry Finish Winner." What else can we do for you? We can send you a catalogue at once.

We point with pride to our Representative List.

GEO. WORTHINGTON CO., Cleveland, Ohio—For Western New York, Pennsylvania, Ohio, Michigan, and New England States. Space 208 Chicago Cycle Show.
RALPH TEMPLE CYCLE CO., 2208 Michigan Ave., Chicago, Ill.—For Illinois, Iowa, Wisconsin, Minnesota, North and South Dakota, Utah, and Kansas. Space 194 Chicago Cycle Show.
O. S. POTTER & CO., 511 Market St., San Francisco, Cal.—For entire Pacific Coast.
BURTIS & ZIMMERMAN, Freehold and Asbury Park, N. J.—For State of New Jersey.
PHILLIPS & BUTTORFF MFG. CO., Nashville, Tenn.—Southern Distributing Agents.
E. C. MEACHAM ARMS CO., St. Louis, Mo.—For St. Louis. Spaces 232 and 233 Chicago Cycle Show.
DICKINSON ARMS CO., Little Rock, Ark.—For State of Arkansas.
R. KUPPERSCHMIDT, Memphis, Tenn.—For Memphis and vicinity.
MORGAN & CO., Fort Wayne, Ind.—For northern corner Indiana and adjoining counties in Michigan and Ohio.
NATIONAL SEWING MACHINE CO., 124 Pearl St,, Boston, Mass., Agents for Suffolk County, Mass.
THE DENHARD MFG. CO—Agents for Louisville, Ky., Jeffersonville, and New Albany, Ind.
PORTER & GILMOUR, New York City—Agents for New York City and Brooklyn, Long Island and Staten Island, up the Hudson River to and including Albany.

Marion Cycle Co., Marion, Ind.

Chicago Cycle Show, Spaces 120-125. MANUFACTURERS. New York Cycle Show, Space 113.

Marion Wood Rims

WOOD RIMS. WOOD RIMS. WOOD RIMS.

Marion Wood Rims

There's a **Richmond** *in the Field.*

...303=304...

Mr. Agent, remember these numbers if you wish to locate a wheel that will have no superiors at the CHICAGO CYCLE SHOW.

In QUALITY of MATERIAL, DESIGN, WORKMANSHIP, and GENERAL EXCELLENCE it is UNEXCELLED, and an examination will convince you that the

Richmond

is what we claim it, and the wheel you want.



Richmond Bicycle Co.

Eastern Branch:

97 Chambers St. and 79 Reade St.
New York City.

ALLERTON, CLARKE CO., Sales Agents.

Factory and General Offices:

Richmond, Ind.

...WE SHALL BE THERE...

Chicago Show, Spaces 116-117.

New York Show, Spaces 97-98.

A competent staff will be on hand who will fully describe our line, which will comprise

2 ROYAL LIMITEDS.
2 ROYAL LADIES.
1 ROYAL JESTER.
1 ROYAL REDHEAD.
2 ROYAL TANDEMS.

ALL OF THEM NOT ONLY UP TO DATE, BUT A LITTLE AHEAD.

ROYAL CYCLE WORKS, Marshall, Mich.



Garford

One of our many Perfect Saddles,

Model T Truss Saddle

Has Spring Cantle, which gives great elasticity, preventing soreness. . . . . For long distance road riding and track racing it is unequalled. . . . . .

Garford Saddles are Guaranteed.

Send for descriptive catalogue.

GARFORD MFG. CO., Mfrs.

ELYRIA, OHIO.

(Largest Saddle Manufacturers in the world.)

R. B. McMullen & Co.,
139 Lake St., CHICAGO.
Gen. U. S. Agents.


GLANCES OF ADMIRATION
ARE ALWAYS BESTOWED ON RIDERS OF
THE YELLOW FELLOW
WATCH THE SUNLIGHT GLISTEN ON THOSE ORANGE RIMS
RIDE STEARNS BICYCLES AND BE CONTENT
E. C. STEARNS & CO.,
SYRACUSE, N.Y. TORONTO, ONT.
SAN FRANCISCO. BUFFALO.

Sager Honor Roll.

UP TO DATE, sixty-two manufacturers of high grade bicyles have placed orders for *high grade* saddles—**SAGERS**—in quantities of one thousand or more. The largest single order is for twenty thousand. This means that sixty-two of the leading bicycle manufacturers believe in paying a little more and having the best—think it pays to satisfy their trade.

Could there be a stronger testimonial to Sager Superiority?

The following roll is made up of manufacturers who have authorized the use of their names, as users of Sager saddles in quantities of one thousand or more:

Adams & Westlake "Adlake"
American Humber Co., Limited "American Humber"
Am. Sewing Machine Co., "American"
Ames & Frost Co., "Imperial"
Ames Manufacturing Co., "Ames"
Julius Andrae & Sons Co., "Andrae"
Ariel Cycle Manufacturing Co., "Ariel"
Barnes Cycle Co., "Barnes"
Bellis Cycle Co., "Bellis"
Black Manufacturing Co., "Tribune"
Buffalo Cycle Co., "Envoy" and "Fleetwing"
Columbus Bicycle Co., "Columbus"
Combination Cycle Co., "Dorset"
Davidson & Sons, "Davidson"
Davis Sewing Machine Co., "Dayton"
Everett Cycle Co., "McCune"
Fenton Metallic Mfg. Co., "Fenton"
Fowler Cycle Mfg. Co., "Fowler"
Gendron Wheel Co., "Gendron"
Gladiator Cycle Works, "Gladiator"
Globe Cycle Works, "Globe"
Hendee & Nelson Manuf'g Co., "Silver King" and "Silver Queen"
Henley Bicycle Works, "Henley"
E. Howard Watch Co., "Howard"
Hunter Arms Co., "Hunter"
F. F. Ide Manufacturing Co., "Ide"
International Mfg. Co., "America"
Iver Johnson's Arms and Cycle works, "Iver Johnson"
Juniata Mfg. Co., "Juniata"
Jenkins Cycle Co., "Napoleon"
Liberty Cycle Co., "Liberty"
March Davis Cycle Co., "March"
Marion Cycle Co., "Halladay"
Martin & Gibson Mfg. Co. "Kensington"
John McClave & Sons, "Colonial"
F. X. Muller & Co., "Empire State 999"
National Cycle Mfg. Co., "National"
New Haven Chair Co., "New Haven"
Geo. N. Pierce & Co., "Pierce"
Plymouth Cycle Mfg. Co., "Smalley"
Queen City Cycle Co., "Erie" "Seneca"
Remington Arms Co., "Remington"
Rochester Cycle Mfg. Co., "Rochester"
Royal Cycle Works, "Royal"
St. Louis Refrigerator and Wooden Gutter Co., "Lu-Mi-Num"
Seyfang & Prentiss "Bison"
Sieg & Walpole Mfg. Co., "Windsor"
A. G. Spalding & Bros., "Spalding"
Sterling Cycle Works, "Sterling"
Stover Bicycle Mfg. Co., "Phœnix"
Syracuse Cycle Co., "Syracuse"
Union Manufacturing Co., "Viking"
Waltham Manufacturing Co., "Orient"
Warwick Cycle Mfg. Co., "Warwick"
Wesson-Nivison Mfg. Co., "Loyal"
White Sewing Machine Co., "White"
W. I. Wilhelm, "Wilhelm"
Winton Bicycle Co., "Winton"
R. H. Wolff & Co., Limited, "Wolff-American"
Zenith Cycle Co., "Zenith"
Empire Cycle Manufacturing Co., "Empire."

SAGER MFG. CO., ROCHESTER, N. Y.

We make the majority of High-Grade Saddles.



WHERE THE WOLFF-AMERICAN IS MADE.

Wolff-Am

"THE FIN

High-grade responsible agents who de local and territorial agencies better ap at once for "The Finest Wheel on Ear

Pioneer Discoverers and Patentees.

The Spring Temper Frame, the result of over 20 years' experience in steel working.

The Self-Oiling Tubular Hub, with button-hole spoke device.

The Perfect Eccentric Chain Adjustment.

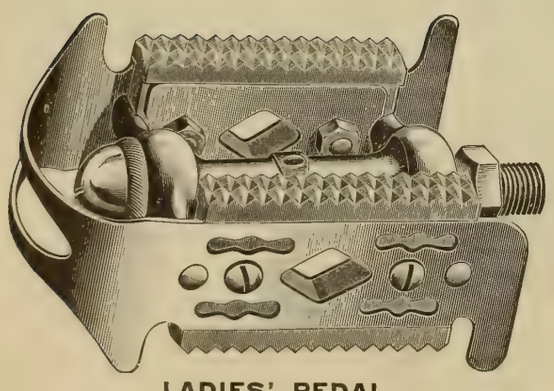
The Perfect Adjustable Handle-Bar.

The Indestructible Pedal, made of one piece of oil-tempered clock spring steel.

The Wolff-American Duplex, the first and only side-by-side "bicycle built for two."



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LADIES' PEDAL.

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n High-Art Cycles

EELS ON EARTH."

Make Leaders of Themselves

NO MATTER WITH WHAT WHEELS THEY ARE PLACED IN COMPETITION. IT IS NOT NECESSARY TO ADOPT AN EXCLUSIVE POLICY. THERE IS NO FEAR BUT THAT THE WOLFF-AMERICAN WILL BE THE LEADER. WE ARE ORIGINATORS. NO FIRST-CLASS MANUFACTURER COPIES.



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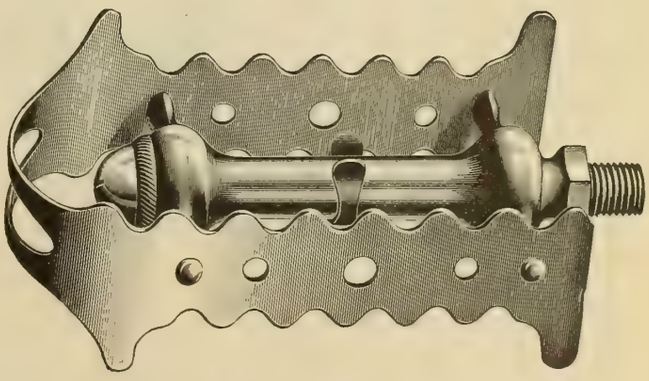
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MEN'S RAT-TRAP PEDAL.

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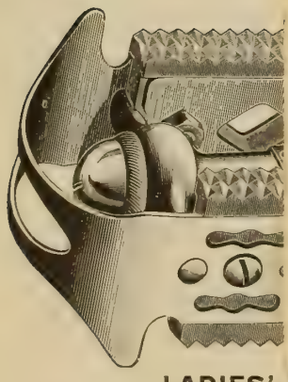
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LADIES' PEDAL.

Spaces 59 and 83-84

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WHERE THE WOLFF-AMERICAN IS MADE.

Wolff-American High-Art Cycles

"THE FINEST WHEELS ON EARTH."

High-grade responsible agents who desire
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Pioneer Discoverers and Patentees.

The Spring Temper Frame, the result of over 20 years' experience in steel working.

The Self-Oiling Tubular Hub, with button-hole spoke device.

The Perfect Eccentric Chain Adjustment.

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The Indestructible Pedal, made of one piece of oil-tempered clock spring steel.

The Wolff-American Duplex, the first and only side-by-side "bicycle built for two."



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The Highest Grade Tire Ever Made

The most notable long distance, mileage, and century performances during the past two years have been made on New York Light Tires.

We are Pioneers in Pneumatic Tire Construction

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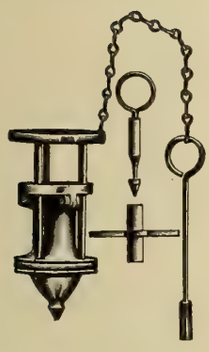
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SAN FRANCISCO—1510 Market Street.

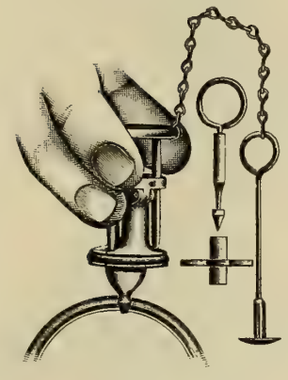
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THE SIMPLEX REPAIR TOOL



The reamer consists of two parts, cutter and grip. After locating puncture, put the reamer together by inserting the cutter through the grip; force the cutter through the tire at the point of puncture; hold the grip firmly between the first two fingers of the left hand and revolve cutter back and forth so as to cut the hole through the tire smooth and not tear.



The stem of a plug should then be inserted into the wire holder and two coats of solution, allowing the first one to dry before the second is applied, given the side that will lie next the interior of the tire when in position. The point of the tool should then be inserted as far as it will go into the tire, and



the top plate pressed down against the one through which the expanding levers pass; this opens the puncture sufficiently to allow the plug to pass into the interior of the tire without wiping off any of the solution. The face of the plug should then be moistened and pushed through the tool into the tire; then



close the tool by separating the two plates, pull out the wire holder, and the plug will remain clamped in the jaws of the tool, which can then be withdrawn from the tire.

The plug should be well thumbed down to insure a perfect contact, and in a moment the tire can be pumped up and used immediately.

PRICE EACH, $1.25.

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Globe Vapor Lamp

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THE ONLY
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JAR OUT,
BLOW
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NO DIRT.

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Price $5.00

WEIGHT, 11 oz.
FULL NICKEL.
HAND GROUND LENS.

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No cycle stock will be complete without it in '96. Electros for catalogues free.
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AJAX CYCLES

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Say They Are Best

FOURTEEN NEW MODELS, LISTING FROM $40 to $100.

Owing to our inability to secure sufficient space at the Chicago Cycle Show, we will exhibit our complete line of bicycles and sundries at our salesrooms, Nos. 18 to 32 Lake St. We invite the trade to make our house headquarters while in the city.

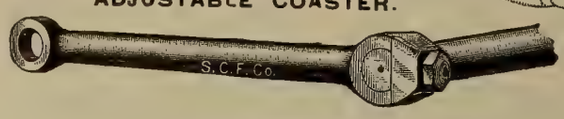
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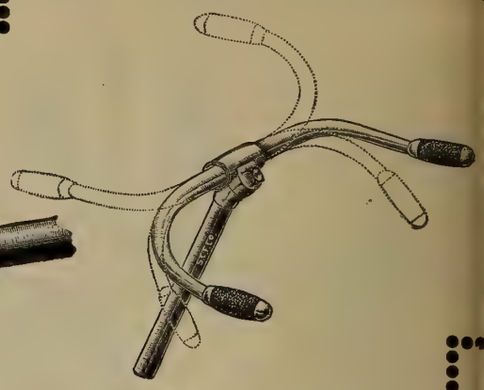
'96 MODEL LADIES' FRAME.



ADJUSTABLE COASTER.



No. 2,076, PATENT CRANK.



ADJUSTABLE HANDLE-BAR.



SNELL'S SADDLE.



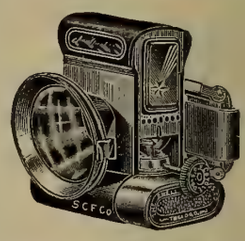
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IF YOU DON'T SEE WHAT YOU WANT, "WRITE"

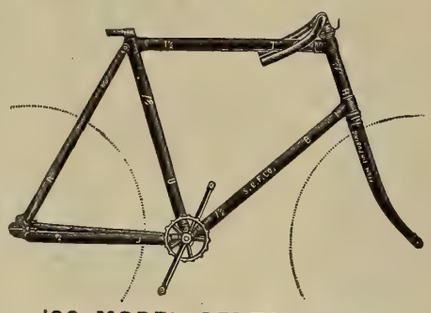
THE SNELL CYCLE FITTINGS Co

Snell Town, Toledo, Ohio.

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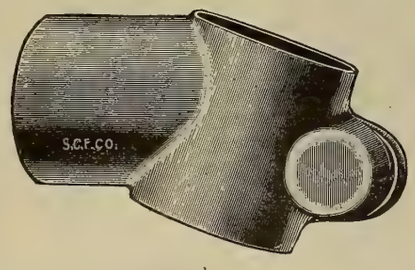
TOM THUMB LAMP.



'96 MODEL GENTS' FRAME.



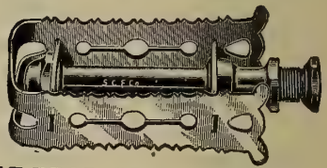
FLASHLIGHT LAMP.



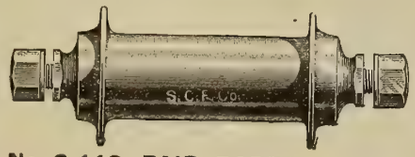
1 1-8x1 1-8 IN. STEEL STAMPING.



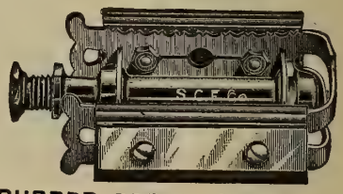
SNELL'S CANOE PEDAL.



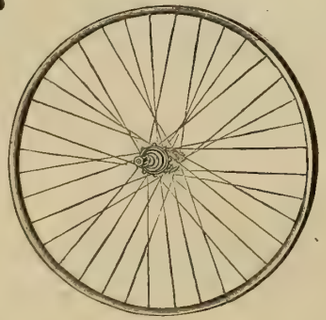
RAT-TRAP PEDAL, No 2,101.



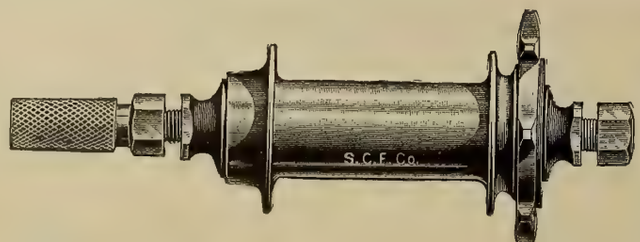
No. 2 113, PAIR BARREL HUBS.



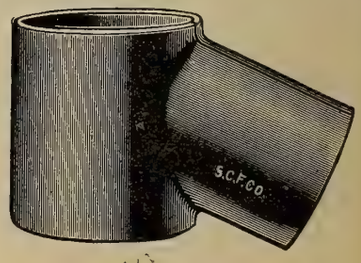
RUBBER PEDAL, No. 2,102.



BUILT-UP WHEELS.



No. 2,113, PAIR BARREL HUBS.



1 1-4x1 1-8 IN. STEEL STAMPING.

RACYCLE TWO=SPEED.

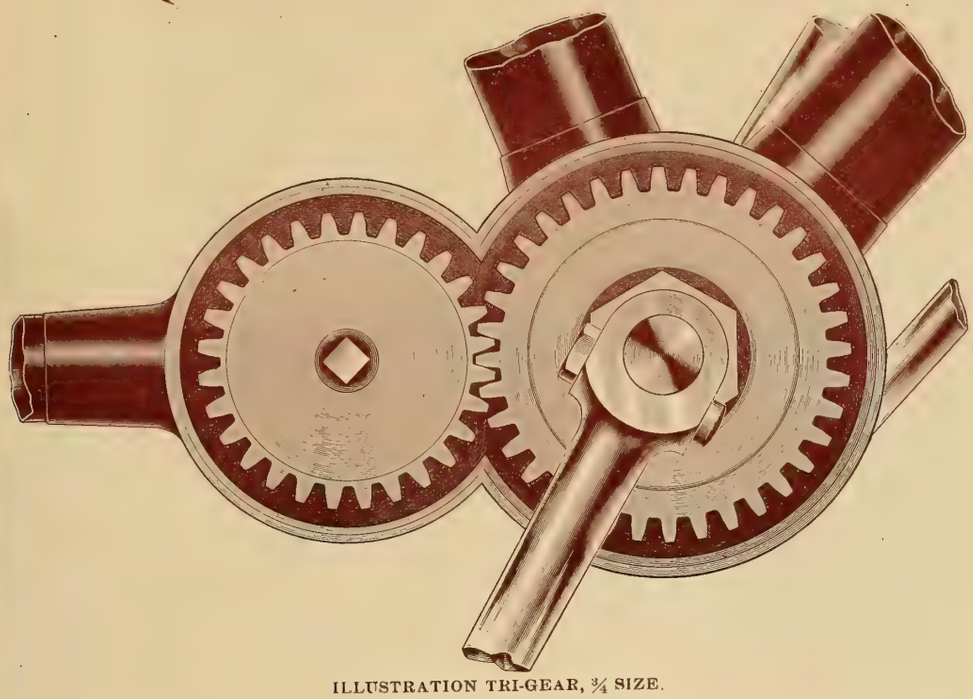


ILLUSTRATION TRI-GEAR, ¾ SIZE.

A "Tri-Gear" means **High, Low, and Coaster, at will.** A difference of 30 per cent between High and Low, accomplished by simply shifting a small lever on handle bar.

No Need to Dismount.

No Need to alter your Speed.

When Coasting, keep your feet on Pedals, which can be entirely released.

The gear is **not complicated, but exceedingly simple,** with no delicate parts to get out of order, and is hardly noticable.

It Works Like a Charm,

And its Simplicity is one of its prominent features.

(Models **20 and 30,** shown on back of this page.)

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MIAMI CYCLE CO.,
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Open to Agents from Jan. 4th to 11th.

Live Agents Wanted in every City and Town.

RACYCLE TWO-SPEED.

Hills or Head-Winds no Obstacle.



MODEL No. 20.



MODEL No. 21.

See Other Side of this Page.

Racycle Narrow=Tread.

Tread, 4 5=8 Inches. Width of Bearings, 3 3=4 Inches.



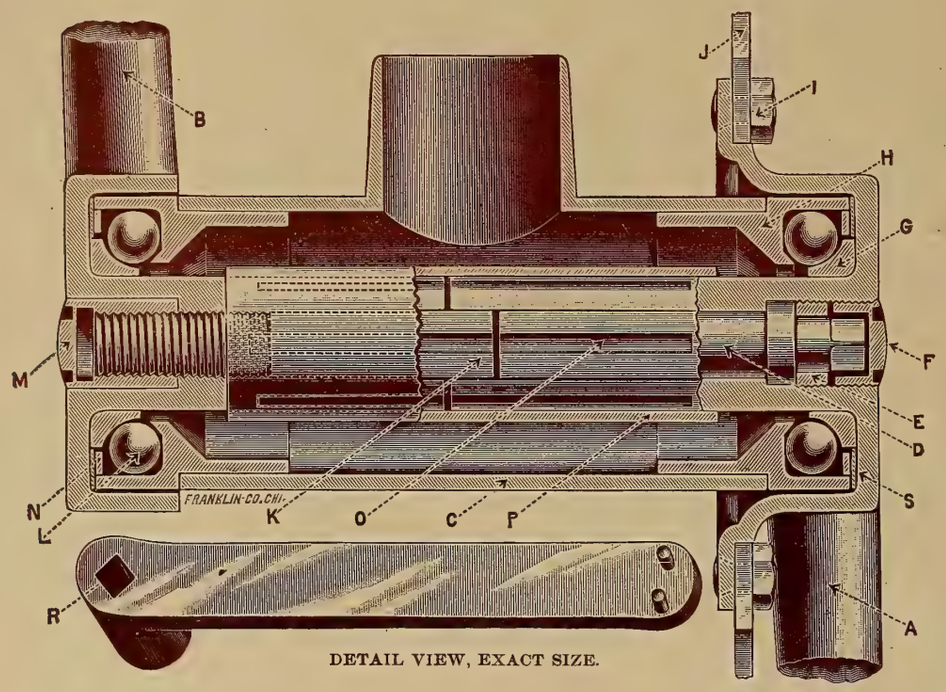
MODEL No. 1.



MODEL No. 2.

See Other Side of this Page.

Racycle Narrow-Tread Crank Hanger.



DETAIL VIEW, EXACT SIZE.

The above illustration makes clear the **superiority of our Narrow-Tread Crank Hanger over all others.** The axles are forged on the Cranks, and connected in the centre by a rifled clutch (K), and sleeve (P). **The balls being in the hubs of the Cranks, permits of sprocket and chain running inside,** avoiding the leverage found on all other machines, as we get a **direct pull on the shaft.** The adjusting bolt (D), forces apart, or pulls together the right and left cranks, being securely locked by cap nut (M). The Hanger can be completely dissected in the time usually required for taking out a cotter pin on the ordinary cranks. (Models 1 and 2 shown on back of this page.)

MANUFACTURED BY
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MIDDLETOWN, OHIO.

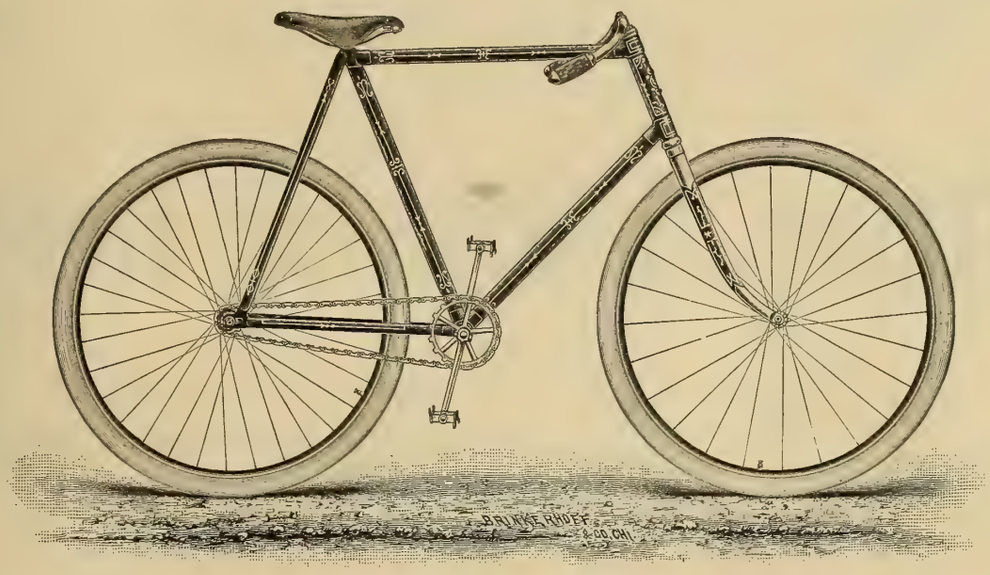
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Open to Agents from Jan. 4th to 11th.

Live Agents Wanted in every City and Town.

Here is a Wheel

That is a Wheel



THE GORDON

Manufactured by

G. M. RICHARDSON

Write for information.

127-129 W. Washington Street.
Chicago, Ill.

Mention The Bearings.

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Sporting Goods Dealers,

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We Make Advertising Novelties

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ALUMINUM

is a good thing. What do you want in that line? We carry everything from a thimble to a rowboat.

OUR LAPEL BUTTON

has caught on—and, there are others. Do you want to be in? Then write us quick. We are liable to give you a good tip at any time.

THOMAS M. GOODWIN,

425 Plum Street, Cincinnati, Ohio.



"SAY"

Have you seen

"THE SENATOR"

from Indiana?

He is the matchless one. You will say so, too, if you see him and try a ride on him.

Our "GIPSY QUEEN"

is rightly named.

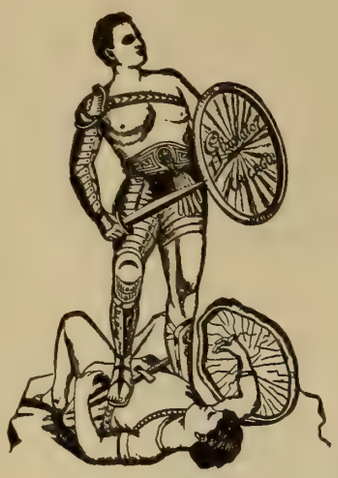
She is Queen of all Wheels.

WRITE THE....:

CONGRESS CYCLE CO.

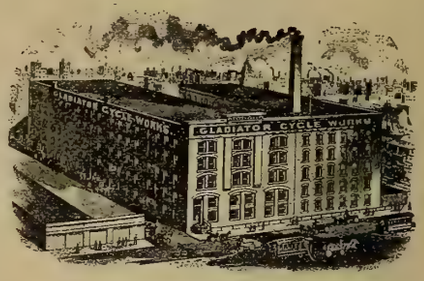
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THEN ADDRESS

The Gladiator Cycle Works

FOR TERMS AND TERRITORY.

Will you be at the Chicago Cycle Show?

Our Space is No. 46.



MODEL 40.

Our catalogue ready for distribution.

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FRANK WENTER, PRESIDENT.

The Spalding Bicycle

BEST BICYCLE BUILT

ITS NAME ITS GUARANTEE.

EXAMINE IT

CHICAGO CYCLE SHOW NEW YORK

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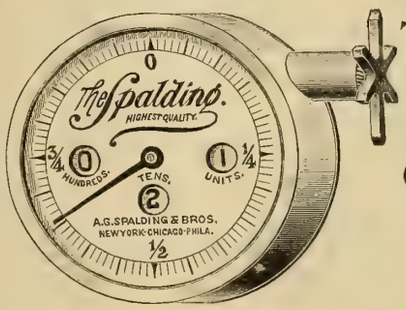
A. G. SPALDING & BROS.
Mew York Chicago
Philadelphia
Factory at Chicopee Falls, Mass.

The Christy Anatomical Saddle.



Bicycle riders—women particularly—and physicians have complained very loudly of the injurious effects caused by riding upon the ordinary leather saddles with which bicycles have heretofore been equipped. The bony prominences of the pelvis, which are properly intended to support the weight of the body in a sitting posture, are about four inches apart, and they, so to speak, straddle the yielding leather which forms a ridge pressing upon and injuring the highly sensitive parts between them—speaking in medical terms, the perineum—in which is situated that very important organ, the prostate gland. The chief merit of the **Christy Saddle** is that it entirely overcomes these objections. It is molded in anatomical conformity to the parts ; comfortable cushions are so placed as to receive the bony prominences of the pelvis, and the frame being constructed of metal, maintains its correct shape under all circumstances.

Price, $5.00.....



The Spalding Cyclometer.

Registers 1,000 miles and repeats ; dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle ; is perfectly noiseless and dust-proof and can be easily attached to any bicycle. Made for 26, 28 and 30 inch wheels. Other sizes made to order. Fully guaranteed.

Price, $2.00.....

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We carry the largest line of Cycling Sundries to be found anywhere—Bells, Enamel, Oil, Cement, Graphite, Chain Lubricator, Repair Kits, Posts Brackets, Cork Grips, Trouser Guards, Pocket Oilers, Lamps, Wrenches, Locks, Saddles, Carriers, Pumps, Stands, Toe Clips, Tool Bags, Foot Brakes, Whistles, Tires and everything else required by the cyclist.

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A. G. Spalding & Bros., NEW YORK, CHICAGO, PHILADELPHIA.

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BETTER THAN EVER

It's too good to keep.

The manager of the bicycle department of The Powers Dry Goods Co., who are agents in St. Paul for

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send us an unsolicited testimonial, which expresses the sentiments of every Ben-Hur agent. It reads:

ST. PAUL, MINN., Dec. 10, '95.

CENTRAL CYCLE MFG. CO., Indianapolis, Ind.

Gentlemen: May I be permitted to add my indorsement to your already large number, in regard to the sterling worth of the Ben-Hur? I say without blushes that it is the best constructed wheel I have seen yet in the '96 line. The finish is excellent, the hanger and hubs are the best I have seen, and, of course, the equipment needs no indorsement, as every one knows it is the finest.

Your new handle-bar is a beauty, and, in fact, the whole wheel is a "gem." I look forward to an excellent year in 1896, and can not help doing well with such a wheel as the Ben-Hur.

Trusting this may help you to convert some heathen, I remain

Yours for success, D. W. VANVLECK.

Artistic catalogue, containing cuts and descriptions of our four models and two tandems, ready for distribution. Send for one.

Central Cycle Mfg. Co.

10 Garden St., Indianapolis, Ind.

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Nothing invisible about Remington Bicycles. Every detail can be thoroughly inspected with the most gratifying results.

Our '96 models are superior in strength and beauty, and the line is both complete and desirable, including

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Model 22, Remington Racer.
Model 23, Remington Ladies', Diamond Frame.
Model 24, Remington Tandem, Diamond Frame.
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Model 26, The "Ilion," Boys'.
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UNOCCUPIED TERRITORY NOW BEING ARRANGED.
HANDSOMELY ILLUSTRATED CATALOG ON APPLICATION.

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THE ROYAL BLUE.

'96 NAPOLEON



SPECIAL.

SEND FOR ADVANCE SHEET.

JENKINS CYCLE Co.

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MICHIGAN CENTRAL RAILROAD



CYCLE SHOW, New York City, Jan. 18 to 25

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If so, you will be interested in knowing that the

Michigan Central, the Niagara Falls Route,

in connection with

THE NEW YORK CENTRAL & HUDSON RIVER R. R.,

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Fox Machine Co.

Garlic, M.
Gendron Wheel Co.
Geneva Cycle Co.
Gilbert & Chester Co., The
Gilliam Mfg. Co.
Gleason Mfg. Co., E. P.
Gormully & Jeffery.
Grand Rapids Cycle Co.

Hampshire Cycle Mfg. Co., The
Hardy, H.
Hartford Rubber Works Co.
Hay & Willits Mfg. Co.
Hendee, George M.
Henley Bicycle Works.
Hoffman Bicycle Co.
Howard Watch & Clock Co., E., The
Hulbert Bros. & Co.
Humber & Co., America, Ltd.
Hunter Arms Co.

Ide Mfg. Co., F. F.
Indiana Bicycle Co.
Indiana Novelty Mfg. Co.
Indianapolis Rubber Co.
International Mfg. Co.

Jakobson, M.
Johnson Arms & Cycle Works, Iver

Kankakee Mfg. Co.
Keating Wheel Co.
Kenwood Bicycle Mfg. Co.
Kiffe Co., H. H.

Lefebre Mfg. Co.
Leng's Son & Co., John S.
Liberty Cycle Co., The
Light Cycle Co.
Lovell Arms Co., John P.
Lozier & Co., H. A.

McCabe, J. J.
McClave & Sons, John
McKee & Harrington
McMullen & Co., Roger B.
Manhattan Rubber Mfg. Co.

THIRD ANNUAL EXHIBITION

OF

Cycles, Cycle Accessories, and Sundries

AT

MADISON SQUARE GARDEN,

Eastern Show. **New York City.**

January 18 to 25, 1896.

Second Exposition held under the Auspices of The National Board of Trade of Cycle Manufacturers.

FOR PARTICULARS, ADDRESS,

FRANK W. SANGER,

Manager, Madison Square Garden.

Reduced Railroad Rates

The Trunk Line Associations have granted to the delegates (which includes all active and associate members of the Cycle Board of Trade) to the Annual Convention of the Cycle Board of Trade, January 18 to 25, 1896, a reduction in railroad rates, by virtue of which a round trip is one and one-third the regular rate. On certificate plan.

FOR PARTICULARS, ADDRESS,

ERNEST R. FRANKS,

ASSISTANT SECRETARY,

Rooms 219-220 Vanderbilt Building,

BEEKMAN AND NASSAU STS.,

New York City, N. Y.

Marion Cycle Co.
Mfgrs. & Merchants Warehouse Co.
Mechanical Fabric Co.
Miami Cycle Co.
Monarch Cycle Mfg. Co.
Moore, A. L., Co., The
Moore Cycle Fittings Co., The
Morgan & Wright
Munger Cycle Co., The

National Cycle Mfg. Co.
New Departure Bell Co., The
New Haven Chair Co.
New York Belting & Packing Co.
New York Standard Watch Co.
New York Tire Co.
Newton Rubber Works, The

Oliver, Edwin & Co.
Olympic Cycle Mfg. Co.
Owen Mfg. Co.
Owen Mfg. Co., F. D.

Packer Cycle Co.
Parkhurst & Wilkinson
Park Row Bicycle Co.
Peerless Mfg. Co., The
Persons-Muller Co.
Phillips Mfg. Co., The
Pierce & Co., George N.
Place & Terry Mfg. Co., The
Plymouth Cycle Mfg. Co.
Pope Mfg. Co.
Porter & Gilmour
Pratt & Whitney.
Premier Cycle Mfg. Co., The
Punnett Cycle Mfg. Co., The

Queen City Cycle Co.

Reed & Curtis Mach. Screw Co.
Read, William & Sons
Redway Mfg. Co.
Relay Mfg. Co. (Ltd.)
Remington Arms Co.
Rogers Saddle Co.
Rosenfeld, Louis & Co.
Rouse, Hazard & Co.
Royal Cycle Works

Schlueter Cycle Mfg. Co.
Schoverling, Daly & Gales
Schrader's Son, A.
Seyfang & Prentiss
Shepard, H. G. & Sons
Shirk Mfg. Co., The G. M.
Sieg & Walpole Mfg. Co.
Singer & Co.
Smith, Lewis
Snyder & Fisher
Spalding-Bidwell Co.
Spalding, A. G. & Bros.
Spaulding & Pepper Co.
St. Louis Ref. & W. G. Co., The
Standard Cycle Works
Standard Oil Co.
Stanley Cycle Mfg. Co.
Stearns, E. C. & Co.
Sterling Cycle Works
Story, Geo.
Syracuse Cycle Co.

Thomas Clock Co., Seth
Tie Co., The
Tinkham Cycle Co., The
Tonawanda Bicycle Co.
Trenton Watch Co.

Union Cycle Mfg. Co.
U. S. Cycle Improvement Co.
U. S. Mfg. Co.
U. S. Projectile Co., The
Upright Bicycle Co.

Van Camp Hardware & Iron Co.

Wales Mfg Co., The
Waltham Mfg. Co., The
Warren Co., J. J.
Warwick Cycle Mfg. Co.
Warwick & Stockton Co.
Western Wheel Works
Weston Co., I. A.
White Sewing Machine Co.
Whitehead & Hoag Co., The
Whitman Saddle Co.
Whitten Cycle Mfg Co., W. W.
Willard & Conroy Mfg. Co.
Williams & Co., J. H.
Windle Cycle Co.
Winton Bicycle Co, The
Wolff & Co. (Ltd.), R. H.
Worcester Cycle Mfg. Co.
Worthington Co., George, The

Yost Mfg. Co., The

Zenith Cycle Co., The

THE REPUTATION OF

CRESCENT BICYCLES

"SKY HIGH"

IS ESTABLISHED.

AGENTS WILL CONSEQUENTLY FIND THEM READY SELLERS AND A SATISFACTORY LINE TO HANDLE.

They are the product of the best equipped and largest bicycle factory in the world. Hence, their quality is of the best, and our immense capacity is a guarantee against disappointment in the matter of deliveries.

Crescent wheels received the highest award for merit at the Cotton States and International Exposition held at Atlanta.

We are adding to our list of agents.

WESTERN WHEEL WORKS

Factory,
Wells and Schiller Sts., Chicago, Ill.

BUILDERS

Eastern Branch,
35 Barclay St., New York City.

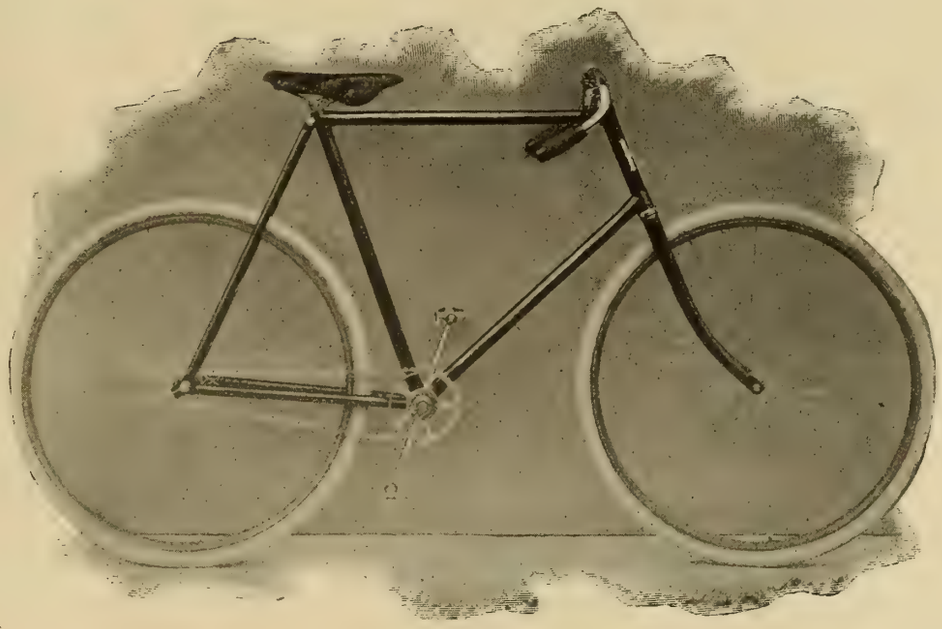
Our Stands at the coming Cycle Shows are:

Chicago—Nos. 266 to 270 inclusive.
New York—Nos. 114 to 120 inclusive.

1896

The Henley

BICYCLES HENLEY RICHMOND, IND.



HIGHEST GRADE.

Henley Bicycle Works,

RICHMOND, IND.

Eastern Representatives:
THE PEERLESS MFG. CO., 16 Warren St., New York City.

Chicago Cycle Show, Jan. 4 to 11, Spaces 150 to 151.
New York Cycle Show, Jan. 18 to 25, Space 40.

EVERYBODY

Is cordially invited to visit us at the Cycle Shows and see one of the BEST wheels made, and get one of our Souvenirs.

CHICAGO, Space 47.

NEW YORK, Spaces 207-208.

WINDLE CYCLE CO.

WORCESTER, MASS.

HAND MADE HIGHEST GRADE

Did you ever Stop to Think

What a difference there is in tires? How much pleasure there is in riding tires which you know you can depend on, and how little pleasure in riding those you know may go back on you at any time?

Ask the riders of Indianapolis tires their opinion of them and you will but seldom get other than a good testimonial.

See what one man has to say about them. We get many such letters.

CULVER CYCLE CO.,
50 West Main Street.

L. I. Lutes – [illegible]

BATTLE CREEK, MICH., Nov 26 1895

Indianapolis Rub Co,
Indianapolis, Ind

Gentlemen –

I am so well pleased with your tires that I think it my duty to let you know the complete satisfaction they have given me. Early last spring I fitted my wheel with a pair of your inner tube tires, actual scale weight 6 ozs. to the pair. and have ridden since over 3000 miles without a puncture or any trouble of any kind. I have ridden pneumatic tires ever since their introduction and have tried a great many different tires but have never had a tire go as good & never show as little sign of wear. At the end of season as your tires have done. Last year I tried a single tube tire which is boastfully advertised as "Fifty as good as other tires" and used up two sets in one month and in July of this year I was induced to try them again but after puncturing one tire so bad that it could not be mended and exploding the other in one weeks riding I again abandoned them and put back your tires which I have ridden ever since. Other tires may be 'good tires' but in my opinion Indianapolis Tires are Best tires

Very truly Yours
L. Irving Lutes

Hose-Pipe,

Double-Tube,

and

G. & J. Detachable Tires.

Indianapolis Rubber Co.,
Indianapolis, Ind.

HAND MADE HIGHEST GRADE

HAND MADE HIGHEST GRADE

HAND MADE HIGHEST GRADE

HAND MADE HIGHEST GRADE

The Chicago Cycle Show

AT TATTERSALL'S

under the auspices and sanction of The Board of Trade of Cycle Manufacturers.

January 4 to 11 1896.

Enormous Auditorium Over 300 Exhibition Spaces

Treatment of Visitors.....

All visiting bicycle agents and dealers, and those in kindred lines, visiting the show are entitled to free admission to the morning sessions—which are reserved exclusively for the trade—and to half-price admissions during afternoons and evenings. To secure these concessions visitors should present business card or otherwise identify themselves. Otherwise no concessions will be granted.

Reduced Railroad Rates.....

A rate of one fare and one-third for the round trip to Chicago will be made on all railroads in the Central Traffic Association, Trunk Line Passenger Association and Boston Passenger Committee Territory, Chicago and Ohio River Traffic Association Territory, Western Passenger Association Territory, Southern States Passenger Association Territory—142 different railroads.

In buying tickets, the full fare must be paid to Chicago and a certificate taken from the ticket agent. This, when countersigned by an officer of the National Cycle Exhibition Co., appointed for the purpose, will entitle the holder to a return ticket for one-third fare.

Tickets going to Chicago may be purchased at any time between January 1 and 11. Tickets for the return journey any time between January 4 and 15. Tickets are good only for continuous passuge.

The National Cycle Exhibition Co.

334 Dearborn St., Chicago.

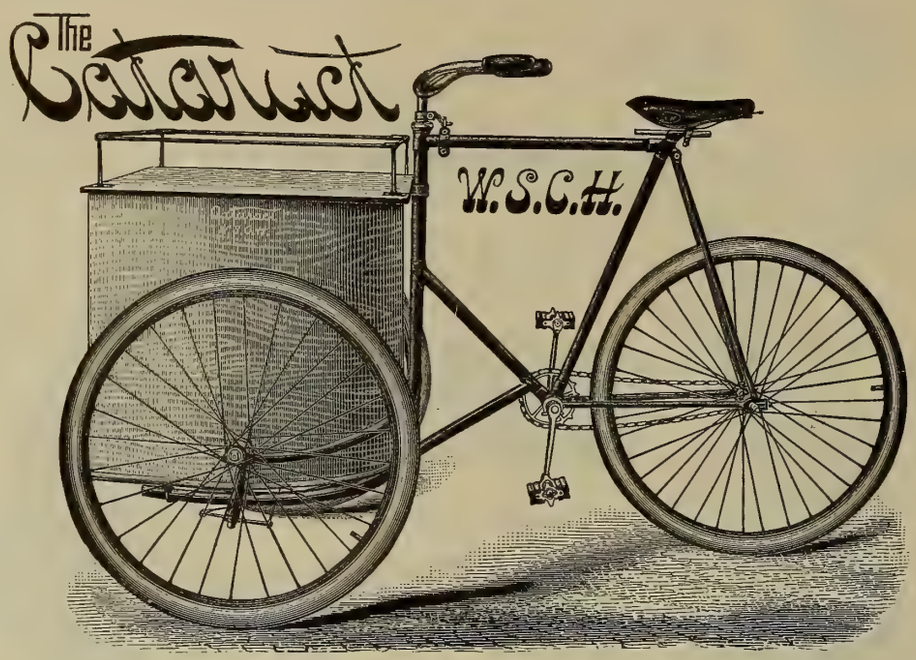
"It's a Winner."



CHICAGO CYCLE SHOW, SPACES 8 AND 9.

We won't be at the Show

But we'll be glad to see you at our factory.
We haven't sold our entire product—not going to just yet.
We're going to take care of our customers and have a few wheels for others when they need them most.



The Cataract Carrier

Is still winning laurels. You ought to have the agency.

THE Norman-Schuh Cycle House

MAKERS OF

The Cataract The White City

AND

W. S. C. H. CYCLES

116-128 North Lincoln St.
616-622 Austin Ave.
101-105 North Lincoln St.
119 North Lincoln St.

Chicago, Ill.

Space No. 144

Chicago Cycle Show....

January 4 to 11, 1896.

Space No. 144.

IT'S TRUE THE SPACE IS SMALL. BEST WE COULD DO, HOWEVER. BUT WE CAN BE FOUND THERE WITH A HANDSOME LINE OF SAMPLES. YOU WILL ALSO FIND US WITH A MORE COMPLETE ASSORTMENT AT THE AUDITORIUM HOTEL PARLORS.

Look us up! We can interest you in both quality and discounts.

White Sewing Machine Co.

(BICYCLE DEPARTMENT),

Branches:
New York, Boston,
San Francisco.

Cleveland, Ohio.



Style B, Racer.

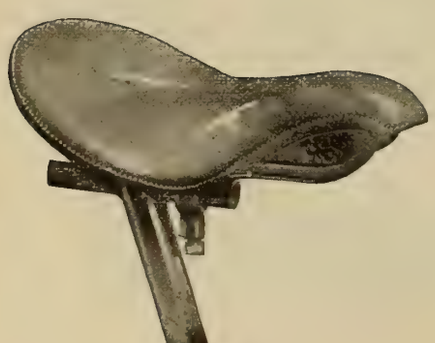
"Brown saddles are all right.
"E. C. BALD."

"Brown saddles are the handsomest I ever saw. Will use them in '96.
"TOM COOPER."



Style C, Light Roadster.





Style D, Roadster.

THE BROWN SADDLE CO.

DENVER, COLO.



Style E, Fat Man's.

...JANNEY PEDALS...

For 'Xmas

make

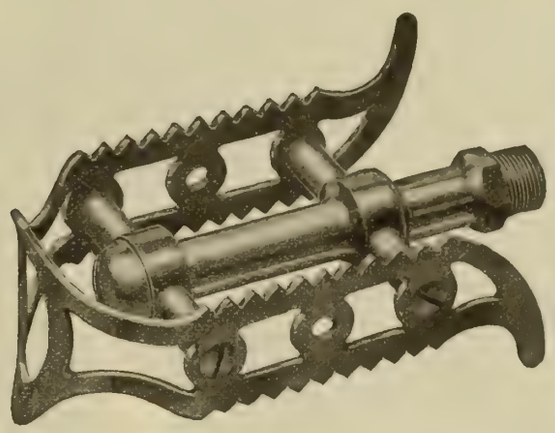
A Wise Choice

Therein lies the true secret. Choose wisely by buying

Our Pedals

and putting them

On Your Wheels.



Steel Ball Cups

Are Proof of High-Grade.

"Have You Seen Any Better?"

MADE BY **CYCLE IMPROVEMENT CO.,**

WESTBORO, MASS., U. S. A.

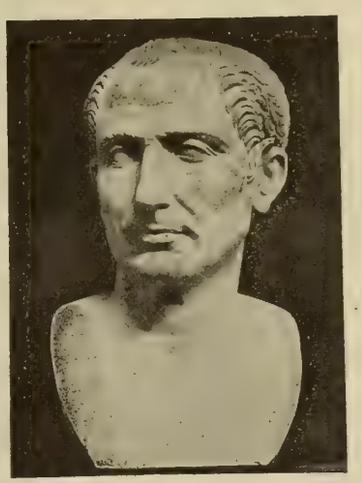
Mention The Bearings.

"SEIZER WHILE YOU CAN"

THE CÆSAR AGENCY

IS VALUABLE, and just what you need to promote your business.

So don't fail to either send in your application or visit our representative at the show.



CÆSAR BICYCLES

ARE ALL RIGHT.

They are away ahead of the times in construction and improvements.

THEY TICKLE THE DEALERS AND RIDERS

because they are built to please and give satisfaction.

During the show our ***headquarters*** will be at the VIKING STAND at the AUDITORIUM HOTEL—not the ***Pygmy stand,*** but the Pygmy will tell you all about us and our line of CÆSAR BICYCLES and SUNDRIES.

Southwestern and Coast Agents for the VIKING.

ST. LOUIS CYCLE CO.,

ST. LOUIS, MO., U. S. A.

DURING THE SHOW we will be at the VIKING STAND, AUDITORIUM HOTEL.

Mention The Bearings



SPACES 217, 218, 225, AND 226 CHICAGO CYCLE SHOW.

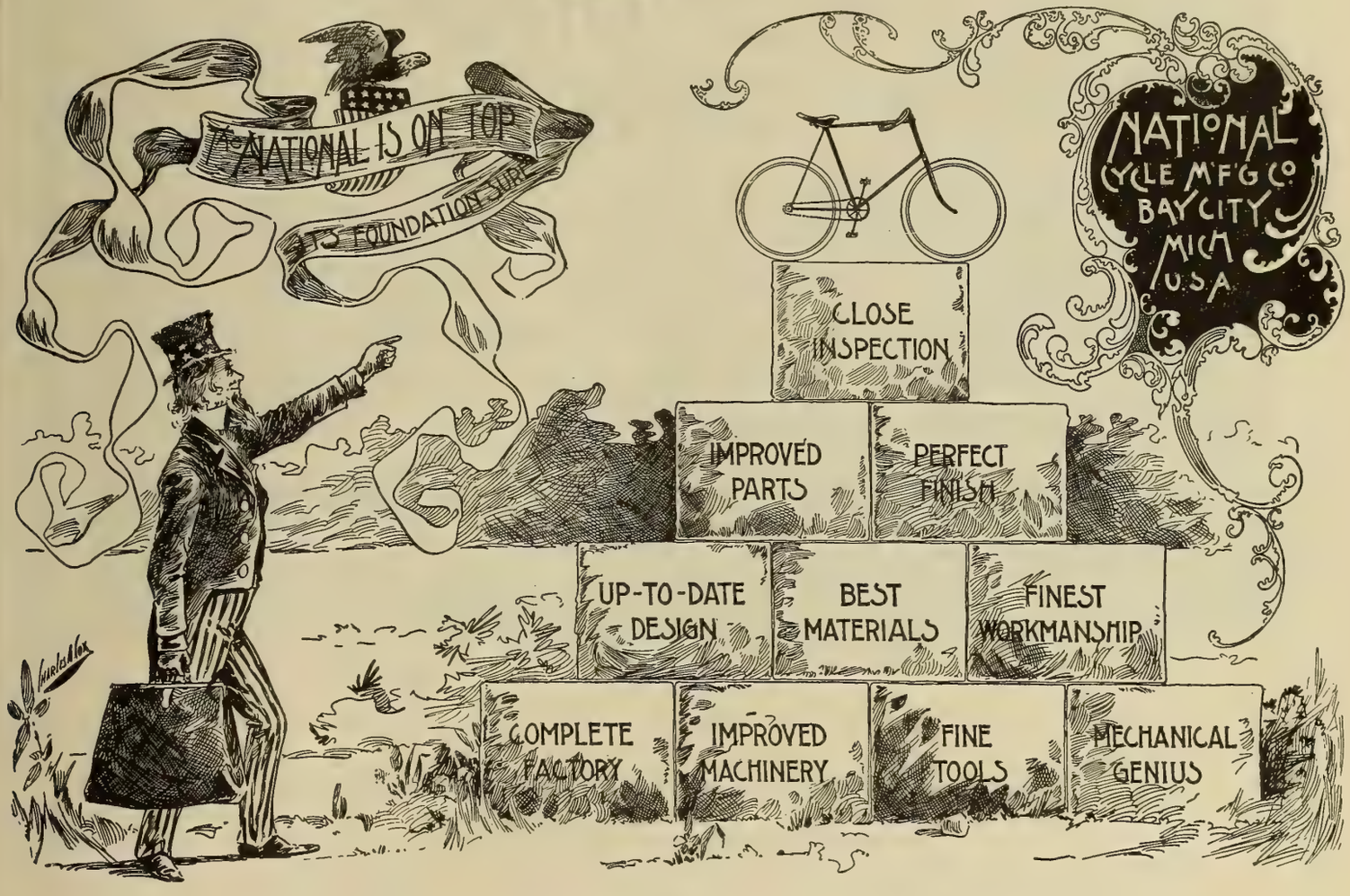
THE ADAMS & WESTLAKE Co

MAKERS, - - : - CHICAGO.

Mention The Bearings

Chicago Show, Spaces 75-76. *New York Show, Spaces 27-28.*

The National



The National bicycle was the success of the West in '95.

Our increased capacity will enable us to enter the East in '96.

The National has the quality and the improvements to

WIN THE CRITICAL.

ITS EVERY POINT IS THE EPITOME OF THE PRACTICAL

THERE ARE $$ IN SELLING THE BEST

C. W. HACKETT HARDWARE CO., St. Paul, Minn., distributing agents for the northwest.
A. L. DEANE & CO., Denver, Colo., distributing agents for Colorado, Wyoming, and New Mexico.

THE

FOX-SMITH

BUILT ONLY TO ORDER

LATEST DESIGN, VERY FINEST MATERIAL, SUPERB WORKMANSHIP AND FINISH. PERFECT FIT AND SATISFACTION GUARANTEED.

THE ONLY CONCERN

THAT BUILDS BICYCLES TO MEASURE EXCLUSIVELY.

AGENTS WANTED.

SEND FOR SPECIFICATION BLANK.

THE FOX-SMITH CYCLE Co

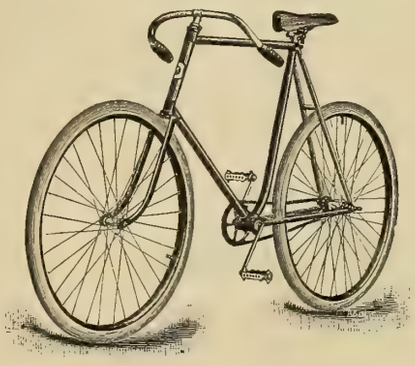
1384 NORTH CLARK STREET,

CHICAGO.

"Well, well, Mither--ain't you sprucin' up jest a little for an old lady?"



"Now, Feyther, you know you like to see that medal just as well as I do. Ever since our Joe bought his new KEATING and won so many pretty tokens, you've done nothin' but talk Keating; then Joe, then speed, then medal. Then you talk Keating agin. You didn't uster hev so much to say when our Joe had his other machine."



"But, Mither, Joe couldn't push twenty-eight pounds as easy as nineteen pounds, no more'n I ken lug a bushel of 'taters as easy as er pint of 'lasses. An', Mither, Joe ain't broke his bones a bit since he got his Keating. Joe says that curve makes it stronger, and Joe know, Joe does. Joe says his Keating is '365 days ahead of them all. "

KEATING WHEEL CO.,
HOLYOKE, MASS.



RESPONSIBLE AGENTS WANTED.

EXCLUSIVE territory and protection guaranteed. Positively no discount given ONLY TO OUR REGULAR AND LEGAL REPRESENTATIVE.

NOW IS THE TIME

to secure a good Cash Business for 1896, and no competition, for the EL DORADO. Prompt action will secure a Bicycle Agency that is a **Bicycle of today; up to date** in every practical feature. They contain no experiments to be tested at the expense of the purchaser. They're right or we'll right 'em.

THE EL DORADO CYCLE CO., CHICAGO.

FACTORY: 327-329 Dearborn Street. **SALESROOM: 66-68 Plymouth Place.**

WRITE US EARLY FOR PARTICULARS.

A Name-Plate on the Rear...

...of the...

Hare Bicycles and Tandems

...shows...

The Leaders of 1896

to those who follow.

We are putting that $2,000 cycle show exhibit into quality. Catch?

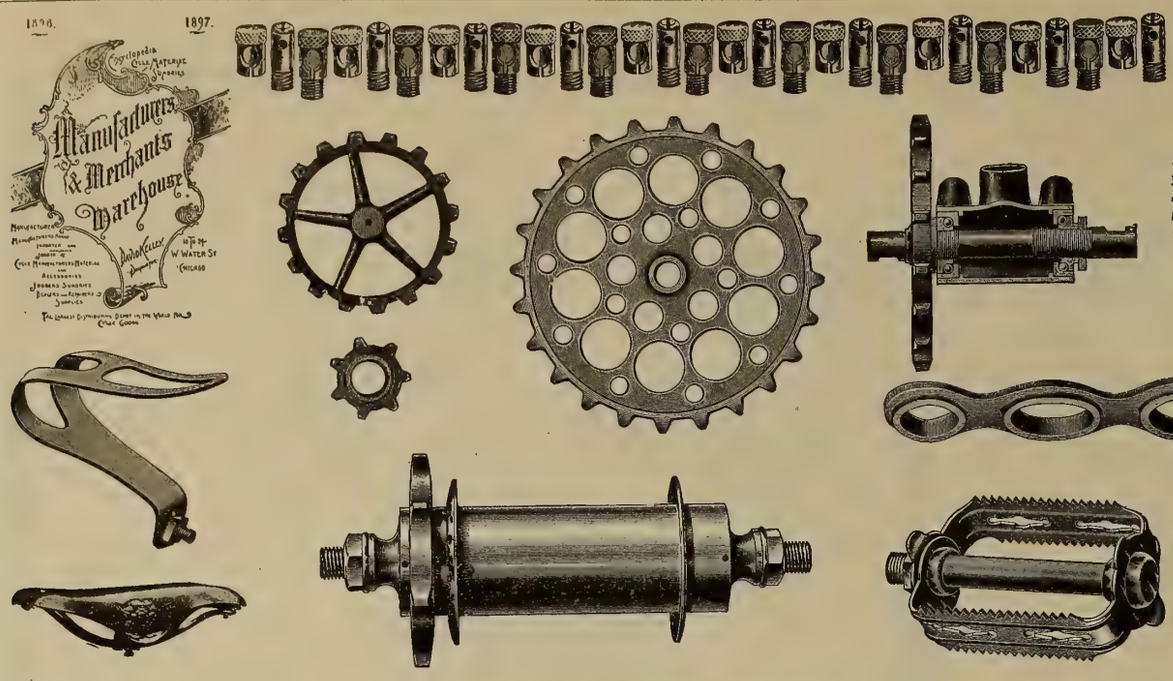
A call at our factory will convince you that our prices are RIGHT, and that we lead with the newest of ideas.

A. R. March Mfg. Co.

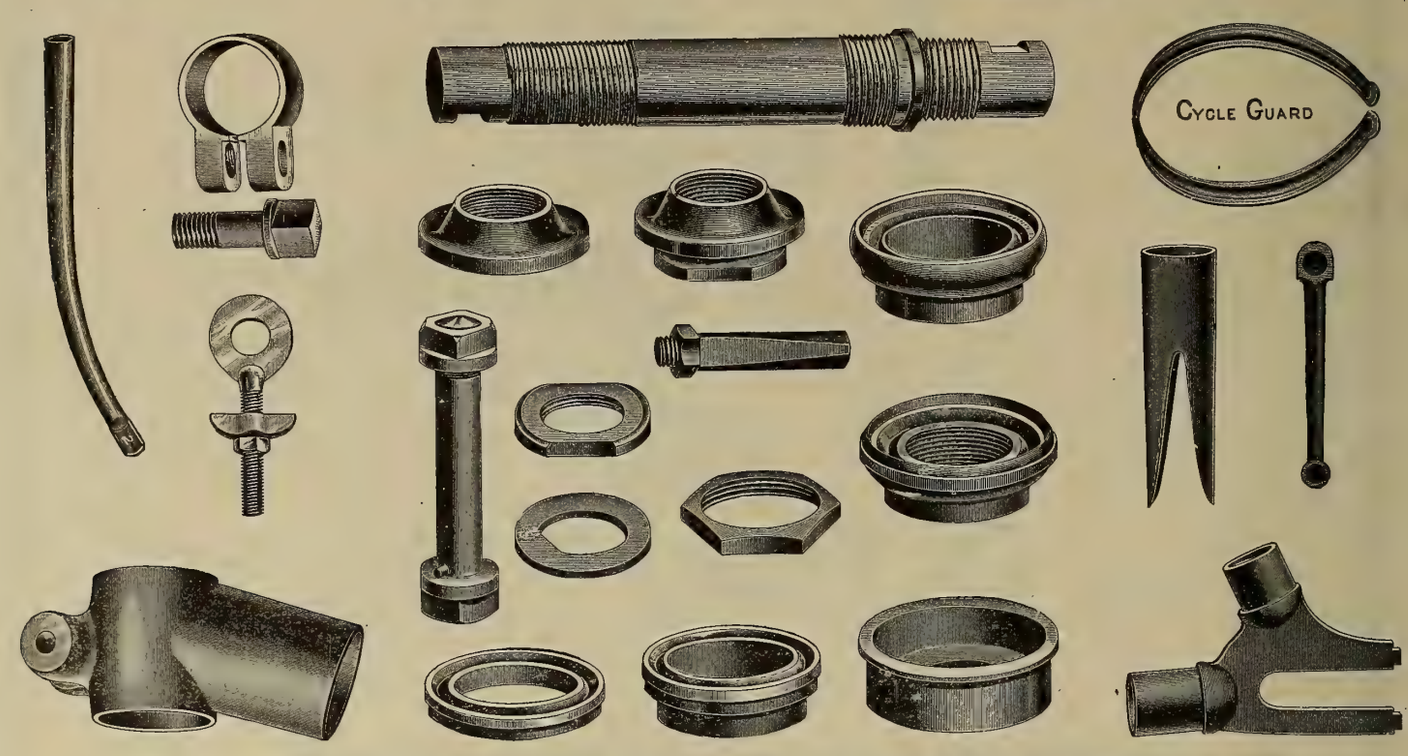
One and one-half blocks from two depots, just across the Madison St. bridge, and one-half block north

43-45 S. Canal St., Chicago.

1896. 1897.
Cyclopedia Cycle Materiale Synonyms
Manufacturers & Merchants Warehouse
Manufacturers, Manufacturers Agents, Importer and Jobber of Cycle Manufacturers Material and Accessories. Jobbers Sundries, Dealers in Repairers Supplies.
10 To 24 W. Water St. Chicago.
The Largest Distributing Depot in the World for Cycle Goods.

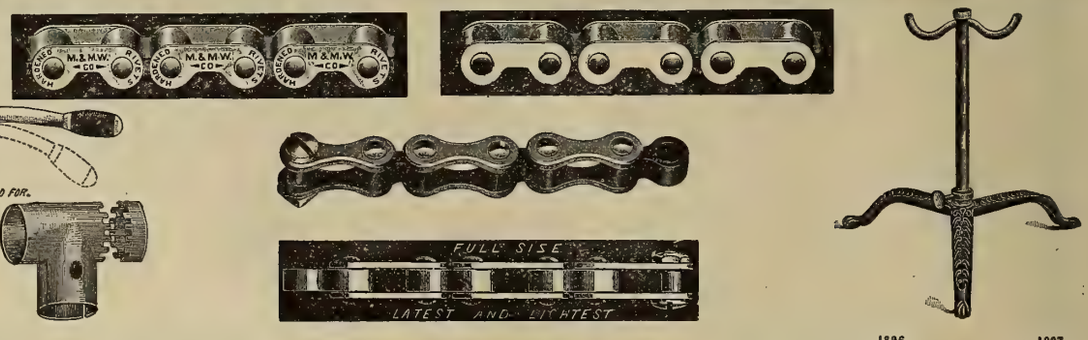


CYCLE GUARD



ANY HANDLE-BAR MADE ADJUSTABLE IN 20 MINUTES

PAT. APPLIED FOR.



1896. 1897.
Cyclopedia Cycle Materiale Synonyms
Manufacturers & Merchants Warehouse
Manufacturers, Manufacturers Agents, Importer and Jobber of Cycle Manufacturers Material and Accessories. Jobbers Sundries, Dealers in Repairers Supplies.
10 To 24 W. Water St. Chicago.
The Largest Distributing Depot in the World for Cycle Goods.

YOU WILL FIND WHAT YOU WANT LISTED AND ILLUSTRATED IN THE 1896-97 CATALOGUE OF

Chicago Show, 327 and 328 Annex.

M. M. W. Co.
10 W. WATER ST. CHICAGO

New York Show, Space 286.

1896. 1897.
Cyclopedia Cycle Materiale Synonyms
Manufacturers & Merchants Warehouse
Manufacturers, Manufacturers Agents, Importer and Jobber of Cycle Manufacturers Material and Accessories. Jobbers Sundries, Dealers in Repairers Supplies.
10 To 24 W. Water St. Chicago.
The Largest Distributing Depot in the World for Cycle Goods.

DO NOT FAIL TO SEE TALLY-HO BICYCLE LANTERNS.

...DRAWN BRASS...

BURNING KEROSENE



POINTS OF SUPERIORITY.

1. Will not jar out.
2. Will not blow out.
3. Casts a larger area of light farther ahead than any other lantern.
4. Has patent adjusting screw on holder, to set lamp at any angle of light, regardless of position or angle of lamp-bracket.
5. Has patent match-scratching device on inside of lantern to prevent match from blowing out while lighting.
6. Has patent locking device on wick handle to prevent wick from jarring down.
7. Has patent removable reflector, which can be removed and replaced for polishing in two seconds.
8. Has inside oil filler.
9. Has green right and red left hand glass doors.

Special lanterns have patent locking device for locking lanterns directly on to the head of bicycles, doing away entirely with the lantern bracket. This device costs 50 cents extra.

EVERY TALLY-HO LANTERN GUARANTEED.

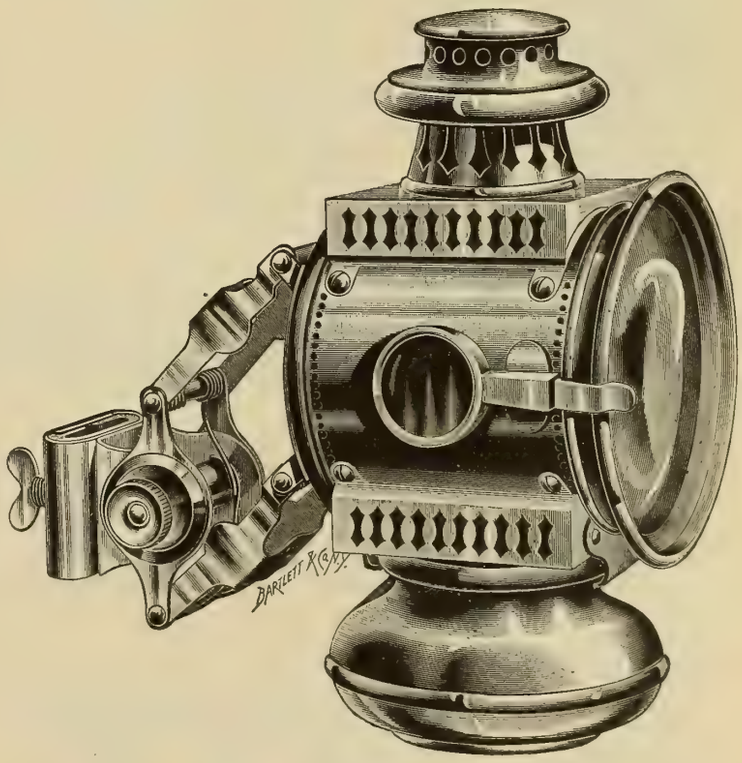
The Tally-Ho Bicycle Lantern is a drawn brass lantern of the best workmanship and quality, riveted throughout, superior in all respects to any lantern for bicycle use ever produced.

TWO STYLES OF FINISH.

		List price each.
No. 1.	Finished in high-grade black japan and nickel	$5 00
No. 2.	Same as No. 1, with patent lamp-bracket locking to head of bicycle	5 50
No. 3.	Finished in polished nickel throughout	5 00
No. 4.	Same as No 3, with patent lamp-bracket locking on to head of bicycle	5 50

Description.—Drawn brass throughout, all parts riveted. Burns nine hours. Weighs 16 ounces. Burns kerosene. Inside oil filler. Patent adjusting screw on bracket to regulate angle of light. Patent match scratcher. Patent removable reflector. Double convex lens. Patent locking device to prevent wick from jarring down. Red and green side lights.

Electrotypes furnished free to dealers upon application.



ORDERS ACCEPTED FOR DELIVERY JAN. 1, 1896.

THE BRIDGEPORT GUN IMPLEMENT CO.

313-315 BROADWAY, NEW YORK CITY.

SPACES 257 AND 258 AT CHICAGO SHOW. SPACES 217 AND 218 AT NEW YORK SHOW

"Man's failure in this world may often be attributed to the fact that he uses blank cartridges when firing at the target of success."

In time of peace prepare for war.

Now is the time of peace among bicycle dealers; they loaf together, and tell their troubles to one another.

Soon the scramble for trade must begin, and then, Mr. Dealer, solid shot of facts and shells of prices must be thrown into the camp of your competitors.

Good ammunition must be obtained if you can fire a volley of good points, such as are found in

Outing
BICYCLES.

Your friend, the enemy, will soon show a flag of truce.

This is our last advertisement before the show. Remember Davy Crocket's motto, "Be sure you are right, then go ahead." How can you be sure unless you examine our wheels?

HAY & WILLITS M'F'G. CO.

INDIANAPOLIS, IND.

SPACES 121-122,

CHICAGO SHOW.

Patee

From the Patee to the Rider:

In presenting the first annual catalogue of the Peoria Rubber & Mfg. Co. we would call the attention of the public to the important fact that the members of the above firm are not new in the bicycle business, but are connoisseurs of the art. We make no apology for this statement. The bicycle business is an art, and experience its only infallible teacher. We have served apprenticeships in the factory, in the salesroom, on the road, and as inventors and builders of high-grade bicycles. We have been conversant with every phase of the bicycle business since its incipiency. We know what constitutes a high-grade wheel; we know how to construct it; we know what the people want, and we purpose to furnish the trade of '96 a machine that will meet the every demand of the public. Before we started to build we gathered together a corps of the best mechanical skill known to the bicycle trade, and the plans for our plant were carefully studied with a view to the production of the highest grade goods at the lowest possible cost of construction. Our factory has the largest capacity of any new plant in the world, and it is so skillfully arranged that each department is capable of turning out an equal number of parts each day, thus obviating the vexatious delays that have proven such great bug-bears in all large factories that have been added to from year to year without keeping the departments proportional. These delays cost money and add materially to the expense of construction.

We have exercised unusual care, not only in the plans of the factory, but in the class of machinery with which it is filled. We are in the trade to stay. We will be building bicycles of standard repute long after the ephemeral existence of those firms who have organized in order to supply the present great demand, with wheels thrown together at the least possible cost, regardless of merit, the result of whose work will be the filling of the trade papers with big, blustering ads. for a few months and the flooding of the market with a class of bicycles that are totally unfit for active wear.

We are old bicycle men; we know what you want and are prepared to supply your needs. We will, therefore, construct the best wheel possible regardless of expense. Our superior advantages, however, enable us to guarantee to you a better wheel for the money than can be procured from any other firm in America.

In reading this catalogue you can depend upon every word written therein as being literally true. We shall not misrepresent our line in any particular, and any person buying a Patee, who is dissatisfied with his purchase, will have his money cheerfully refunded.

FOR THE DEALER:

Peoria Rubber & Mfg. Co.,

Peoria, Ill.

The Patee Model A, $85.00
The Patee Model B, $60.00
The Patee Tandem, $125.00
The Patee Carrier, $150.00

Liberal terms; exclusive territory. Write us.

1896

See to it that the wheel you buy has this name-plate on it.



Then your sleep need not be disturbed, you are guaranteed.

ARROWS

The time to contract for next season is at hand. Address your behests to

ARROW CYCLE MFG. CO.,
INDIANAPOLIS, IND.

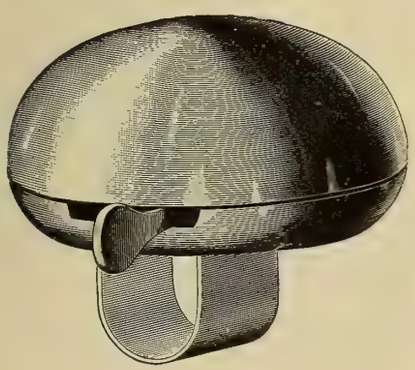
CHICAGO CYCLE SHOW, SPACE 45.
NEW YORK CYCLE SHOW, SPACES 259-260.

FACTORY AT
SHELBYVILLE, IND.



HERE'S A BIKE BELL(E)



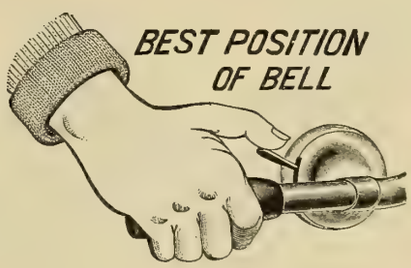


But She's Not In It

—WITH THE—

"Clarion" Bell

The Neatest Ever Put on a Handle Bar.



"Nothing in sight but the Nickeled Strap"

FITS ANY HANDLE

WE ALSO MANUFACTURE THE

"SAV-YUR PACEMAKER."

LULLABY BABY SEAT.

"EEZY-SEAT" SADDLE.

And many other taking novelties.
Write for Catalogue.

The Victor Mfg. Co.

We are at the show.
Find us if you can.

DETROIT, MICH.

The...

1896



TINKHAM CARRIER NO. 2.

Tinkham Carrier

Lists and Sells

AT

Chicago Show,
Space 199.

New York Show,
Spaces 152-155.



$150

The Tinkham Cycle Co.

306-310 W. 59th St., New York City.

A HAND THAT WILL BEAT FIVE ACES



TWO MODELS
$80 & $100.

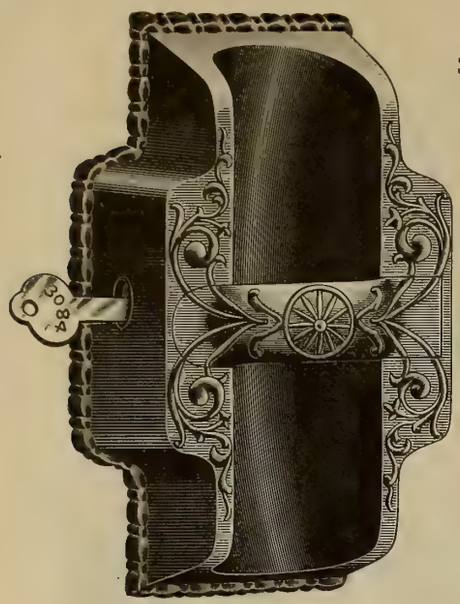
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UNITED STATES BICYCLES.

THE CHICAGO STAMPING CO.
CHICAGO.

BINNER - GHI

Chicago Show, Space 231.





Don't fail to look up the

SHANNON BICYCLE

LOCK AND HOLDER

PATENTED.

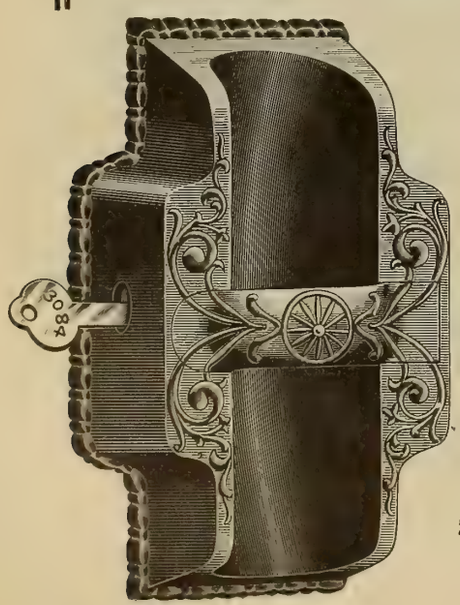


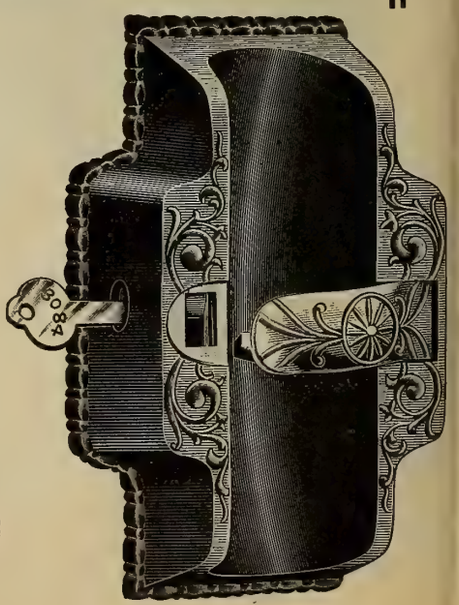
HOLDS WHEEL UPRIGHT

LOCKS IT SECURELY

WHILE AT THE SHOW.

THE GOOD THING OF THE YEAR





Safety Mfg. Co.

63 and 65
So. Canal St.

Chicago

....Our 1896 Models will not be exhibited at the Cycle Show at Tattersall's, but will be on exhibition at our works, one block west of Tattersall's.
Come and see them.

A. Featherstone & Co.

Corner Clark and
Sixteenth Streets and
Armour Avenue,

Chicago.

Czar Cycle Co., 415 Fifth Avenue, Chicago.

AGENTS WANTED IN UNOCCUPIED TERRITORY.

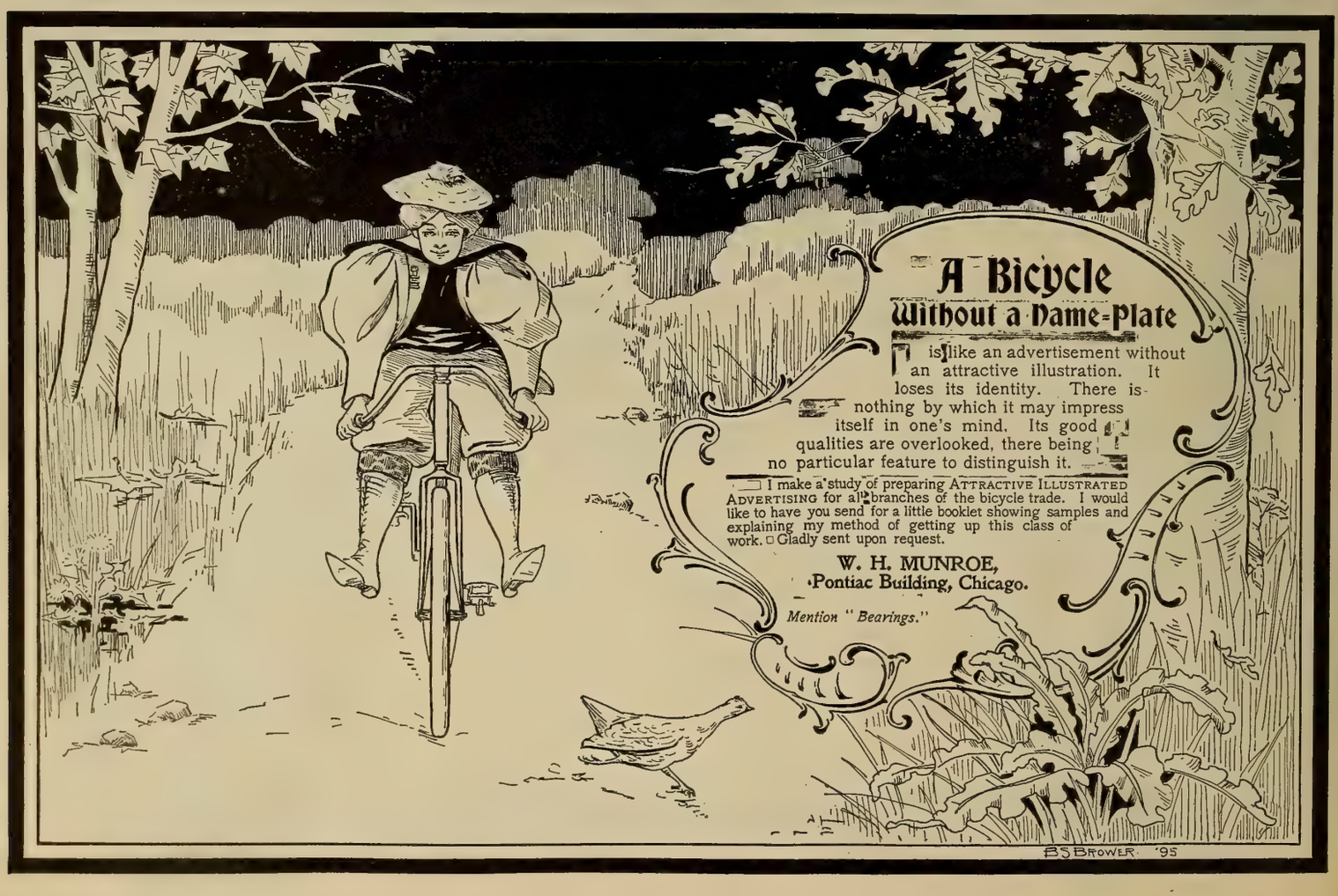
CHICAGO CYCLE SHOW, SPACES 89 and 90.



Czar Bicycles are Unexcelled.

See our 3½ inch tread Racer.

Mention The Bearings



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Until you have
seen

The Viking Exhibit

at the Auditorium.

Look "It" up at Tattersall's, and the "Pygmy" will tell you where to find

The Most Complete Exhibit of High-Grade Bicycles in the Windy City.

Union Mfg. Co., Toledo, Ohio.



"I ride the Shirk,

and I'll be at the show," Space 64.

A

IS FOR AGENTS
WHO HANDLE THE SHIRK.
IT SPEAKS FOR ITSELF,
WHICH SAVES THEM MUCH WORK.

B

'S FOR BALL BEARINGS,
THE SHIRK HAS THE BEST.
THE RIDER WHO HAS ONE
NEEDS NEVER TO REST.

C

IS FOR CONTRACTS,
THE SHIRK WANTS TO MAKE 'EM
WITH AGENTS AND DEALERS
WHO'LL HUSTLE AND TAKE 'EM.

G. M. SHIRK MFG. CO..

Office and Salesroom, 273 Wabash Ave.,
Factory, 207 So. Canal St.,
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HOWE SCALE CO.
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Pittsburg, Pa., agents Pittsburg and vicinity.

ALBANY HDW. & IRON CO.
Albany, N. Y.

HENRY N. CLARK.
103-105 Blackstone St., Boston.

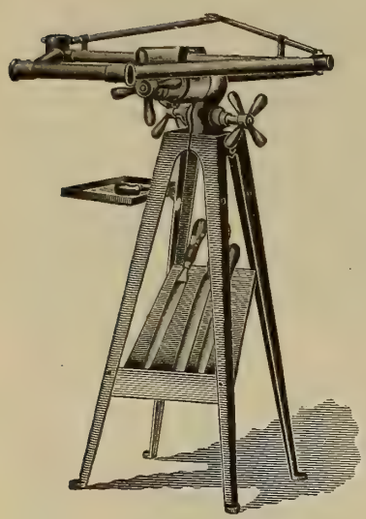


....The Bearings is printed bound and mailed by the W. F. Hall Printing Co 21 to 25 Plymouth Place Chicago

Look at the size of it

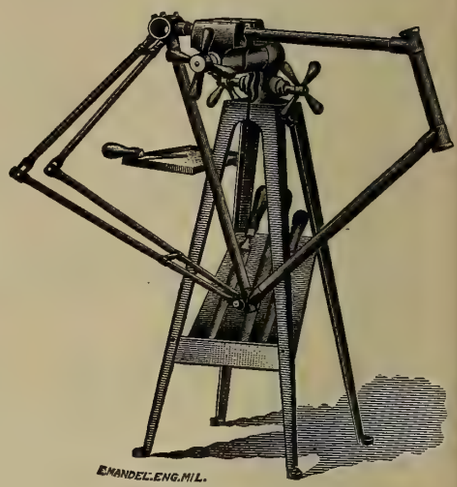
MANUFACTURERS, ATTENTION!!

Stop wasting Time and Money.



Send for sample of

OUR NEW REVOLVING VISE



Specially adapted for bicycle construction.

INCREASE! Your capacity.

STOP! Denting and crushing frames.

We speak from experience.

BOLTE CYCLE MFG. CO., 186-190 EAST WATER ST., MILWAUKEE, WIS.

THERE IS ALWAYS ROOM ON TOP FOR THOSE WHO USE

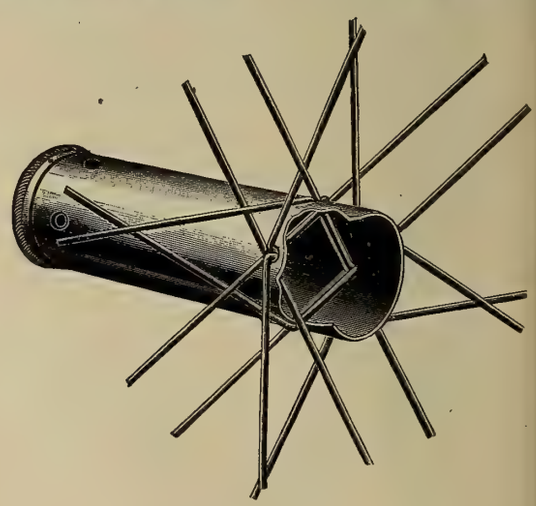
THE NEW BOLTE TUBULAR HUB

CONUNDRUM:

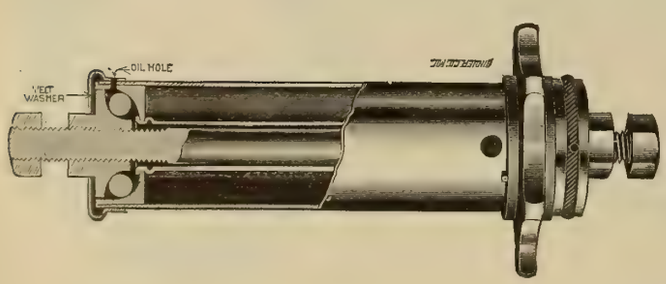
Eight Holes for 32 Spokes.

How is it done?

Send for sample and see.



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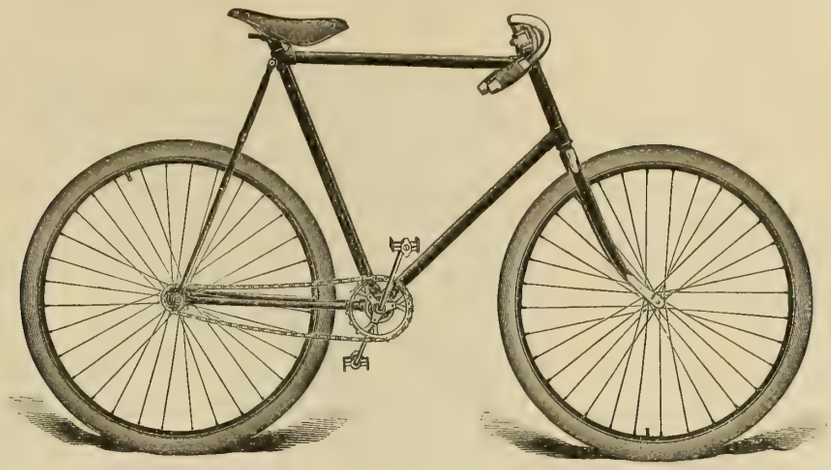


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Workmanship and material guaranteed. Wheels complete furnished on application.

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MILWAUKEE, WIS.

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Join the league of agents who have been quick to know a good thing when they see it.

Every quality enrolled that makes an easy seller.

Different from any other.

A league of special features.

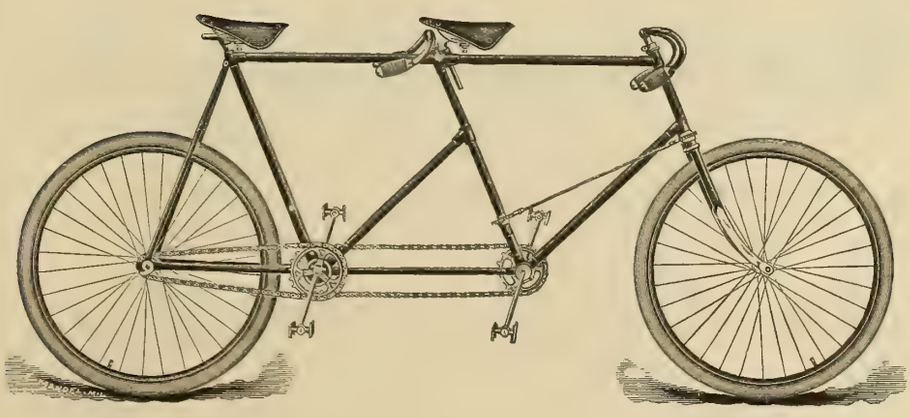
Visit our Space 196, Chicago Exhibition.

Send for catalogue and prices.

BOLTE CYCLE MFG. CO.

186-190 EAST WATER STREET,

MILWAUKEE, WIS.



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Oh yes!

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HUNTER

Souvenirs.

Santa Claus brought them each a HUNTER cycle. They couldn't help being happy, as the HUNTER is a strictly high-grade wheel. Adjustable handle-bar, detachable crank. Up to date in every particular.

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Spaces 50-51, Chicago Show.

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Behring
ENGRAVING CO.
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The best Bicycle Clothing in the United States bears this Trade Mark.



BICYCLE APPAREL.

PLACE YOUR ORDERS EARLY TO GET FIRST CHOICE OF THE BEST "STANDARD" STYLES.

THE FOREMOST RIDERS OF THE UNITED STATES PRONOUNCE THE "STANDARD" SUITS ARE STANDARD.

This is only our second season in the MANUFACTURING OF BICYCLE CLOTHING, and OUR NAME stands to-day for all it indicates:

STANDARD FOR QUALITY AND WORKMANSHIP.

Our clothing is made of standard qualities of domestic and foreign woolens, novelties being our specialty, and they are cut and made by the most skillful labor that money can employ. OUR CLOTHING IS MADE FOR COMFORT, STYLE AND DURABILITY. As to fit—well, try on one of our "Standard" suits and compare with other makes, and you'll quickly know that OURS IS THE ONLY LINE for any dealer to handle that expects to be successful.

"Standard" Bicycle Suits AND Bicycle Sweaters

SELL WELL—
FIT WELL.



"Standard" Bicycle Hosiery AND Bicycle Caps and Shoes

LOOK WELL—
WEAR WELL.

Our Line for the Season of 1896 is the most complete ever shown, comprising over THREE HUNDRED PATTERNS, most of which will be BIG SELLERS all over the United States. Large dealers can have a number of styles consigned to them. OUR PRICES ARE LOW, VERY LOW, and dealers will be able to make UNUSUALLY LARGE PROFITS on our goods. Drop us a postal and our representatives will call on you and show our complete line; OR WE'LL MAIL YOU OUR HANDSOME CATALOGUE to sell from. Same is gotten up in very attractive style and far superior to anything ever put before the trade. Elegant advertising matter gratis.

Our representatives will be at the Cycle Show to meet their friends. We extend a cordial welcome to all visitors and shall be pleased to show our complete line of Cycle Suits, Sweaters, Hose, Caps, Etc.

STANDARD CYCLE CLOTHING CO.

185 to 189 Van Buren Street, - - - CHICAGO.

'PHONE, MAIN 3052.



Do not fail to see our Suits made to retail at $4.00. They are WORLD BEATERS.



Bicycle Manufacturers and Repair Men

SOMETHING NEW FOR UP-TO-DATE MEN.

ARNSTEIN'S ENAMELING OVEN.

In your daily struggle for business do not overlook the opportunity of making some money the coming season. Invest in one of my new Portable Enameling Ovens. It pays for itself, and you will make money besides.

Simple in Construction

Anybody can operate them

Every oven guaranteed to give perfect satisfaction



The entire outfit is ready for use without any extra expense whatsoever

This includes a thermometer

The oven is built with double walls, which prevents an unnecessary waste of fuel. The burners are so arranged that a perfect circulation is obtained and an even temperature is established throughout the interior.

Any heat can be obtained up to 350 degrees, and can be held at a given point indefinitely.

These ovens can be furnished with a gas or gasoline burner, as you may specify. The cost of fuel will not exceed 2 cents per hour.

No. 1 Size 16x23 inches: 4 feet 9 inches high; will hold two single frames including forks; weight 150 pounds **Price $18**

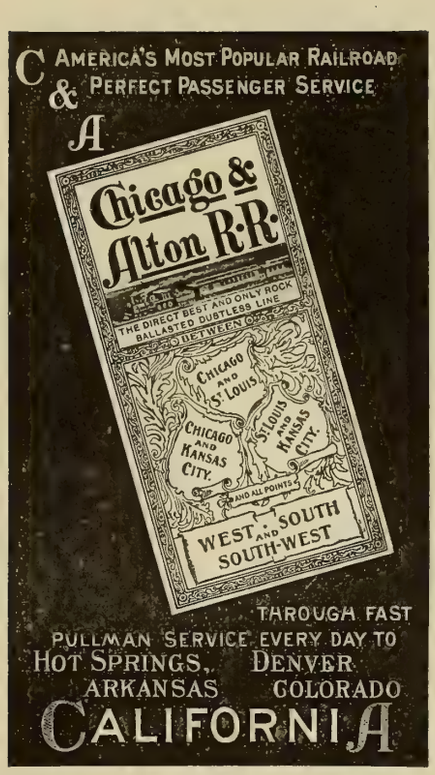
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In ordering, please state if intended for gas or gasoline use.

EUGENE ARNSTEIN,

SOLE MFR. CHICAGO, U. S. A.



Try the "Alton's" new through line between Chicago and Peoria.

Something New Every Year

OUR NOVELTIES ALWAYS LEAD.

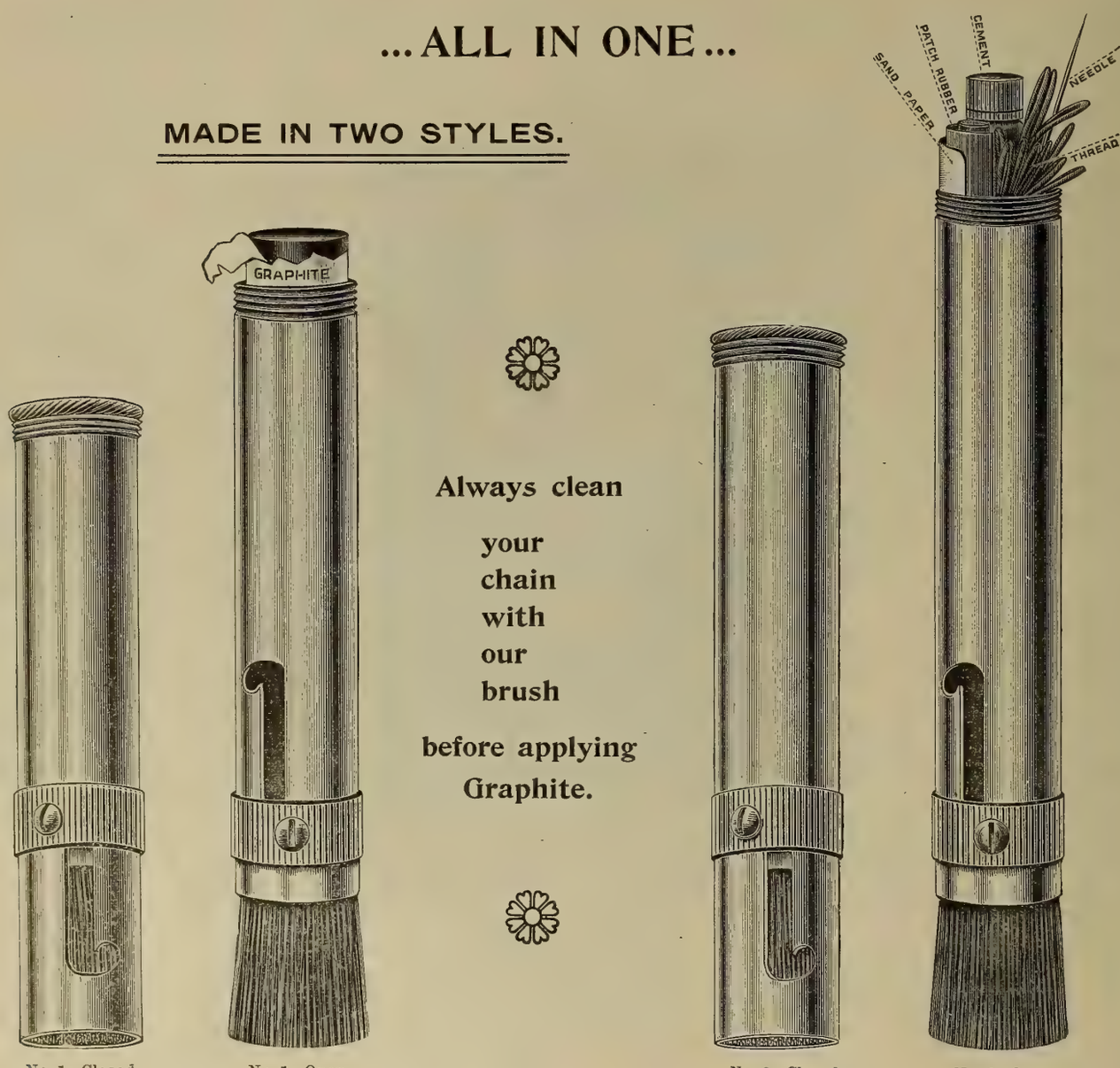
WE ORIGINATE. OTHERS IMITATE.

THE LATEST COMBINATION

Chain Cleaner, Graphite and Repair Kit

...ALL IN ONE...

MADE IN TWO STYLES.



Full Nickel Plated

Always clean your chain with our brush before applying Graphite.

Full Nickel Plated

No. 1. Closed. No. 1. Open. No. 2. Closed. No. 2. Open.

No. 1 contains a stick of the best graphite and a fine brush for cleaning chain.

No. 2 contains a stick of graphite, tube elastic cement, piece of pure rubber for patching, tire lacing, and needle.

RIGHT SIZE TO GO IN ANY POCKET OR TOOL BAG. Send for Electroplate to put in your Catalogue. Furnished free.

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Who doubts but the

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Will be adjusted by arbitration?

Could but a similar course be pursued to adjudge the merits of high-grade bicycles, the many superior points of

THE HAMILTON

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If you want the agency of a genuine high-grade bicycle, address

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GRANGER & MITCHELL, Fort Dodge, Ia. FRED'K E. WRIGHT, 862 8th Ave., New York.

CHICAGO CYCLE SHOW, SPACE 195.



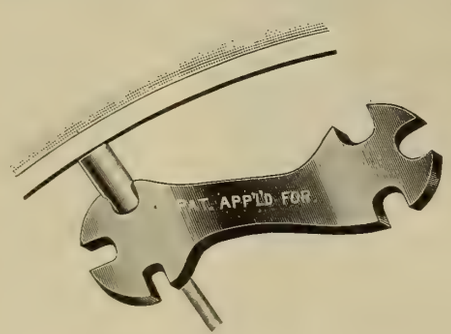


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Soudan Nile and Pyramid Bicycles and Tandems,

as shown in our display, Nos. 246 and 247, Chicago Cycle Show, are satisfying cycles. Three grades at three popular prices. All superior in quality and superb in finish. Catalogue on application. Agents, don't be too late.

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POST-PAID,

25 CENTS

Repair Outfits...
for all kinds of Tires.

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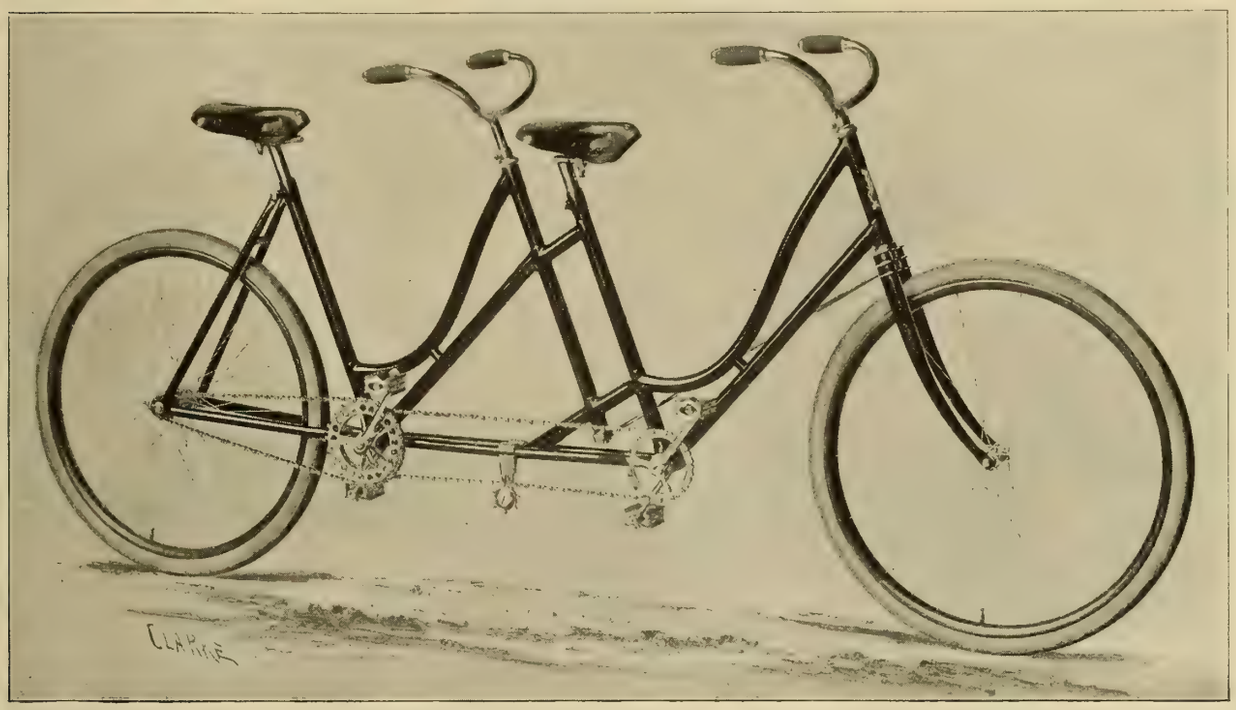
CHICAGO, ILL.

Office and Salesroom,
587 W. Madison Street.

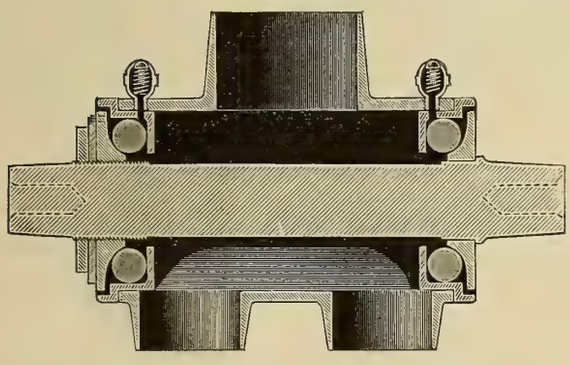
Factory, 491 & 493 Carroll Avenue.

THE DAYTON

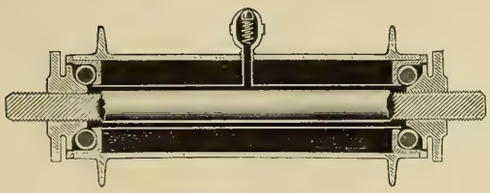
A GENUINE NOVELTY UNIQUE AND ORIGINAL.



A DOUBLE DROP-FRAME LADIES' TANDEM.



THE DAYTON CRANK HANGER.



THE DAYTON HUB.

PERFECT BEARINGS.

The scientific mechanical construction and simple and accurate adjustment of the bearings on the 1896 DAYTON are clearly shown in the accompanying cuts. The light and easy running qualities, for which the DAYTON is already famous; are the results of the perfection of the bearings and the careful attention given to these important points. It will be noticed also that the oil is conveyed direct to the ball races, and the bearings are absolutely dustproof.

THE DAVIS SEWING MACHINE CO.,

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New York Cycle Show, Spaces 3, 4, and 5.

76 Reade St., New York.
338-340 Wabash Ave., Chicago.

Anglo-American Cycle Fittings Co.

Manufacturers, Importers, and Jobbers of

Everything Entering into Cycle Construction.

HIGHEST GRADE ONLY.

CYCLE MATERIAL SPECIALISTS.

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PHILADELPHIA, Cor. Broad & Race Sts.
SAN FRANCISCO, Baker & Hamilton.

WORKS, WATERBURY, CONN.

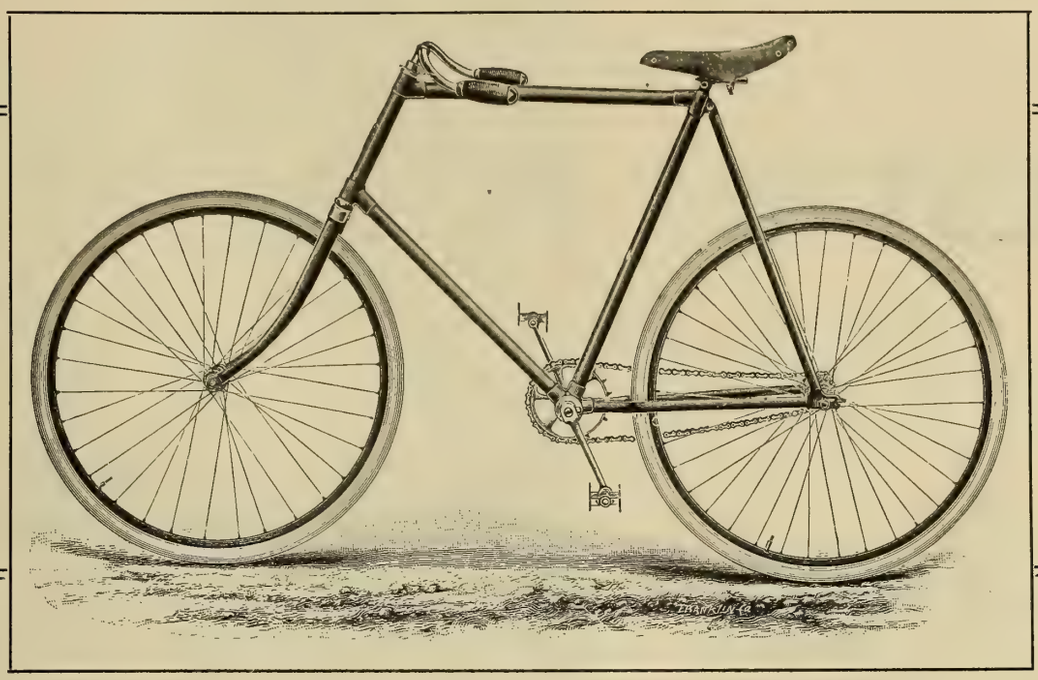
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Ball Heads, complete.
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Balls.
Blowers (foot).
Brazing Blow Pipes.
Bottom Brackets, complete.
Bottom Bracket Bodies, machined
Bottom Bracket Forgings.
Bells.
Brakes.
Brazer, Eureka.
Brazing Solder.
Brazing Wire.
Bicycle Stands.
Cement, "Goodstuff" tire.
Cement, "Goodstuff" rubber.
Chains, "Anglo-Humber."
Chains, "Perry."
Chain Adjustments, finished.
Chain Adjustment Forgings.
Chain Guards, steel.
Chain Guards, wood.
Chain Parts.
Chain Wheels, finished.
Chain Wheel Forgings.
Coasters or Foot Rests.
Chain and Dress Guard Cord.
Cotter Pins.
Cranks, finished.
Crank Forgings.
Crown Forgings.
Crown Stampings.
Crowns, finished.
Cups (ball).
Cyclometers.
Carriers (luggage).
Dies, threading.
Enamel, "Goodstuff."
Forgings, drop.
Forgings, machined.
Forkend Forgings, machined.
Forkend Stampings.
Forksides, brazed.
Forksides, weldless.
Frame Fittings, machined.
Frame, complete.
Grips, nipple.
Guards, trouser.
Guards, combination trouser and lock.
Handles, cork.
Handles, corkene.
Handle Bars, finished.
Handle Bars, "Ideal," adjustable.
Hubs, complete.
Hub Forgings.
Illuminant, solid.
Illuminating Oil.
Kits, repair.
Lamps.
Lamp Brackets.
Locks.
Lubricants.
Lubricators.
Lugs, head.
Lugs, seat pillar.
Mud Guards, steel.
Mud Guards, wood.
Nipples.
Name-plates.
Oilers.
Oilets.
Oil.
Pedals.
Pedal Parts.
Puncture Plugs, rubber.
Pumps (tool bag).
Pumps (foot).
Rims, steel.
Rims, wood.
Reinforcements, tubular.
Rubber, patching.
Saddles.
Saddle Posts.
Screw Drivers.
Solder, brazing.
Spokes.
Spoke Grips.
Spoke Wire.
Sprocket Wheel F'g'gs.
Steps.
Tire Tape, "Anglo."
Taps, threading.
Tire Cement, "Goodstuff."
Toe=Clips.
Tool Bags.
Transfers, gold.
Tubing, seamless, cold drawn.
Tubing, brazed.
Tire Clamps, "Nies."
Tires, Morgan & Wright.
Valves, repair.
Washers.
Wheels, built up.
Wire Solder.
Wrenches.
Whistles.

ALL OF THE ABOVE IN STOCK. PROMPT DELIVERIES.

"THE MERRY FALCONERS."



GOLD CRANK **FALCON** BICYCLES

WILL BE HANDLED DURING THE COMING SEASON BY THE FOLLOWING DEALERS:

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J. B. Leeson & Co., Albany, N. Y.
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We are now in our New Factory,

which is the largest exclusive CYCLE CHAIN plant in the world, and ten times larger than any other in America.

BEST MACHINERY, MATERIAL, MECHANICS, **RESULT** BEST CHAINS.

We own the patent on rivets which are hard between shoulders and soft on the ends—the only practical hardened rivets made.



Don't be deceived by inexperienced makers who are attempting to masquerade inferior chains under the name by which ours have been known for years.

R. B. McMULLEN & CO.

GENERAL U. S. SALES AGENTS,

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Chicago Cycle Show, Spaces 25, 26, 27, and 28.
New York Cycle Show, Spaces 232, 233, 234, and 235.

That honest goods and honest business methods are appreciated is attested by the congested condition of our order book. We, however, haven't reached our limit. There is room for your order. Then why not add another selling point to your wheel by using chains made by the OLD, ORIGINAL

Indianapolis Chain and Stamping Co.

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INDIANAPOLIS CHAIN AND STAMPING CO.

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Our exhibit, Space 145.
Also parlors

GREAT NORTHERN HOTEL.

1896 MODELS.

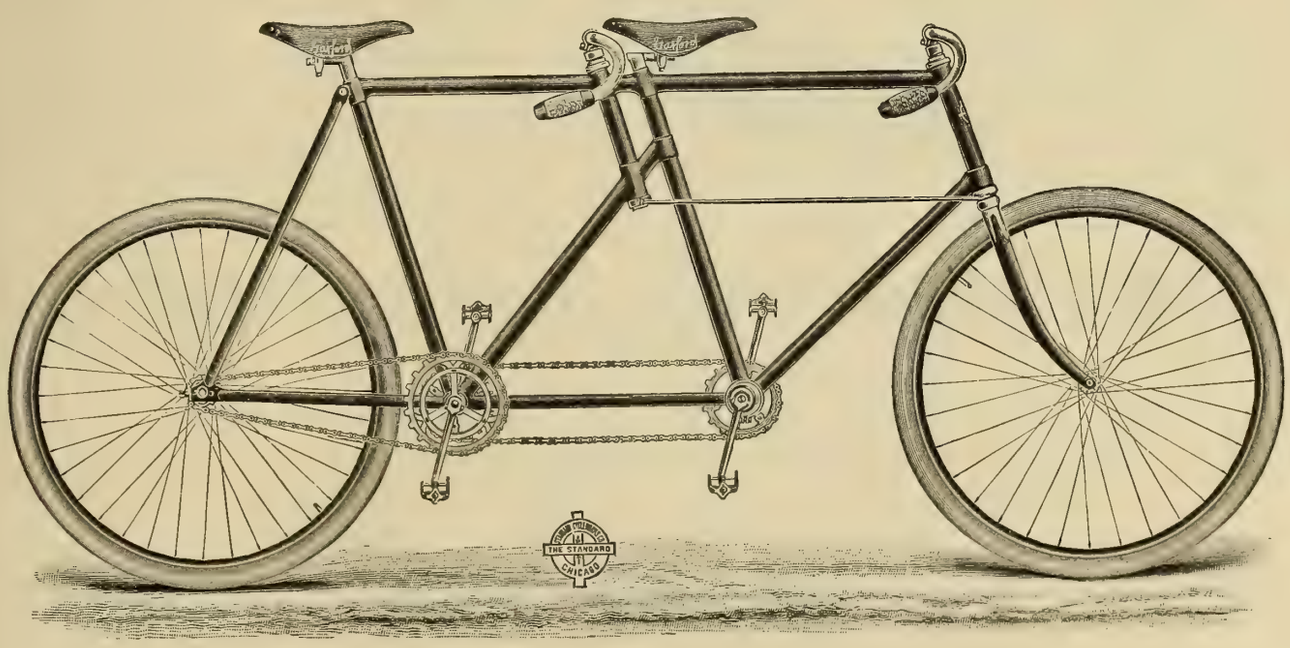
Standard Roadster, Weight, 22 pounds.
Standard Ladies' Drop Frame, Weight, 23 pounds.
Standard Double-Diamond Tandem, weight, 38 pounds.
Standard Combination Ladies Drop-Frame Tandem, weight, 40 pounds.

POINTS OF EXCELLENCE.

Improved Bearings.
Adjustable Handle-bars.
Changeable Sprockets.
Piano Wire Spokes,
and many other improvements.

THE STANDARD AGENCY IS A DESIRABLE ONE.

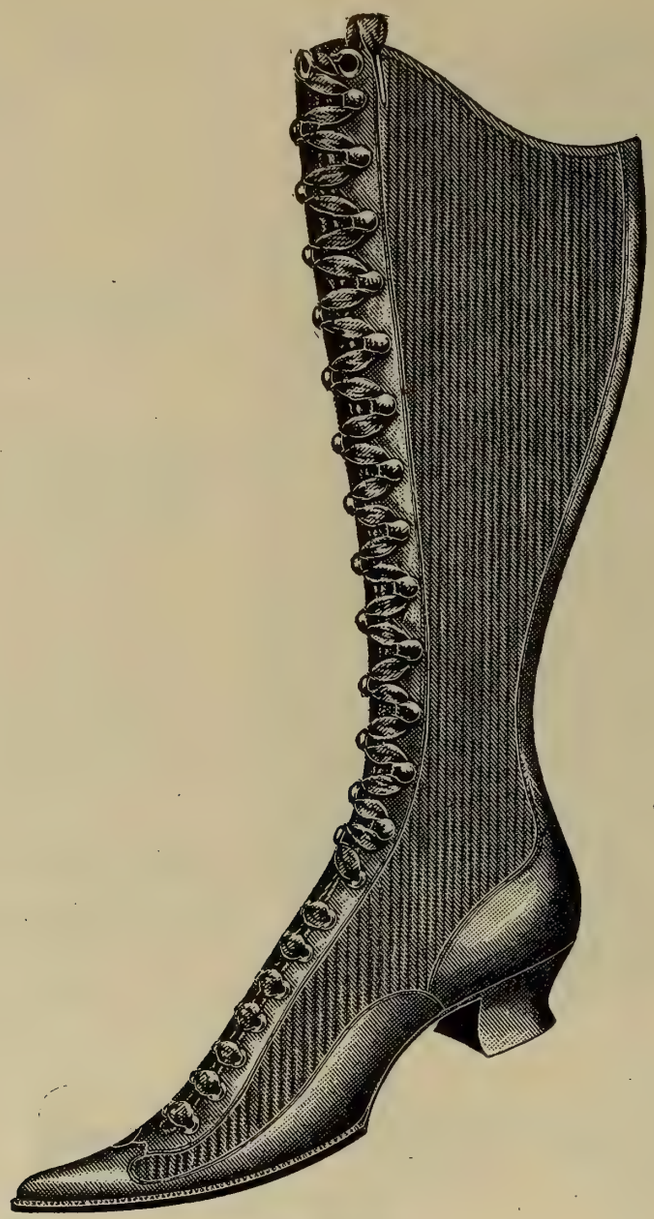
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"BALL-BEARING" BICYCLE SHOE
C. H. FARGO & CO. MFR'S. CHICAGO.
TRADE MARK

"Ball-Bearing"
Trade Mark.



Style No. 1,136.

Ball-Bearing Footwear.

For ***bicycling*** and all ***outing purposes.*** Made on scientific principles for ease and comfort. ***Pratt Fasteners*** secure laces ***without tying.*** Booklet of illustrations and descriptions free.

Dealers are invited to inspect the Ball-Bearing line at C. H. Fargo & Co.'s warerooms 196-200 Market Street . . . . .

C. H. FARGO & CO., Makers,

CHICAGO.

Wearers are invited to call and examine the Ball-Bearing Shoes at the Cycle Shoe Co., 14 Jackson Street (Leland Hotel) . . .

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The Reason Why

The Thistle

is held in such high esteem by all riders and dealers is that it has attained the highest point of perfection in bicycle construction—which is due to the high quality of material used, and the skilled labor employed—enabling us to embody in our wheel more new and practical ideas than any other bicycle on the market. We can convince you of the Thistle's superiority.

See us at Chicago.

Spaces 104, 105, 139, 140.

New York, Space 177.

Excelsior Supply Co., 276-278 Wabash Ave., Chicago.

Get a catalogue.

LIGHT,
STRONG,
HANDSOME, and
EASIEST
RUNNING.

THE HIGHEST
TYPE
OF
BICYCLE
CONSTRUCTION.

THE

Gendron Bicycle

Four Models,
and every one Perfect.
See them at
CHICAGO CYCLE SHOW,
Stands 180 and 181,
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TOLEDO, OHIO,
For catalogue. Free on request.

FAMOUS FOR

TRUEST
BEARINGS
AND
MOST RIGID FRAME.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 23

CHICAGO, JANUARY 2, 1896.

A STARTLING CHANGE.

"The Bearings" to Change to Magazine Form—Will be Enlarged, Have new Features, and in Every Respect be Greatly Improved—Particulars of the Many New Departures.

The publishers of THE BEARINGS have for months past been planning a change in the make-up of that paper which would place it, in the matter of artistic appearance, size, and form, on the plane of the leading literary monthlies of the day, and, at the same time, enlarge its scope and usefulness. The move, which has not been decided on without mature consideration, will entail much additional expense, but the publishers feel that the bicycle business merits and will support a publication such as THE BEARINGS, in its new form, will be. Briefly, the changes and improvements will be as follows:

The New "Bearings'" Form.

The pages of the paper will be reduced to the size of those of the leading periodicals, such as *Harper's*, *Scribner's*, and *Century*. The type used will be of the same size as that in the magazines—a little larger than that now used in THE BEARINGS—and the binding will be similar to that of those magazines. A much heavier and better quality of paper will be used than hitherto, and the number of pages of reading matter will be increased to eighty or ninety, and these will be more copiously illustrated than in the past.

Advantages of the Changes.

The advantages of these changes will be to give THE BEARINGS a form that will be much more convenient than the present bulky form of the leading cycle papers, making it more readily handled by newsdealers and thereby increasing its circulation; to insure its preservation—a thing that is not common with the present class of cycling papers; to make it more readable; to give opportunity for improving the illustrations; and to add to the general artistic effect.

A Large Editorial Staff.

The growing demands of its readers, together with the plans for the increase in quantity and quality of reading matter, have been met with a corresponding increase in THE BEARINGS' staff. Geo. K. Barrett, who for five years has presided over the editorial department, remains in charge. C. G. Sinsabaugh, who has been on the editorial staff of the paper for more than three years, and H. W. Perry, late editor of *Sports Afield*, are associate editors. B. V. H. Schultz has charge of the mechanical department. A. C. Knapp looks after the foreign exchanges, and allows no matter of interest to the American trade to be passed over. F. Ed Spooner, the racing authority, will follow the national circuit exclusively for THE BEARINGS. A. G. Bachelder, a veteran newspaper man, looks after the news of the trade and sport in New York. Charles A. Cox attends to the illustrating of the paper.

Great Corps of Correspondents.

In addition to these regular members of the staff, THE BEARINGS has special weekly correspondents in London and Coventry, Eng.; Paris, France; Munich, Germany; Toronto and London, Canada, and in the following cities in the United States: Boston, Baltimore, Buffalo, Denver, Detroit, Hartford, Indianapolis, Kansas City, Louisville, Los Angeles, Milwaukee, Minneapolis, New Orleans, Nashville, Philadelphia, Providence, Rochester, Salt Lake City, Springfield (Mass.), San Francisco, Syracuse, St. Paul, San Jose, Toledo, Washington, and other important cities. In addition to these regular correspondents there are more than 100 others in cities of lesser importance, including cities in Italy, Switzerland, Holland, Mexico, Cuba, Australia, and Japan, who supply news when it is of sufficient importance.

New Special Features.

It will be seen that with so large a staff and corps of special correspondents—both by far the largest supported by any trade paper—THE BEARINGS has unsurpassed facilities for getting news and serving it to its readers in the best manner. With the increased amount of reading matter it will be possible not only to give the news more fully, but to add special features which will enhance the value of the paper. Among the latter will be a serial by William J. Reid, the well-known newspaper man and special writer, entitled "From London to Pekin Awheel," which will begin February 6. The story, for such it is, is an account of the ride of Mr. Reid on his bicycle from London, across Europe and Asia, to Pekin. The account, unlike most such stories, is not written *en route*, while the arrival of the rider at his destination is a problem, but is the description of a ride that has been accomplished in the face of marvelous difficulties, and is given to the public in its entirety only after its completion and for the first time in THE BEARINGS. Many other special features will be added from time to time.

Will be Liberally Illustrated.

THE BEARINGS will be much more freely illustrated than hitherto, and will contain many full-page illustrations in black and white, wash drawings, and half-tone engravings.

The Trade Department.

A goodly part of the increased reading matter will be devoted to the cycle trade. THE BEARINGS, in its present form, devotes more space to the trade than other cycle journals, even those which claim to cater to trade interests only, and in the new form this amount of reading matter will be almost doubled. Each of THE BEARINGS correspondents is under instructions to send weekly reports of the doings of the cycle trade in his neighborhood. The list of trade changes as now published is twice as large as that of any other paper, and it will be still further enlarged. The trade news, as in the past, will be kept entirely separated from the news of the sport, so that the reader may the more readily find the topic that interests him the most.

New Mechanical Department.

A feature of the paper recently added is the mechanical department. In this division of the trade news new features of bicycle construction are carefully treated; the special features of different makes of wheels accurately described; methods of working materials discussed, and all the mechanical details that appeal to the practical bicycle maker handled in a manner, which, while it deals with the technical points of wheels, does so in a way that can be understood by those who lack technical mechanical education. This department of the paper will receive particular attention, and will be made one of its best and most prominent features.

The Business Department.

The business department will remain as in the past. N. H. Van Sicklen is business manager; C. W. Shattuck, assistant business manager; F. J. Wagner, C. H. Munger, and Welton H. Flinn, advertising representatives. Particular care will be given to the setting of advertisement. THE BEARINGS has long enjoyed the reputation of setting the most attractive advertisements of any paper in its class, if not in all classes, and this feature—an important one in a trade paper—will not be allowed to fall below its own mark, which is now the acknowledged standard of excellence. THE BEARINGS' own composing plant, complete and up-to-date, contributes to the excellence of this feature, as well as to the general typographical excellence of the paper.

Opinions of Trade People.

The change in form was not definitely decided on until a number of representative men in the trade had been interviewed and shown sample pages of the new style, and had expressed their opinions thereon. Strangely enough, not one man was found who had a single objection to offer to the new style, or saw a single reason why it should not be adopted. Indeed, there was a general expression of surprise that none of the cycling journals had taken the step before.

A. G. Spalding Likes It.

A. G. Spalding, of A. G. Spalding & Bros., said: "Hello, so that is THE BEARINGS in its new form? I have heard something of it. It is all right, and I commend the move. Say for me that it is all right; THE BEARINGS is all right, but the editor is no good." Then he laughed and added, "THE BEARINGS has been coming at me pretty hot. I may have given it something to come at me for, but you can say that THE BEARINGS is all right, and that it is one of the interesting papers of the cycling world."

"Handy to Have Around."

W. T. Brown, another member of the same firm, said: "I like it It's

all right—neat, and all that. It is handy to carry, and handy to have around. I should commend the change by all means." Manager F. W. Gerould said: "It's all right. I like the appearance of the paper in its new dress. It will be convenient in size, of readable type, and a credit to its publishers."

"Heartily Commend the Move."

F. W. Morgan, of Morgan & Wright, inspected the new BEARINGS with a critical eye and a great deal of interest, and talked it over at some length with others in the office. At the close he decided that the change was an excellent one. "It will increase the value of the paper in many ways," he said, "and I heartily commend the move."

"It is a good move," said Herrick, "and a wise one. It will start a right move in the cycling newspaper line—the bringing of the papers to a convenient size."

"Artistically Correct."

"It is artistically correct," said L. J. Berger, chairman of the bureau of publicity and promotion for Morgan & Wright, and erstwhile editor of THE BEARINGS. "It brings the ads. to the focus of the eye; gives a narrower column, and that brings the reading matter down to about the width of a column of a daily paper, and the width of that column has been determined upon after years of study on the part of the journalists who wish to place their matter where the public can best get at it. The paper will be more widely read in the new form. It appeals to us of the Morgan & Wright staff, as our *Wheel Talk* is even smaller."

"Will Make a Hit From the Start."

T. W. Crosby, manager of the advertising department of the Monarch Cycle Mfg. Co., said at once on seeing the change: "Why! that is a splendid idea and will make a hit from the start. It brings an ad within the reach of the eye, and is a wise move all around. I think that the smaller ad, neatly gotten up as THE BEARINGS knows how to get up an ad, will do more good than all the others. I commend the move."

"The Move Will be a Good One."

L. M. Richardson, of the same company, examined the ads very closely and finally said: "Well, it will not give us as much space for our big display ads as formerly, but I suppose it will be a good thing in the manner of putting the reading matter before the public. I think the move will be a good one; in fact, I know that it will, and you may say I think so."

"It is all Right."

F. W. Van Sicklen, the editor of *Fowler Truth*, was seen in his sanctum sanctorum and, although busy, granted a few moments to a consideration of the new problem. "It is all right," said he, "and there is but one objection, which is that the *Fowler Truth* will have to be reduced to fit the case, and we shall not be able to say as much as formerly to our friends."

"A Practical Departure."

E. J. Day, manager of the Western Wheel Works, said: "It is a good practical departure. It is more convenient to handle. The ads are smaller, but one may tell all he wants to tell in a page of the new paper. I like it. It is progressive, and the idea is certainly a good one."

J. O. Blake, manager retail department, Gormully & Jeffery Mfg. Co., Chicago: "This move should have been thought of before. It is a wise move, and I commend it as the very best thing that could be done. It is breaking away from the rut that has been gotten into."

"Is a Dandy."

George A. Mason, of the Mason & Mason Mfg. Co.: "The new paper is a dandy. It is just right. It is convenient. The other size was unhandy. It is an innovation."

W. R. Walpole, Sieg & Walpole Mfg. Co.: "I like the idea. It is an innovation and can not fail but be popular."

C. F. Stokes, Sieg & Walpole Mfg. Co.: "I like it. It is better than the old cumbersome paper, and comes down where we can handle it readily and carry it around. It will not be nearly so bulky."

"I Like It."

H. E. Vosseller, Domestic Sewing Machine Co.: "I like it. It is all right. If it does not grow too thick with the present jump of THE BEARINGS in the amount of advertising, then it will be all right. It can stand 200 pages and not be cumbersome."

John Palmer, Palmer Tire Co.: "I like it."

G. T. Robey, Excelsior Supply Co.: "I should at first say, nit. The size of the bicycle papers has come to be a distinctive feature with that class of journals, and I should dislike seeing a departure from the present style. No doubt it will make a considerable increase in the reading of the paper, and we advertisers should look out for that."

"The Best Thing Yet."

"It's the best thing yet," said F. S. Dickinson, of the Henley Cycle Works, as he made a careful inspection of the pages of the new paper. "That puts an ad into splendid shape to attract the attention of the people, and the ads somehow look more inviting than they do spread out over the large page. Carry the same inviting method of setting them up into the new paper that prevails in the old one and they will count for double."

"It's all right," said Mr. Marble, of the Indiana Novelty Works, and inventor of the Plymouth wood rim.

"The Bearings is Progressive."

Frank T. Fowler, of the Fowler Cycle Mfg. Co., said: "Good, good! It's just like you. THE BEARINGS is progressive and that is why I like it and why it is such a paying advertising medium. You have hit on exactly the right idea, and I know that it will be carried out in the right way. You will be without rivals when the new style is adopted."

L. M. De Vore, Freeport: "I like it. The ads are smaller, but they are handsome and are attractive in every way."

STEARNS TEAM AFTER RECORDS.

SANTA MONICA, CAL., Dec. 26.—Yesterday was Christmas Day with the Yellow Fellows in camp here. Attempts were made for records, several being successful. Kiser made an attempt for the standing start, paced record, but failed owing to poor pick-ups. His time was :40⅘, the record being :39. The triplet pacing was far too slow at times, and then too fast and the man could not get steadied down to pace.

John M. Campbell, the speedy young man from Spokane, started for and got the third mile, unpaced, standing, doing :42⅖, which is three-fifths of a second faster than the record made by Cox at Louisville and just allowed.

Ulbricht, Wilbur Edwards, and Campbell, the former steering, mounted on a triplet, broke the record for the third mile, doing :37, the former record being :40. Ulbricht proved his worth in this trial by the manner in which he carried the triplet round the turns to within a foot of the bank.

Randall, Schefski, and Hatton went against the half-mile triplet record and succeeded in doing :54⅘, taking 5⅘ seconds from the record which stood at the even minute. The men rode two miles for a warming up and then went away finely, holding the turns to within a foot of the banking. At the third they had done :36, and were working easily. There were nearly 300 people present during the trials, the League representative being Mr. Thayer, of Los Angeles, appointed by Mr. Welch. Among the timers were the mayor of the city, Senator Jones, and a son of the mayor.

The team has been regular in its attendance at the Los Angeles Cycle Show, going up each evening and returning for work on the following day. The cycle show is given by the East Side Cycling Club, the Roamers Club, and the Citrus Wheelmen, the latter the promoters of the recent national circuit meet in Los Angeles. The show is a howling success, the booths being filled with '96 models, and the attendance being over 1,000 each night. A varied entertainment is given each night, and there is dancing.

The team is working out daily now, and will have the sextet and other pacemaking machines on hand within a few weeks.

GOOD CYCLING IN COSTA RICA.

TURRIALBA, COSTA RICA, Dec. 10.—It is only within the past few months that the bicycle mania has reached Costa Rica. There are in San Jose two or three foreign ladies who ride the wheel, but otherwise the use of this machine is limited to the stronger sex.

There are several reasons why the bicycle should become popular in Costa Rica. The population of the country is mainly massed in and around San Jose, the capital. Outside of walking, there practically exists no means of promenading, as carriages are within the reach of the wealthy only, and horseback riding is resorted to only when necessity obliges one to travel. The people of Costa Rica are progressive, and do not allow prejudice to prevent them adopting the use of anything which will return them pleasure or profit.

From Cartage, having a population of 8,000, to Alajuela, distant twenty-nine miles and with a population of 6,000, there is a smooth acadamized road, without steep gradients, that is in splendid condition for cyclers almost the entire year. Beside passing through many small villages, the road runs through San Jose, population 25,000, and Heredia, population 5,000. All of these cities are situated on level ground and have smooth macadamized streets.

The country roads are dry, hard, level, and smooth during three to five months of the year, and offer cyclers magnificent opportunities for country riding.

As everybody in one city knows everybody in another, the Costa Ricans are great local travelers and sustain four local daily trains on the railroad between the cities named.

BUFFALO'S CYCLE PATH SCHEME DEAD.

BUFFALO, N. Y., Dec. 30.—Cycle path matters, the topic of conversation a month ago, are seemingly dead. Little or nothing is now heard of the scheme and there seems to be little doing under the surface. A few nights ago a ball was held in Thespian Hall, H. C. Martin & Co.'s old store, for the purpose of raising money for the fund. The attendance was very light, in fact it might have been called a frost, but the previous sale of tickets is said to have been good, about $400 being realized.

A week ago the Niagara Falls *Gazette* fathered a ball for the benefit of the path fund, but that too was little better than the Buffalo venture and the wheelmen at the Falls as well as in Buffalo seem to have lost their grip.

Club elections are soon to come and club politics are affording whatever talk is going the rounds of the billiard and smoking rooms. All of the organizations are said to be in good condition, though none has taken any great stride forward this winter and the prospects are all will come out strong in the spring.

SOME GOOD SUGGESTIONS.

Albert Mott, of Baltimore, will Endeavor to Have the League Change its Rules—The Amendments.

BALTIMORE, MD., Dec. 28.—At the annual convention of the League of American Wheelmen, to be held in Baltimore in February, radical changes will be made in the constitution. Most of these changes, or, rather suggestions that will lead to the changes, will eminate from Albert Mott, of this city, who is working in behalf of the committee on rules and regulations. From now until the meeting of the assembly, these proposed changes will be the chief topics for agitation among the more active of organized cycling.

Among the radical changes proposed will be to add a new section providing for the abolition of any division, sub-division, or consulate, the membership of which shall be less than twenty-five. It will be proposed to fix

The Expiration of Membership

at one year's time after the publication of the application. By the rules of the League all ex-presidents or ex-vice-presidents in good standing are accorded membership in the National Assembly, but are restricted from voting. If the proposed changes are carried into effect, these ex-officers will be accorded the same vote as the regularly elected delegates. At present, the chairman of the standing committee on auditing, is not entitled to a seat in the assembly. If the proposals are adopted, such chairman will have the same rights and privileges in the assembly as the chairman of other standing committees.

The present law is to have the present annual meeting of the general assembly begin the second Monday in February of each year. It is proposed to hold the meetings beginning the second Monday in January. At present it is the rule that each League club, located under the jurisdiction of a division, is entitled, upon joining the League, and annually thereafter, to elect one representative for the first twenty members on its roll. The change will be to permit the election for the first twenty members exclusively on its roll. It often happens that cyclers are members of more than one League club. This has, heretofore, practically given such members two votes in the election of delegates to the division official board. If the change is adopted, the League member, who is a member of more than one League club, will state with which club he will cast his vote, and shall have no vote in the other clubs so far as goes the election of delegates. Another amendment will be to declare out of office any delegate to the National Assembly, who either moves from the state or territory in which he was elected or loses his membership in the organization. This law, heretofore, applied only to officers of divisions, sub-divisions, and consulates.



If the New Ideas are Carried Out,

the constitutions and by-laws of the various divisions will be incorporated into themselves, these laws not to conflict with those of the parent body.

Hereafter, if adopted, all the officers of the organization will not, by virtue thereof, be members of the assembly, and the chairman of the committee on auditing will be granted membership, just as other committee chairmen. The committee on auditing, according to the proposed changes, will be elected hereafter, instead of appointed by the president. In most divisions, the board of officers appoints as League clubs such as have 75 per cent League membership, and it has been the custom of such clubs to merely file the list of their total membership. Hereafter clubs will file lists designating those who are members of the League. When club presidents and secretaries hereafter, send in the list of their club members for

A Renewal of League Club Membership,

they will have to designate as such, their League members.

There will be offered a new paragraph for addition to Article 8, which concerns the other change proposing that League members, also members of more than one League club, shall have but one vote in electing official delegations. This paragraph is as follows:

"League clubs containing members belonging to other League clubs, will have such members on, or before, the first day of October each year, advise the secretary-treasurer of the division as to the club in which he elects to be counted for League club representation in the division board of officers, and the secretary-treasurer shall thereupon notify all the clubs to which the member belongs of his decision as to representation."

In the matter of League members transferring their membership from one division to another, it may be so amended

That a Transfer Fee be Charged.

Heretofore, it has been the rule to forward applications for membership direct to the secretary of the League, together with the fees and dues. M. L. Knowlton will offer as an amendment to this, that the secretary-treasurer of the division receive these applications and that he shall then forward the application with the fees and dues minus the portion belonging to the division.

An amendment to Article 3 proposed will give larger scope to the "unattached." This new section reads: "Divisions may add to their constitutions or by-laws the following article, or one not inconsistent with it, for the benefit of unattached members: When local consuls are appointed, they may, at the discretion of the chief consul, be given

"Jurisdiction Over a Certain Territory

to be defined on the certificate furnished them by the chief consul. The chief consul shall notify the secretary-treasurer of the appointment, and the territory it comprises, whereupon the secretary-treasurer shall, at once, send to the local consul a list of all unattached members of the division in that territory, giving their names and addresses, and also supply him with lists every three months thereafter, containing the names of such members afterward joining from such territory. When the local consul receives the list of members he shall communicate with and call a meeting of all of them for the purpose of organizing a division club. At this and all subsequent meetings

"The Local Consul may Preside,

a secretary being elected at the first meeting whose term of office shall expire at the time fixed by the division club. The division club shall correspond with the chief consul and make a report to him at least every three months." The amendment then goes on to say that the division club shall be run like other clubs.

Conway W. Sams, the new chief consul, heralds his advent into office with an announcement of a vigorous and agressive campaign for wheelmen's rights. He will look into the constitutions of the toll roads hereabouts to discover if he can not find something therein, to compel them to keep the roads in a more ridable condition if they persist in charging toll. He will also make a local crusade on the railroads charging for the carriage of bicycles.

SYRACUSE TEAM MAY MOVE.

SAN JOSE, CAL., Dec. 23.—It is rumored that the Syracuse team, which is at Coronado just at present, preparing for its record-breaking trials, will come to this city and try for records on the Garden City Cyclers' three-lap cement track. The track is supposed to be of such a shape as to permit the use of a quint, it having already been tested for quad riding by C. C. Hopkins, of San Francisco, who rode the Rambler quad, geared to 109, a mile in less than three minutes. Hopkins sat on the front seat and had no difficulty in steering the big machine, in spite of the fact that there was no weight on any other part of the big four seater, which, by the way, was the first quad brought to California.

Wilbur J. Edwards, is with the Stearns team at Santa Monica, where he will go for world's records, paced by members of the team. If the Santa Monica track proves unsuited to record breaking, Edwards will try to have the team brought north, and do their record breaking on the track in this city.

Otto Ziegler is preparing to go for records, too, but

Is not Doing any Hard Work,

preferring to rest a little before attacking Father Time. Otto has been approached by seven different firms, who will have racing teams on the circuit next year, but has not yet signed for the season. He is quietly waiting to see what turns up and what action the L. A. W. will take regarding Class B men. It is also said that he has been approached regarding the Bowe-Spalding Cash Prize League.

The Garden City Cyclers are preparing for a great season in '96 and are arranging dates for meets to be held on their track, but will not apply for sanctions until the new Racing Board is elected and goes into office. The club also proposes to run its first century of '96 on New Year's Day. Captain Carey has decided to call such a run if enough of the members signify their intention of attending the run to make it worth the undertaking, which will be a difficult one, owing to the muddy condition of the roads.

The San Jose Road Club proposes to run a ten-mile road race off on New Year's Day, weather permitting, and after the race the members will have an evening of entertainment at the club rooms.

Both the Garden City Cyclers and the Road Club are preparing to put strong teams in the field for next year's interclub relay race.

SANGER AND CABANNE MARRIED.

Two of the most prominent racing men on the path were married last week. Last Friday, at Milwaukee, W. C. Sanger was secretly married to Miss Kittie Kotzenberg, of Chicago, while on the next day L. D. Cabanne, a former team mate of Sanger's, was quietly married to Miss Tascott, of Erie, Pa., at the home of the bride. There was a dash of romance in Sanger's marriage. Miss Kotzenberg was spending the Christmas holidays in Milwaukee, and on Friday night went on a skating party with the Sangers. On the way to the pond Sanger and Miss Kotzenberg, accompanied by Mrs. Cornelius Sanger and Willie Sanger, slipped away from the party, and went to the Holy Rosary parish parsonage, where Walter and Miss Kotzenberg were married.

THE BEARINGS The Cycling Authority of America

Member of the Associated Cycling Press of the United States.
Member of the Chicago Trade Press Association.

Entered at the Chicago Postoffice as second-class matter.

PUBLISHED EVERY THURSDAY BY

THE BEARINGS PUBLISHING COMPANY,

N. H. VAN SICKLEN, BUSINESS MNGR.

ROOMS 900-911 ISABELLA BLDG., 45 VAN BUREN STREET, CHICAGO.

English Representative, "Cycling," 27 Bouverie St., Fleet St., London, E. C.
French Representative, J. H. Coleman, 59 Rue de Provence, Paris.

SUBSCRIPTIONS:

ONE YEAR . .	$2.00	SIX MONTHS . . .	$1.25	THREE MONTHS .	$0.75

FOREIGN SUBSCRIPTIONS:

ONE YEAR . . .	$4.50	SIX MONTHS . . .	$2.50	THREE MONTHS . .	$1.50

Advertising Rates on Application.
Copy for advertisements must be in hand the SATURDAY before publication to insure insertion.
All manuscript intended for publication should be in hand not later than MONDAY, and should be addressed "EDITOR THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

GEO. K. BARRETT, EDITOR.

THE CHICAGO CYCLE SHOW.

By the time that this number of THE BEARINGS has reached its readers and they have digested its contents, the great Chicago Cycle Show will be in progress. It has been advertised as the world's greatest exhibition of cycles, and, in making this broad claim for it, the show promoters have not gone a bit beyond the realms of pure fact. In spite of a host of difficulties, the show has been boomed, and advertised, and made an unquestioned and unquestionable success. Profiting by the experience of last year, the National Cycle Exhibition Co. has perfected every detail, has eliminated objectionable features, and has systematized the whole exhibition so that, from commercial, spectacular, and artistic standpoints, it will be far in advance of any show of cycles that has ever been given. It will be distinctively a trade show.

As an educational institution, alone, it is worth all and more than all the vast sum that is being spent on it. Many manufacturers last year were not content with having their traveling men, their mechanical men, and their heads of departments present at the show, but procured tickets for all their employes, believing that the things that could be seen and the lessons that could be learned by even the most humble employe would more than repay the expense attendant on having them present. As a matter of course, it was impossible for makers located at a distance from Chicago to pursue such a plan; but inasmuch as half of the bicycles that will be made in America for 1896 will be made in Chicago or within a radius of 150 miles of the city, the Chicago show of 1896 will be pre-eminently the educational show of the country. New York can not compare with it in this respect.

We earnestly urge all makers, in their own interests, who find it at all possible, to have as many of their employes at the show as they can.

As an advertisement of the cycle industry, or, to be more explicit, as an advertisement of bicycles and an incentive to the public to buy them, the influence of the show can not be overestimated. Not only has it been extensively advertised by display ads in all the leading papers catering to the branches of trade interested in the selling of bicycles, or liable to become interested, but it has been exploited in the reading columns of these same papers, and in the reading columns of the great dailies in Chicago and throughout the country. Particular attention has been paid to the education of the daily press in the knowledge of the magnitude of the bicycle industry. Page after page was devoted by the Chicago dailies, alone, to last season's show, and the amount of space that will be devoted to the one of 1896 will, unless all indications fail, be more than double what it was last year.

In the matter of advertising and educating the public on cycling matters the New York show might surpass that in Chicago, from the mere fact that it has a territory containing more people in which to do missionary work. The opportunity seems, however, to have been neglected, and there is little wonder that it has been, considering the fact that the entire management of the New York affair is in the hands of the Madison Square Garden Co., who have literally no interest in the affair beyond the mere accumulation of dollars and cents. In Chicago the show is given and managed by men whose interest in the trade is a vital one. We will not be bold enough to say that dollars and cents is not the object with them, too. The fact remains, nevertheless, that to get those dollars and cents they must work for the best interests of the cycle trade. In short, whatever their desires might be, they can not afford to rob the exhibitors or fail to give them as much for the considerable amounts that they are spending as can be given.

Were the New York show in the hands of men who had the interests of the trade at heart it would be of much more value to the exhibitors. Such people can be found in the publishers of the eastern cycle papers. Were they to take hold of the New York show we feel that it would be the best thing that could happen to the trade. The matter is one which the publishers and the Board of Trade would do well to consider.

DEMAND FOR GEAR CASES GROWING.

The other day a certain manufacturer spoke of the fitting of improvements to the standard bicycles of the various concerns of the country, and in the course of his talk a reference was made to the editorials on gear cases, which have appeared from time to time in THE BEARINGS. The manufacturer is a producer who must turn out what the buyer demands, and his object is primarily profit, and, if he be after the general run of mortals, a certain amount of glory. The quality of the output very nearly determines the profit, and in the case of the high-grade wheel of today, selling at $100, it is not beyond reason to expect every attachment which will in any way contribute to the comfort of the rider and to the longevity of the wheel.

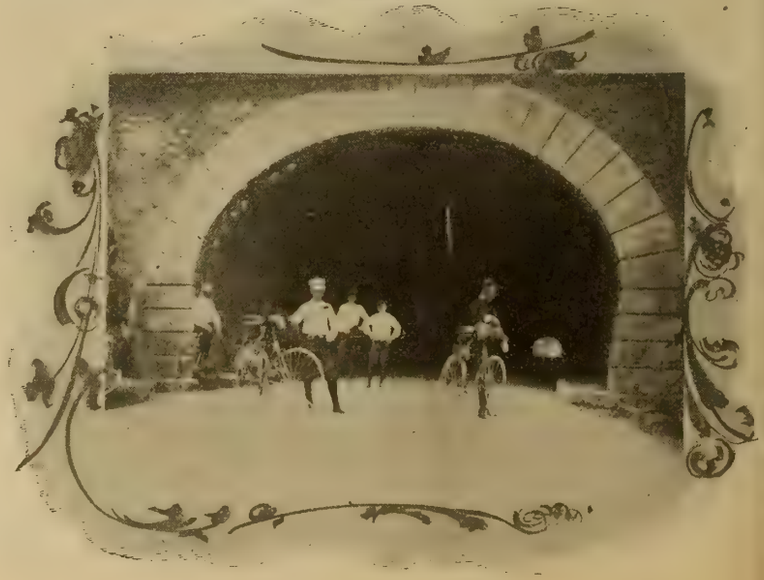
There was a day in the recollection of the pioneer riders when a certain sum was added to the list of a bicycle if ball-bearings were fitted to the rear wheel or to the pedals, and if we must pay more for the gear-case, it is better that the rider should bear the expense than that the chain should go forever grinding over the sprockets, tightening with the deposits of dust and mud, and calling for the use of a wrench—to say nothing of other undesirable features and expressions with which every road rider is familiar. A gear-case should be sold as an integral part of the wheel, the same as the rim, the spokes or the frame. If this can not be done, let us have gear-cases as a sundry, in which event the price need not be prohibitory.

NOT A BAD SUGGESTION.

It would seem that all racing men would take it upon themselves to join the L. A. W. without any compulsion, but it is a notorious fact that a very small percentage of them become identified with the organization which makes it possible for them to ride and win prizes. The few who do belong are usually influenced by the necessity of joining in order to ride in state championships. Mr. Potter's assertion that racing secures very few members for the League is supported strongly by the present state of affairs. John C. Bowe, of Syracuse, N. Y., puts forward the plan that all men who want to race be compelled to join the L. A. W., and his view of the matter should meet with much approval. Why shouldn't the men who are mostly benefited by the League's control of racing be called upon to contribute something for its support? There is nothing wrong in this, and such a procedure would add many members to the body. And in order to permit both amateurs and professionals to join, why not cut out that word "amateur" in the qualification for membership?

Cupid is playing havoc in the ranks of the racing men in America. The arrow of the little fellow transfixed two of the most prominent men on the path last week when W. C. Sanger and L. D. Cabanne joined the Benedicts.

Chicago is the Mecca of the trade this week, and the number of visitors to THE BEARINGS' office has increased 100 per cent.



PRINCE OF WALES WILL RIDE.

LONDON, Dec. 21.—Some years ago the Prince of Wales owned a Cheylesmore tricycle, but up to quite lately he has taken no active part in modern cycling. Last week, however, Singer & Co. received an order for a tricycle for H. R. H., and several of that firm's '96 patterns, then on view at the National Show, were at once dispatched to Marlborough House. It is to be hoped that England's future king will find the modern tricycle an improvement on his earlier experiences.

The racing last week at the Royal Aquarium was notable for the victories of Cannoe, who won every race in which she started. To the disappointment of many, the tournament or handicap, started early in the week, was not carried to completion, other events being substituted, the reason being that Cannoe's unexpected development of form had completely thrown out the adjustments of starts. On last Monday was commenced an international eleven days' race, which will continue till the Saturday after Christmas Day, racing of course being suspended on the latter occasion, which, in England, is regarded as a supplemental sabbath.

At Olympia the management is pushing on at all speed with the velodrome which will form a feature of the great sporting spectacle to be opened by Sir Augustus Harris on Boxing Day. The track has been constructed from drawings and plans made in Paris from one of the most successful covered tracks in the gay city. At the Agricultural Hall, Islington, too, it is intended to erect a cycling track and hold long distance races. How far all these enterprises will be followed by the success achieved at Westminster Aquarium, remains to be seen.

The National Show,

which closed last Saturday after being well attended by crowds of visitors each day, was perhaps the most successful ever held in the Palace. Plenty of business is reported. The Humber exhibit at the Royal Aquarium, which was supplemented by a show of Swifts, and one or two other displays, also drew many visitors. One of two things is regarded as certain to happen next year. Either there will be one show only, as of yore, or the boycott of the National Show will be dropped and makers left free to show at either or both exhibitions. Further legal proceedings by the Humber firm are pending. Foreign visitors at the National Show were even more numerous than at the Stanley.

Today there opens at the Crystal Palace an exhibition of motor carriages. Last Wednesday afternoon a specimen of the newest type of horseless carriages, fitted with the Daimler patent oil motor was seen at work in the grounds of the Palace. The carriage seats four persons and is similar to that shown recently at Sir David Salomons' exhibition at Tunbridge Wells. Several improvements have, however, been introduced, the most important of which is that the motor is attached to the body of the carriage in such a way as to reduce very materially the vibration which was previously a rather serious drawback to the pleasure of riding in a Daimler carriage. A very hilly course was purposely selected for the journey made, but in spite of the fact that the sodden gravel paths were by no means well adapted for fast traveling, the carriage ran easily and smoothly at the rate of ten miles an hour on the level, and mounted hills without difficulty. It was stated that the carriage will cover fifteen miles an hour on a good level road, and will run for fifteen hours without recharging the motor.

JOHN S. JOHNSON'S PLANS.

John S. Johnson will race in France this year. He has definitely decided on what he will do, and announces that he will sail for Europe in March. Eck and Johnson have just closed a deal with Arnold, Schwinn & Co., of Chicago, and the coming season Johnny will ride a World. While in France Johnson will go for all foreign records, and race until the first week in August, when he will return to this country to race and break what records he has not already broken on the other side. Johnson claims that he will do over thirty miles in the hour.

There will be several other prominent racing men on the World team next year, and Vice-President Bode claims that he will have the strongest aggregation of racing men ever put out by any manufacturer.



THE TWO-FIFTY CLUB SCORCH.

Over thirty-five went on the annual scorch of the famous Two-Fifty Club, of Chicago, on New Year's Day. Snow covered the ground, but that did not prevent a hot scorch. For the first time since the club was organized an outsider won the chief scorchership, F. J. Volkmann, of the Lincoln C. C., being the first man to reach Pullman. H. P. Walden was a close second and H. A. Githens third. Volkmann and Walden rode Napoleons fitted with New York tires. Among the "also rans" were J. P. Bliss, H. R. Winship, C. P. Root, James Levy, A. C. Van Nest, and the Wilson brothers. The last three met with accidents when well in the lead.

MICHAEL'S TERRIBLE FALL.

The "Little Wonder" Mixed up with a Quad and Triplet and is Injured—Lumsden Wins a Good Race.

PARIS, Dec. 20.—At last the old Scotch rider, Lumsden, has been able to break his long run of ill-luck. At the Velodrome d' Hiver, last Sunday, he won in brilliant style the 100-kilometer race, defeating Tom Linton by thirteen laps. Given Lumsden's real merit, his continued bad luck had gained for him the sympathy of all sportsmen, and the grand ovation he was given after the race was as well deserved as it was hearty. However, the hardy Scotchman owes much of his success to Michael's fall. Thanks to the generosity of the latter's manager, he was able to make use of the Little Wonder's pacemakers, Michael's spill having taken place at the start. Lumsden did not, therefore, ride long under a disadvantage.

The middle-distance racing is as popular as ever in France, and last Sunday's meet attracted a big crowd. Rain fell heavily all day and made anything like out-of-door enjoyment, which is so characteristic of Parisian Sundays, an absolute impossibility. Cycle enthusiasts, however, did not grumble; they divided their attention between the Salon du Cycle and the winter track and had quite a busy day of it.

The programme had but two events, a 900-meter handicap and the 100-kilometer race for which Lartigue, Lumsden, Tom Linton, Michael, Dary, H. Fossier, Buffel, Guignard, Dunard, and Ludovic had entered.

The handicap attracted but little attention although the heats were well fought out and several really exciting finishes were witnessed. The public's mind was directed to the big event. Hennocque won the race, his limit being 77½ meters. Marcel (75) was second, and Vasseur (35) third. Preparations were then made for the principal event.

Triplets and Quads went Tearing Round the Track

while extra machines were placed here and there in the center, in case of accidents.

Thé, with Morin and Bourrillon, of Grand Prix de Paris fame, rode a triplet for the first time and were loudly cheered.

In the midst of all the uproar Michael, looking very cool, passed the inspection of his machines and superintended the blowing up of the tires. Michael was the first to get away, followed by Dary, Lartigue, Tom Linton, and Lumsden in the order named; the others were already lost in the hunt. Lartigue's pacemakers were not quick enough for him at the start and he began to lose ground. Dary, who had no pacemakers, was quickly distanced and quit shortly afterward. Mr. Plummer, the English timekeeper who took the times for the distances in miles, announced that the first mile had been covered in 2:01⅘, and the second in 1:55⅗. At the thirteenth lap T. Linton was leading and Lumsden had already lost two laps. All of a sudden a terrible cry was heard. The "Little Wonder's" quad had come to grief on the top corner, bringing down Michael. Before the men had time to turn, the triplet pacing Lartigue and Guignard dashed into the jumble.

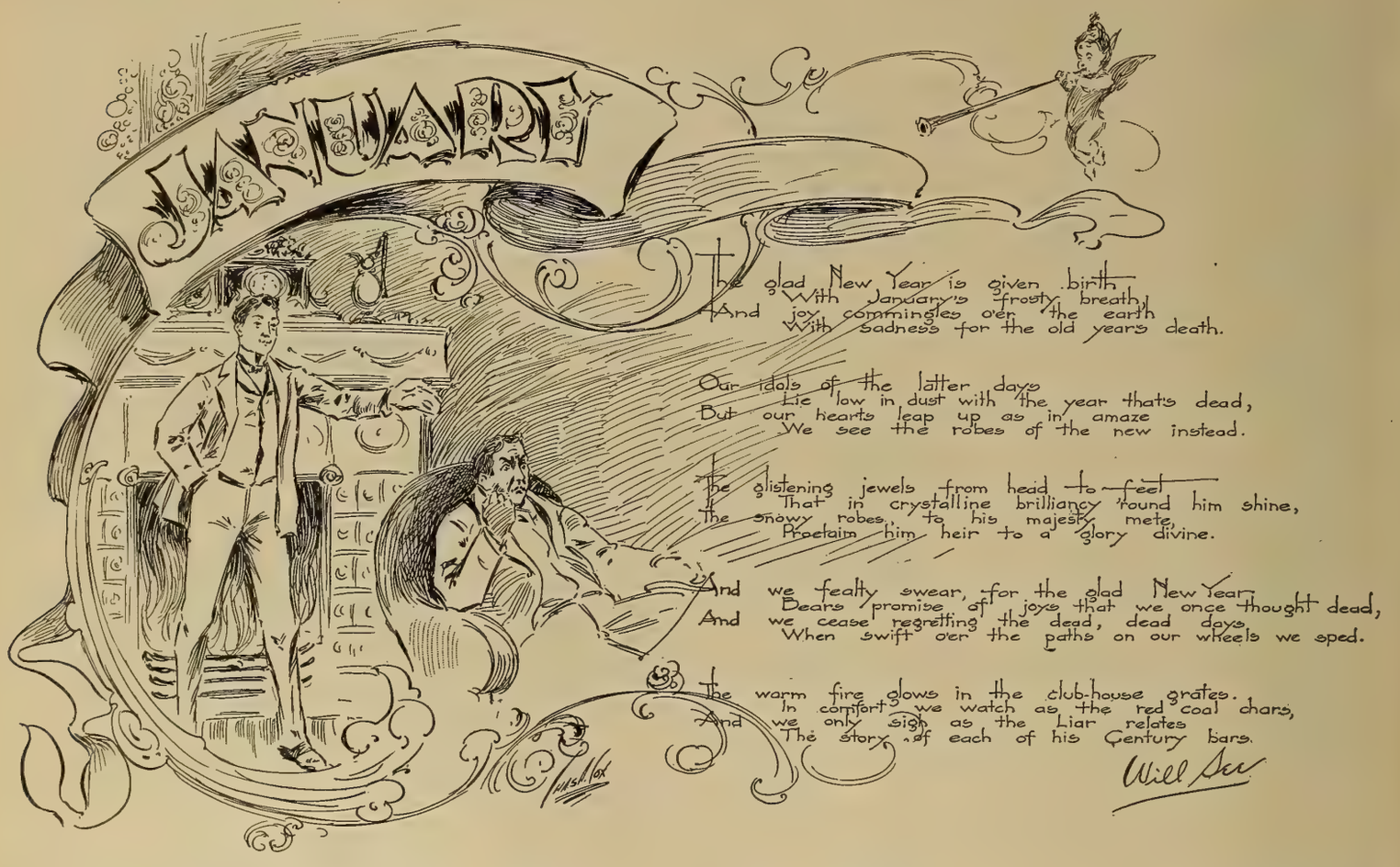
All Five Fell, the Triplet Passing Over Michael's Body.

The crash was simply sickening in its intensity.

Michael was the most hurt; he was carried out in a fainting condition and placed in the doctor's hands. Lartigue complained of pains in the head and when he mounted again, he was fifteen laps behind.

The spill having deprived Mr. Darraeg of his two representatives, Michael and Lartigue, he ordered the firm's triplets and quads to be placed at Lumsden's disposal, although the latter was riding a foreign wheel. This act of generosity was greatly appreciated by the public.

The ten kilometers were covered in 12:46⅗ and the twenty kilometers in 25:57⅗. Tom Linton then held the command, followed by Lumsden who was two laps to the bad. At the thirtieth kilometer, the old Scotch stayer, finding that his pacemakers were not riding fast enough, sprinted away from them and caught up the 100 meters which separated him from Linton. This "tour de force" thoroughly pumped him out and Linton, seeing his opportunity, rushed ahead and gained another lap on his sturdy rival. Forty-five kilometers 766 meters were covered in the first hour.



Linton Got Inside Record

at the fifty-first kilometer. The sixty kilometers in 1:20:13⅗ makes a world's record. Meanwhile Lumsden had been gaining ground, and at the sixty-third kilometer he took the lead. The old stayer's face beamed with joy. He saw a good chance of winning the big event, and retrieving himself at the same time. Linton was gradually going all to pieces and his opponent increased his lead at every lap. Lumsden slackened up somewhat after the fifty miles and was soon outside record time. Nothing of interest occurred during the rest of the race. Lummy continued to ride splendidly, and covered the 100 kilometers in the excellent time of 2:18:28⅕. Tom Linton finished second and was followed by Ludovic, H. Fossier, and Buffel completing the field.

H. Fossier, Buffel, Guignard, and Dunard kept on riding although miles behind the leaders.

The following records were beaten during the race:

DISTANCE.	NAME.	TIME.	NAME.	PREVIOUS TIME.
Fifty-one kilometers	Linton	1:07:30⅗	Michael	1:09:13⅗
Fifty-five kilometers	Linton	1:13:08	Michael	1:14:47⅗
Sixty kilometers	Linton	1:20:13⅗	Lesna	1:21:38
Sixty-five kilometers	Lumsden	1:27:35	Michael	1:28:34⅘
Seventy kilometers	Lumsden	1:34:40⅘	Lesna	1:35:06
Seventy-five kilometers	Lumsden	1:41:45⅘	Michael	1:42:48
Eighty-five kilometers	Lumsden	1:56:33	Michael	1:57:27

Eighty kilometers outside record time.



EARL H. KISER.

55 3-10 per cent on Palmer Tires.

948 Prizes won on Palmer tires.

761 Prizes won on all other tires.

1,709 Prizes offered.

Those are the figures giving the results for 1895 on the National Circuit. Of the 1,709 prizes offered at the meets held during the year, 948 were won by riders of Palmer tires, leaving 761 to be divided among forty-'leven dozen other tire manufacturers. We have been telling you for a long time that Palmer tires are

Twice as good as other tires.

and we see no reason for changing our opinion now. In the vernacular of the day, "we didn't do a thing to the other fellows." Competition races tell the tale anyway.

A host of young men, all good fellows, have helped to accomplish this result, but much of the credit is due to Earl Kiser, one of the Stearns team. Kiser is only eighteen, but, like the wheel he rides, he's a daisy. Out on the Coast he showed up wonderfully, and two weeks ago, at Santa Monica, did a third behind a triplet in thirty-five flat.

From St. Louis to Redlands.

One tire firm claims to have won thirty-five per cent of all the prizes offered on the circuit from October 9 to December 3, leaving sixty-five per cent to be divided among a dozen or more different makes. We are glad we are one of the dozen. **The figures show that 52½ per cent were won on Palmer tires,** undoubtedly due to the superiority of the **Palmer fabric.** A little more rubber on the roadster—a little less on the racer—is the only difference in Palmer tires. We'll see you at the show and tell you about it.



THE PALMER PNEUMATIC TIRE CO.

133-135 South Clinton Street,
CHICAGO.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
66 Reade St., New York, and 159 Lake St., Chicago.



QUIET IN GOTHAM.

Not Much News Stirring—The Fight for the League Presidency—Other Interesting New York Gossip.

NEW YORK, Dec. 30.—This is the time of year when things cyclistic reach a decided halt, and for a fortnight little that is really new or startling is apt to transpire. It is the period of preparation for another year, and, while all that is going on is essential to what is to come, naught that vitally interests the reading public is likely to see print. Officers of clubs are on the point of surrendering to new regimes; League politicians are quietly laying wires; manufacturers are perfecting their branches, and the retailers are busy getting ready for the anticipated rush. All around is the evidence for coming events, but the paucity of present happenings of note is enough to cause the news-gatherer to reach the depths of despair, or else "fake" a few yarns of more or less probability, which will be received and discussed as added indications of the untrustworthiness of what appears in the papers.

How the Presidential Race Looks.

With Isaac B. Potter not to be considered in any event, the race for the League presidency contains only two entries of any account, and just now the betting runs about three to two on Willison and even money on Elliott. The Marylander may not be the shrewdest of politicians, but his campaign is in the hands of such cute ones as "Pop" Brewster and Davy Post, and if any pair can beat these proxy-gatherers, the pace will have to be very hot. Elliott would undoubtedly make a most excellent official, but his editorial position is counting against him, and those who oppose him claim that he has his hands full without seeking additional burdens. This argument will not be accepted as a clincher when Willison figures as his only real competitor, and the re-election of the present incumbent comes far from being a foregone conclusion.

Charles F. Cossum, who figured prominently during the Luscomb administration, has been mentioned, but it's good guessing that he will be included among the "also rans." The same list is apt to contain the name of A. Cressy Morrison, should he decide to start, for, while the Milwaukeean is regarded in the east as a "comer," he is not yet reckoned as being in the running. But Mr. Morrison ought to have his address in the official organ changed somewhat. The street number of the firm employing him will do just as well as the name of the concern. The "ad" is a bit too apparent, though he might be able—considering what Col. Watts once did at Louisville—to negotiate a few votes by a generous distribution of the liquid product of the company.

Oh, yes; there's another candidate for the presidency—George A. Perkins, the man who, at the Burdett investigation in Buffalo, asked for time to collect his thoughts. He figures that by right of succession he ought to succeed to the office when Mr. Willison steps down and out. But Mr. Willison is not ready to do this.

Mr. Perkins Calls on Mr. Potter.

Mr. Potter was favored with a call from Mr. Perkins one day last week and the two had a conference that could have been more amicably conducted. As a result of action taken by the executive committee of the League, Mr. Potter was requested to discontinue the idea of having literature about the national cycling body inserted in the catalogues of the manufacturers. About 1,500,000 pages of matter and the necessary plates have been used up to date, and the cost has been something like $600. Mr. Potter, in whose hands the matter was placed, had intended to use 5,000,000 pages, but the expense has caused the committee to call a stop, and thus the League is apt to lose a great deal of good advertising. But Mr. Potter is calling upon the other chief consuls to do their share in carrying on a thing that should bring thousands of riders into the League fold. On postage alone the cost to the L. A. W. for sending out the 1,500,000 pages already arranged for would have been $15,000. It would seem that the offer of the manufacturers to do this work for nothing, as long as the plates and the inserts, where catalogues have been printed, are supplied, should be taken advantage of in the fullest manner possible.

Can the Suspended Men Race in France?

Titus has asserted very frequently lately that, in case he does not get redress at the hands of the National Assembly, he will cross the water and try his luck with the foreign "pros." It wouldn't be an unwise move on the part of Freddie to assure himself whether he will have free access to French tracks if the ban of the L. A. W. continues to hang over his head. Murphy considers it doubtful if they would be permitted to compete abroad, and for this reason he is not saying anything about a foreign expedition. Should a foreigner come to this country after having been expelled by the ruling body in his own country, it could be put down as a certainty that he would remain idle. Though the International Cycling Association was organized primarily for the purpose of carrying on world's championships, it is not unlikely that one body will recognize the rulings of the others. The C. W. A. and the L. A. W. have such an agreement.

Will Build an Up-to-Date Home.

Among the recent visitors to the big town was W. H. Baker, president of the Press Cycling Club, of Buffalo, N. Y., which has turned out many speed merchants of national reputation. While in New York Mr. Baker looked over the homes of the more prominent athletic and cycling clubs for the purpose of getting points for the probable construction of an up-to-date house, for the organization of which he is now the head. The Pressites are sadly in need of a more modern clubhouse, and missed a golden chance by not taking the Chapter House when they had the chance about a year ago.

The heavy patronage given the Coney Island cycle path during the first year of its existence has shown how necessary is a return path, and one will be provided early next spring on the opposite side of the Ocean Boulevard. Paths are being projected on Long Island, and from other parts of the state news of the same sort is accumulating. The truth of the matter is that wheelmen are becoming restless at the slowness of the advance of highway improvement, and are now devising means for paths of their own. A bill providing for the building of side paths along the public roads, when feasible and desirable, is to be introduced at the coming session of the legislature, and the chances are that it will become a law.

A Wheelman for Park Commissioner.

Mayor-elect Wurster, of Brooklyn, has agreed to name a wheelman for park commissioner, and the cyclers hereabouts are greatly interested in regard to who will be selected. Charles H. Luscomb, ex-president of the L. A. W., was once park commissioner, but as he is a democrat he is not to be considered this time. A. H. Angell, president of the Good Roads Association, is another who will not figure on account of his political complexion. The cycling writers of the metropolis have boomed Isaac B. Potter for the place, but as he has never figured in politics he does not stand much of a chance, though he would be an ideal man for the place. Norman S. Dike, a lawyer, a member of the Good Roads Association, and also a politician, appears to be the most likely one of those mentioned.

A CIRCUS IN DETROIT.

DETROIT, MICH., Dec. 30.—A circus in mid-winter is the unique way in which the Detroit Wheelmen have chosen to raise funds for their new $20,000 clubhouse. The Auditorium was rented for this purpose from December 25 to January 1, and a regulation tent that utilized half of the floor space was erected at one end. On the remaining space was situated the gaily bedecked booths, which were in charge of the ladies comprising the Unique Cycle Club of this city. Here could be obtained candy, flowers, and articles to be raffled off. A spinning "jenny" also proved a source of interest to the crowds, and anything from a bicycle down to a baby's crib could be obtained by the lucky ones that ventured a whirl.

Circus peanut venders, red lemonade stands, and the side shows were included to make the show as realistic as possible, the latter exhibited as a curiosity. Tom Cooper was advertised to make speeches on "How to do It," and show a hatful of diamonds as the result. Outside talent was obtained for the circus proper, and creditable performances of aerial feats, bare-back, and trick bicycle riding, intermixed with antics of D. W. members in clowns' attire kept the 3,000, which attended the first night, in a continual state of merriment.

HAMILTON BREAKS COX'S RECORD.

CORONADO, CAL., Dec. 25.—W. W. Hamilton rode a third mile, paced, standing start, in :41 here today, thereby lowering C. S. Cox's record of :43 made on the Fountain Ferry track, November 2. The track was not in the best condition, but the weather was dry and cool, and although Trainer Shafer wanted the men to rest over Christmas Day, he consented to allow Hamilton to make the trial. The crackajack Sycamore lost a second in starting, and it looked at first as if he would fail in his attempt to lower the record, but he got down to hard work on the stretch to the tape, and crossed it two seconds ahead of record time.

Terrill and McCrea then came out for an attempt on the two-mile coast record, and succeeded in making the distance in 1:19.

It is Shafer's intention to have Hamilton go for the unpaced mile record soon, when it is believed that this will be lowered to 1:58 or better. Hamilton will also be trained to ride for the hour record, which Shafer thinks him capable of setting at thirty miles.

THREE NEW WORLD'S RECORDS.

HOTEL DEL CORONADO, CAL., Dec. 23.—W. W. Hamilton rode a third-mile paced, with standing start, here this morning in the record time of :38⅗. William Taylor and Canby Hewitt, on a tandem, went two-thirds of a mile, with flying start, in 1:08, paced by Stone, Swanbrough, Washburne, and Terrill on a quad, and the same tandem team rode a half, standing start, in :50⅕, paced by the same quad team.

CLASS A TANDEM RECORD BROKEN.

DENVER, COLO., Dec. 27.—N. A. Pippin and A. B. Hughes, rode a quarter here, unpaced, on a tandem, in :27⅕, lowering the former record by two-fifths of a second.

The management of the Auditorium Hotel will be glad to see the cycle manufacturers, agents, and visitors to the National Cycle Show, January 4 to 12. The capacity of the Auditorium is practically unlimited, there being 1,000 rooms, 400 of which are set apart for the entertainment of guests on the American plan and 600 for use on the European plan. The rates range from $3.50 to $5 per day for the first and from $2 to $5 for the latter. The building is absolutely fireproof and magnificent in its appointments; and it is conveniently located to Cycle Row, and the cable cars, the alley L, and depots, with good facilities for reaching the show at Tattersall's.

ADVERTISEMENT.

A QUICK CURE.

Quoth Willie Jones: "The day is fine,
As I've the means and ample time
Upon my wheel I'll take a spin
To some sequestered cosy inn,
And there, away from business strife,
I'll rest awhile and relish life."

The roads were hard and smooth and fine.
The air was bracing, good as wine.
The ride and rest had done him good,
As well he felt and knew it would.
And Willie had just started back,
When out of luck he struck a tack.

The tack into the tire it went.
It made a hole, the air was spent,
But Willie didn't cuss or swear,
He smiled and soon had found the tear,
It did not worry him a bit,
For he had brought his repair kit.

A simple matter it was quite
To make the puncture strong and tight;
The tire soon was as good as new,
And onward home young Willie flew.
He well has learned the benefit
Of the "Put it in your pocket" kit.

The Tiffanyized Columbia.

When it occurred to Tiffany & Co., the world-famous goldsmiths, that by a system of elaborate ornamentation it would be possible for them to produce a bicycle that would conform to the ideas of the smart set, and give an opportunity for display to those whose tastes lay in that direction, the idea at once found favor with those to whom such a departure was intended to appeal.

At the same time many manufacturers saw therein an opportunity for advertisement, and eagerly offered wheels free if they would be used for such a purpose. Tiffany & Co. realized, however, that to be in keeping with every production bearing their name it would be necessary to build upon a solid foundation, and to properly bring the idea before the public a bicycle of known worth and standard reputation could be the only one that they could consistently use. They were, therefore, compelled to decline the offers of these manufacturers, and to purchase a Columbia, for which they paid $100.

The Tiffanyized bicycle, as completed, is valued at $3,450, and is simply one of regular Columbia manufacture, purchased in the ordinary way, with all the ornamentation added. The elaboration in this instance consists of 18-karat gold mountings at the frame connections, in richly chased designs; the spokes are tied with gold, and the spoke nipples covered by fancy cups of the same precious metal; ivory handle-grips tipped with gold have been added, and the handle-bar itself has a frosting of gold, in which is set a massive sapphire, while a row of semi-precious stones surround the upper ball cup.

That the Columbia should have been selected is not in the least surprising, for Tiffany & Co. simply recognized what every one is compelled to recognize, that Columbia bicycles are the standard for the world.

THE STANDARD FOR THE WORLD.

"As Pope went, so went the others."—*The Wheel.*

Columbia bicycles are the standard for the world. This fact is so well recognized that it needs no emphasis. The above quotation is but an evidence of its universal recognition, while the selection and purchase by Tiffany & Co. of a Columbia at full list price in the face of many gratuitous offers of other wheels to be "Tiffanyized," is merely another.

Every effect is produced by its cause. The cause in the present instance is not far to seek. Columbia bicycles are standard for the world because they are maintained at as near perfection as it is possible for constructive genius to bring them.

"As Pope went, so went the others" might just as well be written in the present tense, and "as Pope goes so go the others." Imitation may be flattery, but it is certainly an assurance that one's efforts are right and effective, or else they would not be copied. Columbia methods, like Columbia bicycles, are standard, for it always remains for Columbias to mark out the course and take the lead.

The one great cause for these Columbia effects, however, is "Columbia thoroughness." In fact, the words "Columbia" and "thoroughness" are now almost universally recognized as synonyms, for one always suggests the other; and Columbia thoroughness is not only the watchword for the factory but it extends through every department in any way connected with the great concern.

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The result of the voting at the recent Chicago Cycle Carnival showed pretty thoroughly that Crescents are popular with the Chicago people. W. W. W. Bugle Corps and Bicycle Club secured the majority of votes for the best appearing and best drilled men's bicycle club, and the Crescent received the majority of votes for the best appearing bicycle. The W. W. W. Bugle Corps and Bicycle Club was also awarded a silk banner for the best attendance, and Herman Reuter, on a Crescent No. 3, won the title of the junior champion trick rider.



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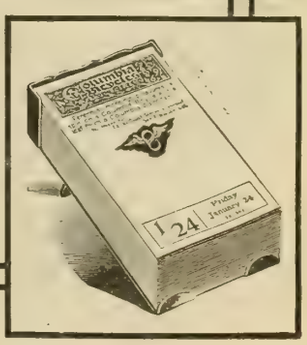
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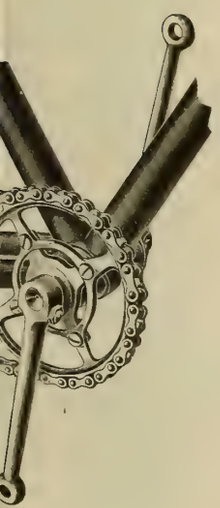
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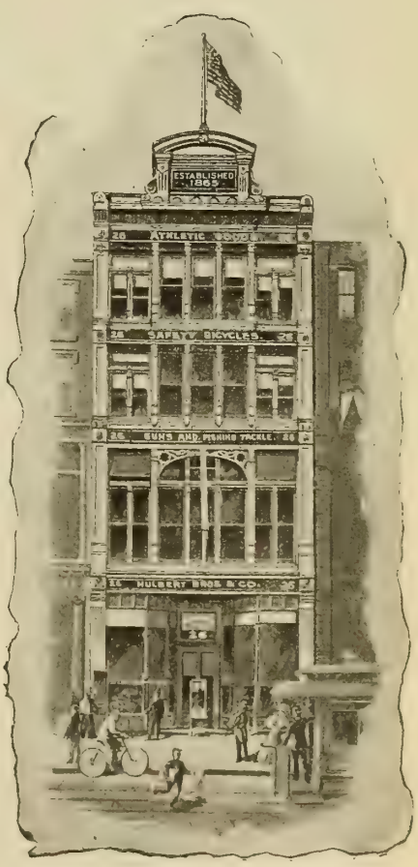


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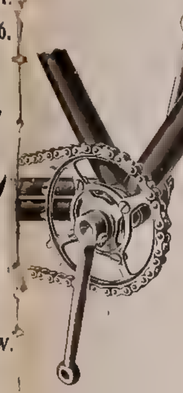
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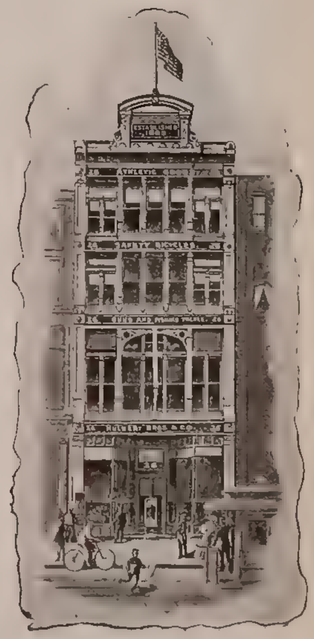
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"THE MAN WHO FOUND OUT."

Observations of an Interested Person on the Habits of the Men Who Followed the Circuit.

Curiosity to some extent and the wish to find out more about the racing game than can be found in books, brought to the circuit and to the attention of the writer, the "man-who-found-out" at a western race meet. He was large, he was well proportioned and all that, and was the last man who would ever use the knowledge he thus gained for a career on the path on his own account, but he was the "man-that-found-out," and as such caused a deal of speculation among the circuit chasers. Since the close of the circuit it has been ascertained that the "man-who-found-out" was looking for information thus gained for the purpose of running a racing team himself for another season. This gentleman was a warm favorite with the men. He did not carry his curiosity to that extent where he was obnoxious, and sought for the knowledge he desired in such a quiet manner that none of the Pilgrims ever found out his quest or the reason thereof. The "man-who-found-out" was one of the reception committee who met the men miles out of the city. He was a witness of the opening of the cases of wine and noted at once the fact that some of the men, in fact the greater number,

Stored Away Their Share of the Juice of the Grape.

This was surprise number one and was note number one, and the note went down in the little book for future reference.

Introduced to all of the party, the "man-who-found-out" immediately became one of them, and in a quiet way learned their opinions on lots of things for future reference. He was a witness of the loading of the trunks on the wagon, of the manner of checking the trunks in a lump, so as to save the maker as much as possible in the expenses of the team, and was with the party when it reached the hotel. With surprise he saw the men haggle over the price of the rooms, and no doubt figured in his mind the fact that the expenses of the men were paid by the makers and that it was not strictly necessary that they should make such a commotion about a little matter of a few cents difference in the prices of the rooms per day. The "man-who-found-out" made a mental note and later a book note of the strange fact that the men did not take the best in sight, but that they tried

To Make Their Expenses Just as Small as Possible.

Our gentleman went to dinner with the men, and at the table was a close student of the actions of the cracks, of their food, and of the dessert ordered. He noted that the food consumed was enough to feed an ordinary man, that the racing men had no abnormal appetites, that they ate at separate tables from their manager and trainer, and that they ate just what they wished to eat, without cleaving to the path that he had laid out in his mind as that over which the racing man of the day should and would tread. When his curiosity got the best of him and he asked the reason for the latitude in the matter of eating, he was told that the racing man of today eats all that agrees with him, and that which does not agree with him he lets severely alone, if he be a wise man. The "man-who-found-out" made another note. Things thus far were not as he supposed they were, and he was learning, day by day.

At their training times, the "man-who-found-out" all these things was at the track. He saw the men go to their trunks, lay the racing clothes out and later hang them on the fence to air. He saw them undress and lay their own clothes out in regular order that they might not be creased and soiled. He saw them don an old working suit, saw that they made

No Haste to Go out for Their Ride,

but that they waited for the word of their trainer before they made a move; saw that others, perhaps of the same team, were on the track at the time and found out that these men would have to come off the track before their comrades could go on. He also found out that there was on the track some of the noted men, some rivals of the man he was watching, and noted the fact that as soon as those men came from their training, his watched one went out for his ride. The "man-who-found-out" saw that the star riders as a rule worked out alone or with slower company and that they were seldom seen together, and learned that this was the rule with numbers of trainers and that when crackajacks went out to work together they would fight for a hard sprinting lap or in many other ways work themselves out on the track in a manner not in line with good training.

He watched them at their work from a secluded place and made a note of the times that they were making in laps and miles, and noted the distance that each traveled in his work. He had also a line on the men of the second grade and watched them at their work, noting all the time the difference in

The Working Out of the Two Classes of Riders.

He witnessed some of the men ride a fast five and saw them change pace, saw that they did this according to order, or at least in a way that was without change, and he discussed other methods of changing the pace with his neighbor.

He saw the men come from the track, noted that the star riders had their trainers on the track and waiting for them with blankets to cover them as they left the track. He noted that the trainer had taken the time, also, of each lap and of each mile, and he told his man of the time made. The "man-who-found-out" was in the tent and watched carefully the work that was done on the man before he was allowed to dress. He saw him covered for a time with a blanket and saw that he lay quiet and rested, although not in the least blowed; he saw the towel-rubbing, the liniment placed on, and watched carefully the work of rubbing the man down. He made a note of the facts, as they came to his notice, of the rubbing stuff used, asking each trainer about this, and noting all the different formulas; of the fact that the arms of the man were

As Carefully Rubbed and Massaged as the Legs;

of the fact that the man was massaged as carefully after training as if he were just out of one big race and getting ready for the next; and when it was all over he watched the speed with which the man dressed and the celerity with which he was away for dinner.

The afternoon, the next morning, that afternoon, and so on to the time of the races, the "man-who-found-out" spent in carefully noting the actions of the men at the track, their working-out and their rub-downs, and when the day of the races came he noted that the men were in fit condition, as a rule, and that they were anxious for the work before them, and that they were fretting for the fray. The "man-who-found-out" also discovered that as the day of the races came around there was

Some Very Deep and Cunning Scheming

going on with the trainers of the men. He was not a sleepy mortal, not this "man-who-found-out," and he had his eyes on much that others did not think he saw. He was a witness of the fact that one of the trainers was getting suddenly thick with another than his regular charge, and that the other trainer was getting thick with the man of the trainer who was thick with his charge. He could not watch both that night, but he did watch one man and he found out that there is more in the game of racing than is printed in books, that there is more than is even spoken of, and when he saw one trainer ask the man who was not his man in to have a drink and saw with what a wonderful celerity that trainer spent the money in his anxiety that his man's rival on the path should drink, he began to see a thing or two, and wondered where the other trainer, the trainer of the racing man at the bar, was keeping himself. He watched and tired of watching finally, and sought for the other trainer and the other man, finally locating them not a few doors away carrying on

The Identical Game that was Being Carried on Elsewhere.

These things set the "man-who-found-out" to thinking a lot and it was not his fault that he did not see through the game, for he did see through all of it and noted a fact or two for future reference. When the meet of the next day came off, he noted that each of the trainers took his man to the tape with a confident air and that the walk of the trainer was even jaunty, in fact the walk of both the trainers was of the same order. Had not the competitor of their man been given all he wanted to drink the night before when in good condition while their own man was soundly sleeping (?) in his little bed? But they were both cute and it was with surprise that both saw their man beaten brown by a competitor that was supposed to have no show against them. Then there was wailing and gnashing of teeth, and the "man-who-found-out" made a note of the fact that the two foilers were foiled.

He was a close student of the starting of the men, of the position that the trainer or starter occupied in getting a pressure on his man that would enable him to send the racing man away, and when he had found out some of these things he found a place to exercise them with some of the A men who lacked a man to start them in some of the races.

When the Race Meet was Over

and he compared his notes he found a lot that he had never realized could come into a race meet. He had notes regarding kicks and how to make them, about just kicks and kicks made anyway, whether there was anything to kick about or no. He had notes of the fact that a kick registered at just the right time had gained a position for a man who had never earned that position. He had notes of the fact that a trainer could stand at the back of the judges and that when a close finish came that trainer could give it as his opinion that his man won, and that in this way he could sometimes carry the day and win a close race that otherwise might be decided against his man, or might at the best be decided a tie.

He noted that trainers would often stand on the track or at the side, and that the minute the judges seemed to decide that they would rush to them and

Demand that the Decision be Changed.

He noted all of these things and more. He made a note of the elbowing act and noted that one man failed in that act, that another and a green competitor spoiled the game by refusing to give and by giving as good as he got when the time came, ruining the chances of the other man in the race. He had note after note of the tricks of the track that were brought to his notice by a "man-who-had-found-out" these things in years of service on the path. He noted that some men would protest each other at all times, whether there was cause for it or not, and that others would never protest although there seemed to be ample cause for a protest.

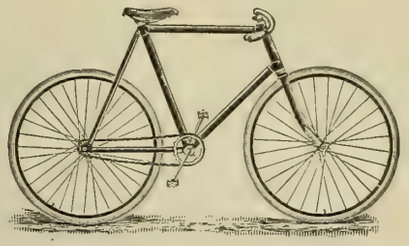
He noted that in a shove off, where the tandem had to be caught, that the starters of the men oftentimes jumped the gun, got their man off long before the report or in time enough to give them all the show for the tandem in the rush, and he noted that this was considered a good trick and that the starters who

Were Beaten at Their Own Game

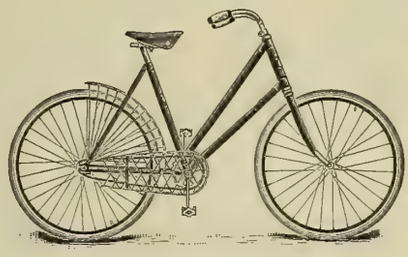
rarely or never protested a man because he had gotten off ahead of the gun. They might get the best of another race on another day. He noted the team work, clever and not clever, of some of the teams, and noted that

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A living margin of profit; liberal treatment, and a full line of sundries. In short, ours is by far the most desirable and valuable agency every offered. Dealers desiring territory should apply at once or call and see us at spaces 101-102 Chicago Show. We may also be found at space 59, New York Show.

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Established 1864. Incorporated 1888. Cycle department established 1879.

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Mention The Bearings

one team manager always made a demand that the man who did the team work be ruled from the track, and that it was almost invariably a case of tit for tat.

He noted that the men whom he had seen enter the grounds arm in arm and enter their dressing tents arm in arm fought the hardest and protested each other in the bitterest of tones on every occasion, and he wondered at this more, and noted the fact that these very two men, who had denounced each other in such tones on the path, again left the grounds arm in arm, and to all appearances the best of friends. He noted the fact that when a race was up without pacemakers the men refused to set pace, and he discovered that the man who set that pace not only lost the race, but received the censure of his house for doing donkey work, and

Helping Along the Opposition.

He joined the party after the races, and, after supper, met them in a room at the hotel and noted that, whenever the beer was passed, the man who was least expected to be taking beer drank glass after glass. He noted the number, one by one, on his fingers, bending each one down abstractedly as the beer disappeared, and he made a note of the fact that there was a jumping-off place, and that when that was reached the trainer, who sat not far away, gave his orders, and that these orders to bed were obeyed to the letter.

He studied the men, studied their dispositions, their habits, and their style of dress, or lack of style, their occupations when not training or eating, and the manner in which they spent their time, and there can be no doubt that the conclusions of this man of the world who joined the circuit party for a time and then withdrew would be of interest, if he would but place them on paper. The "man-who-found-out" is not far away and

This Work May Not have Been for Naught.

It may have been inspired by some maker looking for men for another year and his observations may mean to the man against whom they will count—many hundreds of dollars when he is receiving his offers for another year; and for the man whom they will favor—many hundreds of dollars another way.

The racing man of today will learn at some not very far date that the maker in whose employ he is has ways of finding the truths in regard to the men who are representing him on the path, and it may be that the "man-who-found-out" sought and obtained much of his information for a purpose. The racing game is an interesting one and to a man of close study can be made a source of much amusement for a week or two, following the men and noting those things which the outside world does not discover and which this article may, to some extent, reveal in part, and in which future articles will deal from time to time. The "man-who-found-out" has served his purpose and let us hope he has noted enough of interest for the present.

F. ED SPOONER.

A UNIQUE ROAD REPAIR.

The accompanying illustration serves to show what may be accomplished in the way of a road repair under circumstances of extreme difficulty. During September last a party of three Chicago gentlemen made the trip through Yellowstone Park—about 160 miles—on their wheels and afterward rode some hundreds of miles in Colorado and Utah. On the afternoon of the first day out from Mammoth Hot Springs Hotel, the first of the hotel stations in the park, one of the party while coasting down a long hill ran into a sand hole and broke the front rim of his wheel completely in two. The break was a bad one, the wood being considerably splintered. The only buildings in the park are the hotel stations located long distances apart, the nearest one to the place where the accident occurred being some fifteen miles away. The party did not relish the prospect of a long walk and determined to attempt a repair.



Fortunately a barrel stave thrown aside by some camper was found. The wheel was taken out, the tire removed, and the spokes loosened until the rim could be drawn back into shape. The splintered parts were carefully laid in order and some tire cement applied to assist keeping them in place. Two strips, each about an inch wide and of sufficient length to reach from the hub to the rim, were then cut from the stave. The lower ends were notched to fit the hub and the upper ends chamfered so that when brought together they would form a broad U to fit the rim. These pieces were inserted in the wheel, spread apart at the hub, so as to rest against the spokes on each side, and brought together at the top on the inside of the rim and securely tied in place. The spokes, some of which had been removed, were put in place and all drawn to their proper tension, or as near it as was considered safe, the tire replaced, and the reconstructed wheel put in the fork.

A mount was then made and the wheel ridden about ten miles over a road that was by no means good. The last five miles of the distance to the hotel was walked, that portion of the road being new and impossible to ride. The illustration shown is from a photograph taken the following morning, and the utility of the repair is shown by the way the wheel stood up after a ride of ten miles.

An account of the permanent repair, made after the photograph was taken, may be valuable by way of suggestion. It must be remembered that the Fountain Hotel, where the party then were, was fifty miles from the nearest railroad station, and much further from any bicycle repair shop; so that the wheel must be fixed, or the plan of the trip, which was to make the entire round of the park on wheels, abandoned. The facilities afforded were none of the best, for, although the shop of the hotel was furnished with a bench and vise, no suitable material or tools were at hand. Ingenuity, however, supplied the lack. The wheel was first taken completely down. A long key-brass was found and cut lengthwise. This made two strips about six inches long and three-eighths of an inch wide These were shaped to fit the inside of the rim on each side of the spokes. The tail end of a file was tempered and made to serve for a drill, with which corresponding holes were bored in the brass strips and in the rim each side of the break. Rivets were made out of wire nails and washers from a tin can, and the rim was firmly fastened in shape. The spokes were then replaced, the wheel trued up, tire put on, and the party proceeded on its way with a wheel which, for service, was as good as new. At all events, it was ridden throughout the entire trip, and is yet in service the owner not thinking it worth while to take the trouble of having a new rim put in.

LONG-DISTANCE CHAMPION.

Last year a Minneapolis man, A. A. Hansen, won the medal for the greatest individual mileage of the Century Road Club of America. This year a Chicagoan has won the trophy, R. E. O'Connor, of the Chicago Cycling Club, having ridden 14,178 miles in 1895. O'Connor was started in April to win the medal offered by the Chicago Cycling Club for the member making the most mileage during the year. At the end of April he had but 585 miles. There were three or four after him, and he had to hustle. He soon distanced his men, though, but kept on running up mileage. He did not know until this month that he stood any chance of winning the C. R. C. trophy, but when he did find out he went out and rode a century through the snow. His mileage for the year in months is as follows: April, 585 miles; May, 1,208; June, 1,762; July, 1,673; August, 1,860; September. 2,040; October, 2,550; November, 1,267; December, 1,167.



R. E. O'CONNOR.

O'Connor also breaks the Illinois mileage record, formerly held by Searle. During the year he rode forty centuries, and averaged about fifty miles a day, He is connected with a large coal firm in Chicago, and rides his wheel in making his collections and securing orders for coal. O'Connor rides a Fowler fitted with G. & J. tires.

Iroquois Cycle Co. Reorganized.

The Iroquois Cycle Co., of Chicago, has been reorganized, John K. Prindiville and Charles N. Goodnow retiring from the presidency and secretaryship. The officers of the company are now as follows: Joseph Hamilton, formerly vice-president, now president; John B. Ditto, formerly treasurer, now vice-president; E. N. Reaser, formerly general manager, now secretary. The work of turning out '96 Iroquois bicycles will be pushed with vigor, and the company will soon have a large number of wheels on hand.

AN ILLINOIS RACING CIRCUIT.

At a meeting of the board of officers of the Illinois Division, L. A. W., held in Chicago last Saturday, Fred Gerlach's amendment to the state constitution was adoped. This provides for a state racing circuit separate and apart from the national circuit. This will take in not only the large cities like Chicago, Peoria, Springfield, and Cairo, but the smaller towns that now hold bicycle races in connection with county fairs and the like. By this plan the Class A racing men will be enabled to follow the circuit without jumping so far from town to town. The board will co-operate with the promoters of race meets in the different towns, aiding them in the smaller details upon which they are not always well posted.

This meeting also resulted in Peoria getting the state meet for 1896. Springfield was the only competitor. The state meet will probably be held about the last week in June.

"Built Like a Watch"

The Sterling Bicycle

Sterling Cycle Works,
Chicago

STUDY IN MUSCLES.

How the Prominent Racing Men Look out of Their Clothes—Bald's Muscles not Prominent.

A few of the men of Class B who finished the circuit in California, kindly consented to pose for pictures that would show the form in its entirety and as it could never be seen in a racing suit. Those who attend a race meet do not see behind the scenes, unless they are officials, and thus much of the really interesting features are missed. The athletic body, the location of the muscles that have made some men more famous than others, are things of interest. Take the form of Bald and find if you can the great muscles that you will expect to find there. The body is well shaped, the proportions are good all through, the limbs and the arms match well, but the muscles do not stand out in great bunches, such as one would expect to see in a man who has closed the season the undisputed champion of his class, the fastest class in the world.

Bald has a Pose which is Always Graceful

when riding. His back is not arched very much and his appearance at the time of snapping of the camera is that of a panther ready to spring. The effect is heightened by the position of "Good Old Ase" Windle, trainer and manager of Bald, who is in the position he occupies when shoving Bald off to reach the tandem ahead of them all. Windle's shove is noted and his push will throw some men to the ground. Bald is the champion of '95, he has passed through a greater year than Zimmerman passed through in '93, and his record of nearly seventy firsts, is equal with that of the great "Skeeter." In this photograph Bald does not show the man that he is, the lack of showing muscles being noted by all.

On the other hand "Billy" Hamilton, the "Unpaced King," whose record for the mile is 2:00⅖, gives

An Insight Into the Muscles

that are developed in his arduous unpaced work. Hamilton rides a '96 gear, and shoves from the thigh more than from the calf. The muscles of the thigh are so prominent as to shade the under side of the leg, while the calves show little muscle. Hamilton is well put up, having a wide expansion of chest and good strong arms. He occupies a position that is his for hour after hour when riding on the track. Hamilton is one of the prettiest riders in the world when speeding round the track in practice. He takes the one position for his body, and never moves or rocks in his saddle; his body seems to be a mass of iron fastened to the saddle, and only his head will turn as he sprints by the stand and receives his orders. His strength is well distributed, and the grit of the man is wonderful to behold, as

He Never Gives Up in a Battle.

Hamilton won the Morgan & Wright gold brick in unpaced work, and is now on the coast after the unpaced mile, expecting to place that under two minutes, and the hour record paced over the thirty-mile mark.

Tom Cooper, one of the most sensational riders of the year, is well formed and shows a well-shaped and prominent upper leg. Cooper is of lighter build than his great competitors of the path, and his neck is more prominent than those of many of the other riders, giving him a look of speed. His riding is of the sensational order, and he has the strength in those limbs to get under way and go from one sprint into another, as none of the other riders have when in condition.

Cooper is Hardly Fully Grown

as yet, and will broaden out as he grows older. He is narrow chested, but never seems to lack the wind. Cooper has made one of the best records of the season, considering the fact that he was comparatively new in fast company this season. Many of his rides have been of the sensational nature, but he has failed to hold his form for any very great length of time. He found his form for the last meet of the year, just after this picture was taken, and, at Redlands, lowered the colors of the mighty Bald three times in one day, one of the times being in a heat and two in finals.

Earl Kiser is a boy of eighteen, but is built like a man of greater age. He is disposed to be fat and at the time of the taking of this picture was showing the effect of too little riding by the size of his stomach. Nevertheless he was in good riding form, for, but a few days before, he lowered the colors of Bald and Cooper and in state record time.

Kiser has Large, Strong Legs

for a boy of his age and these legs and the power of his body enable him to get away quick and to maintain a killing gait. Kiser was once the quarter-mile champion.

There can not be said to be anything very graceful about the position of Frank Rigby on his wheel, but that he can ride and that that body contains the strength is without a doubt, for he showed it in races at that most important meet of the year, Springfield. Rigby is a great man at following pace, his muscles are supple and respond at all times to the pressure from his strong body, and he has great strength in his chest. Rigby is possessed of a good strong calf and the muscles of the thigh are a great help, the two working together admirably. Rigby, when the picture was taken, had been off his wheel for two months, and was hardly in shape to show the man as he is in racing condition.

Big Charlie Wells has a body that is a "fooler," to use slang. His lower limbs are those of a man much heavier than that upper part of his body, his head and shoulders would indicate. Wells was

One of the Greatest Surprises on the Western Circuit.

He had done little for months on the eastern circuit, but from St. Louis westward and while in California, he made a record that will assure him of a place on any team for another season. Wells is one of the most successful of the men of the path in getting under way quick, and his clever sneak, as it is called on the path, has won him many a race. Wells has a body that one would think would be slow to get under motion, but on the contrary, it is one of the quickest to act and when going works like a trip hammer. The muscles of the calf are the most prominent, but the thigh swells well with strength. Above the waist is a solid mass of muscle, and the entire body is backed up by a grim determination to do well and retire for the winter. Wells is now after records. He has ridden an 80 gear and has been very successful in rapid sprints. He has kept many fields guessing by his rapid actions in the field, and the big body seen here is one of the most supple on the circuit.

Wells weighs 196 pounds and his team mate and chum, Terrill, weighs but two pounds less.

Terrill Hardly Looks the Man of His Weight,

and the muscles are evenly distributed all over his immense body. He is not an ungraceful man on his wheel, and his body will stand the long strains of handicap riding as good or better than any man on the path.

F. E. Schefski, of Salt Lake, is an athlete, as may be seen from his photograph. He has the large upper arm which the others lack, the large, finely formed chest and the muscles all over his body point him out at all times as the athletic type of man. As may be imagined from a look at the man, he is strong at unpaced work, and is plucky in following pace. Schefski is a new man at the game, but has the form and the disposition to make a great rider in days to come.

Herbert McCrea, of Los Angeles, one of the most prominent of the Southern California riders,

Has the Form of a Sprinter,

and what he lacks in strength he makes up in grit, for he is grit to the backbone. It is said that McCrea suffers from hemorrhage of the lungs whenever he stops training, and that in his work on the path he is saving his life and building up the strength that will enable him to come out a strong and a healthy man. McCrea probably possesses more true grit to the square inch than two or three other riders who are credited with being top notchers, and as he has the form and the willingness to work he may be with the leaders another year.

F. ED SPOONER.

NEW YORK SUPPORTS POTTER.

NEW YORK, Dec. 30.—Chief Consul I. B. Potter has secured the indorsement of the New York state division in his move looking toward the relinquishment of the control of racing by the L. A. W. When the proposition was considered tonight at the semi-annual meeting of the division, the stamp of approval given was practically unanimous, and only two dissenting voices were heard. The delegates to the National Assembly were instructed to vote for the recommendation when it is brought up at Baltimore.

To-night's meeting was the most enthusiastic and best attended of any ever held by the division, and the information from Secretary Bassett that the 10,000 mark had been reached was received with great applause. Just twice this number is the work outlined for 1896, and as the office of the secretary-treasurer will be removed from Buffalo to New York and recruiting work will be carried on on an extensive scale, the desired figures should be attained.

Secretary-treasurer Bull, will receive $2,500 salary and office expenses The Luscomb faction was never in evidence tonight, and the following delegates were chosen for the National Assembly: M. M. Belding, J. E. Roosevelt, J. B. Townsend, G. C. Pennell, Dr. F. A. Merrick, A. G. Batchelder, O. P. Wilson, New York; G. N. Stackhouse, D. B. Van Vleeck, A. M. Jervis, E. H. Walker, Durant McLean, Brooklyn; G. A. Roullier, Flushing; C. F. Cossum, Poughkeepsie; C. B. Benson, Hudson; W. B. Phipps, W. M. Honig, Albany; A. D. Wait, Cohoes; W. C. Grooman, Schenectady; W. P. Judson, Oswego; W. M. Rebasz, Jr., Rochester; W. S. Jenkins, J. S. Kelley, Buffalo.

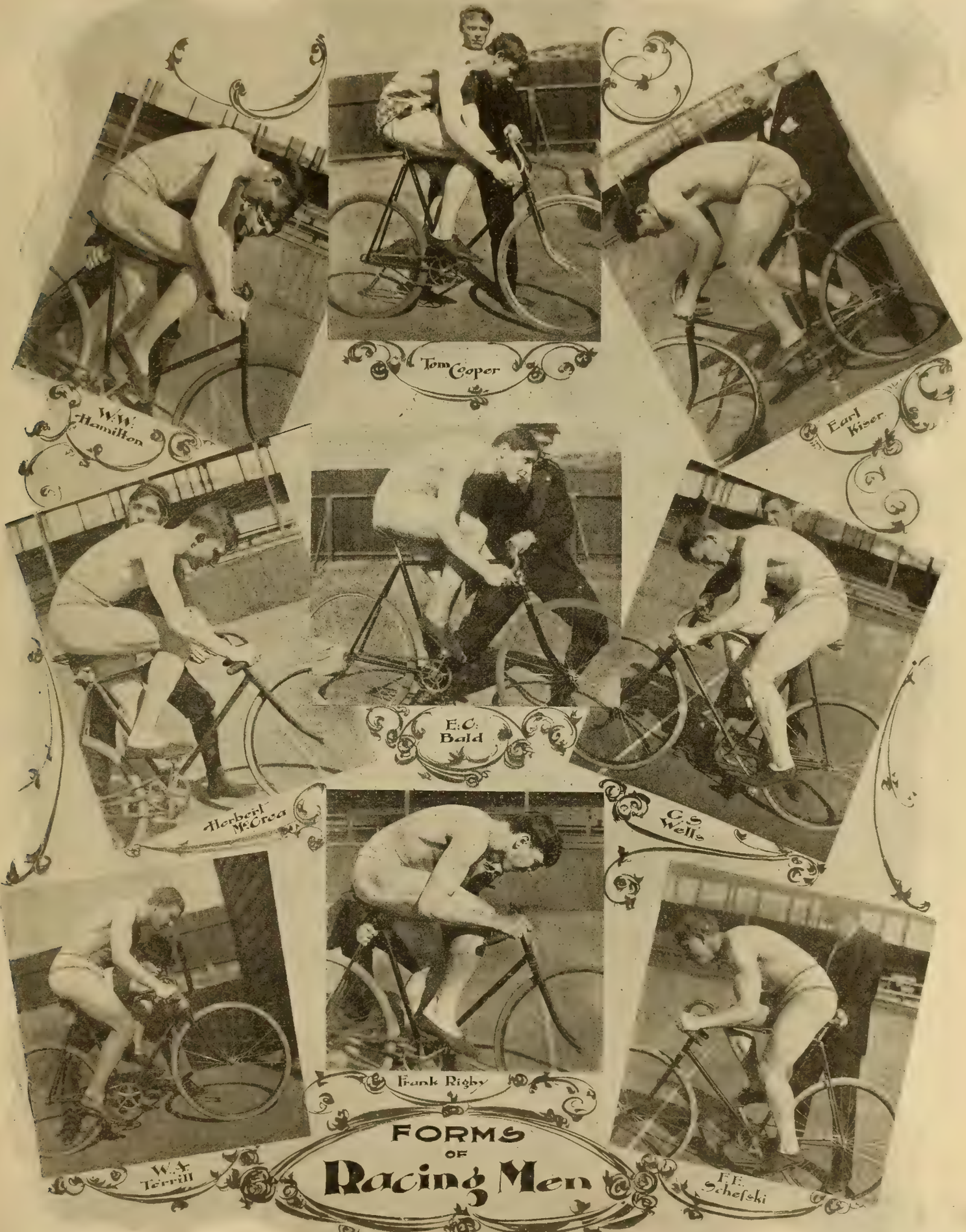
The reports of the division were shown by the various reports to be in the best of condition. Extensive road and side path legislation is contemplated. The National Assembly delegates were not instructed on the presidential question, though it is understood that New York will solidly support Elliott.

The New Jersey Division Meeting.

The New Jersey Division is in a prosperous state, and the meeting of the division Monday night in Elizabeth was well attended. The assets of the division are $1,255. The following delegates were elected to the National Assembly, but were not instructed: J.G. Lee, R. R. Chiswell, A. J. Wright, T. F. Merseles, H. W. Knight, Fred Keer; alternates, C. K. Seacharias and J. W. Dickenson.

According to a dispatch from Boston, Sterling Elliott has declared himself, and is out for the League presidency. Elliott reiterates that he is opposed to having the League give up racing, and advises a simplification of the racing rules.

The line of bicycle apparel made by the Standard Cycle Clothing Co., of 185-189 Van Buren Street, Chicago, comprises over 300 patterns. The clothing is made of standard qualities of domestic and foreign woolens, novelties being its specialty. The suits the company makes for $4 are something extra fine.



FORMS OF Racing Men

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



B. D. BLAKESLEE.

B. D. Blakeslee, of the Chicago Cycling Club, who rode from New York to San Francisco, almost 4,000 miles, on an Ariel wheel and Morgan & Wright Tires, in forty-seven days and nineteen hours, writes from San Jose that he had only two punctures during the trip. He states that he beat Merton Duxbury's record by only twenty-three hours, but rode about 600 miles farther. Duxbury also used Morgan & Wright tires. Style D is the one we most heartily recommend as the best all-around road tire we make, but Mr. Blakeslee happens to have used Style N, which is a trifle lighter, and he speaks very highly of it. He says: "From Trinidad, Colo., to San Bernardino, Cal., about 1,000 miles, I rode over railroad ties nearly every foot of the way. My tires did not even require pumping during all that pounding."

J. Willits Berry, of West Creek, Ocean County, N. J., is evidently a hard rider. He tells us of a remarkably tough "life-or-death" ride which he had to make over a frozen 25-mile stretch last March, and adds: "It was on a Crescent, and I have ridden about 8,000 miles on a set of your tires. Am using one of them now that has not been punctured after all that riding."

Robert F. Semple, of New Philadelphia, Ohio, wrote us November 7: "While I have my pen wet, I want to say a word about those quick-repair tires that I got for my own wheel about two months ago. I have ridden 1,000 miles on them, and had one puncture in each. I repaired them so quickly that when I mounted my wheel I started off whistling 'Dixie.' Afterward it struck me that it was unusual for a rider to feel in a whistling mood after repairing a puncture on the road. The repairs were permanent, and the tires did not show any signs of wear and tear." Many another rider will often feel in a whistling mood in 1896 as the result of possessing the Morgan & Wright quick-repair tire. Remember, 'tis easy to distinguish this tire, because

Its Stem is red.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
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MORGAN & WRIGHT TIRES
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A MILE IN 48 1-5 SECONDS

One mile in 2:00 is wonderful only by comparison with something much less meritorious. Time was when a mile in 2:28 was regarded as phenomenal. Perhaps the race tracks of the future will enable men to do what John Lawson, the "Terrible Swede," did the other day in Chicago on a Fowler shod with Morgan & Wright tires. It was a home-trainer record, made in the show window of the new downtown emporium of the Fowler Cycle Mfg. Co. Besides riding a mile in :48⅕, Lawson did other good work. C. W. Miller did some very fast riding, too. Look through the following comparison:

DISTANCE.	START.	RIDER.	HOME TRAINER TIME.	PRESENT WORLD'S RECORDS.
¼ mile	Flying	Lawson	:05⅕	:22⅘
1 mile	Flying	Lawson	:48⅕	1:40⅗
5 miles	Flying	Miller	8:08	10:07⅗
10 miles	Standing	Miller	17:58	20:45
15 miles	Standing	Lawson	28:20	34:10⅗
20 miles	Standing	Lawson	37:58	45:08
25 miles	Standing	Lawson	47:29	51:27⅘
30 miles	Standing	Lawson	56:52	----
32 15-16 miles	Standing	Lawson	1:00:00	29 mi. 45 yds.
35 miles	Standing	Lawson	1:09:14½	----
40 miles	Standing	Lawson	1:19:27	----
45 miles	Standing	Lawson	1:29:15	----
50 miles	Standing	Lawson	1:38:02	1:48:38⅖

A World's Record.—W. W. Hamilton, on a Syracuse, with Morgan & Wright tires, rode a third of a mile, standing start, unpaced, in :41, at Coronado, Cal., December 25.

Coast Record.—McCrea and Terrill, on a Syracuse tandem, with Morgan & Wright tires, at same time and place, rode two-thirds of a mile in 1:19.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

VOL. IV. CHICAGO, JANUARY 2, 1896. No. 18.

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The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
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New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

LOOK OUT FOR IT.

The "Daily Fowler Truth," to be published daily during the Chicago Cycle Show, January 4 to 11, will be eight pages in size, profusely illustrated with both half tones and cartoons and will contain every scrap and note of a personal, news, or general character that comes to the notice of its editor, F. W. Van Sicklen.

Its policy will be "absolute impartiality" and we will endeavor to cover the week as honestly as we know how.

Each day's issue will contain, in addition to the general notes, personal mentions, half-page cartoon by C. A. Cox, and the feature-news matter—a special article, illustrated with a portrait of the author of said article, among which will be printed the following: "What Class B men do with their prizes," by Walter C. Sanger; "How to boom state divisions," by Isaac B. Potter; "My personal opinion of Mr. Gideon," by Messrs. C. M. Murphy, W. B. Young, F. J. Titus, and L. D. Cabanne; "The trials and tribulations of a Racing Board chairman," by Geo. D. Gideon; "A history of cycling papers—past and present," by C. W. Fourdrinier; "My views on some important subjects," by A. G. Spalding; "How I became famous," by Steve Brodie; "My boy Arthur," by "Pop" Zimmerman, and several others of equal interest.

There will be biographical sketches of N. H. Van Sicklen, Geo. K. Barrett, S. A. Miles, R. M. Jaffray, F. W. Sanger, "Joe" Locke, and O. P. Wilson, not to speak of humorous contributions by the "funny man" of a prominent Chicago daily.

Will not all these prove a veritable feast in the way of readable matter?

We feel that they will.

"Daily Fowler Truths" will be obtainable free at the Fowler Cycle Mfg. Co.'s exhibit.

THE SHOW IS AT HAND, AND LIKE A NERVOUS HIGH-STRUNG RACE-HORSE AT THE POST

"The Fowler"

(The frame tells the name.)
TRADE MARK.

IS PRANCING ABOUT, KICKING-UP AND RAISING CAIN GENERALLY, LONGING FOR THE CRY "THEY'RE OFF."

FOWLER RECORDS O. K.

PHILADELPHIA, Dec. 27.—Chairman Gideon, of the League of American Wheelmen, announces the following records accepted:

Half-mile, Class A, unpaced, flying start, against time—By Harry C. Clark, Denver, :59, Nov. 20.

Two miles, class A, unpaced, standing start, against time—By Harry Clark, Denver, 4:46⅕, Nov. 21.

Three miles, Class A, unpaced, flying start, against time—By Harry Clark, Denver, 7:15, Nov. 21.

Four miles, Class A, unpaced, standing start, against time—By Harry C. Clark, Denver, 9:47, Nov. 21.

Five miles, Class A, unpaced, standing start, against time—By Harry C, Clark, Denver, 12:12, Nov. 21.

Clark rode a Fowler '96 *Roadster* in accomplishing these records.

OUR EXHIBIT.

We have decided not to tell you what to expect of us in the way of our space decorations.

What we will show and do will be original—that's sure.

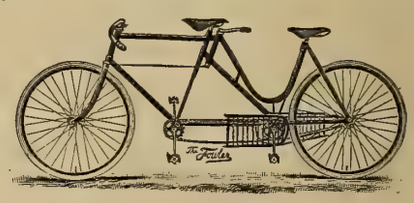
Never mind our space Nos.—we've been so busy of late that we really are not sure what they are ourselves. We made a start at them last week and only guessed about forty spaces from where we really will be.

It's enough when we say *we will be there*—and you'll know it as soon as you arrive in the main building.

THAT NEW FOWLER TANDEM.

Herewith a cut of our new combination tandem, the advantages of which are many. See us at the shows and we'll tell you all about it.

Here's what the *Wheel* said of it last week: "The *Wheel* was aware that other firms had such a machine in view, but the Fowler Cycle Mfg. Co. is the first to out with it—a tandem on



which the lady is intended to be seated on the rear saddle, instead of on the front, as usual. In England such tandems are not uncommon, and it will probably ever be a debatable subject as to which is the proper seat for the lady. It is certain, at any rate, that the argument (which is borne out by the Fowler tandem) that the man should do the steering, and should be in the position where he can see best, is entitled to more than respectful consideration."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

FORECAST OF THE CHICAGO SHOW.

An Elaborate Display of Wheels, Tires, and Other Cycle Accessories—Details of The Exhibits.

It is an assured fact that the Chicago Cycle Show will be productive of great good, both in direct returns to the exhibitors and in the education of the agents and others attending. A number of novelties will be shown, but the tendency is changing and few freaks will be seen. Opinions from a large proportion of the manufacturers and dealers who have secured space led to the prediction that while the displays will not lack in artistic effect, the machines and parts shown will be on standard lines. The makers of sundries and parts will exhibit some novelties, but in general these are of rational design, and with few exceptions the show will be devoid of startling innovations. It is well that it is so, for the bicycle business and its kindred trades have found the level of legitimate trading and are now an important factor in the commerce of the world.

Within the recollection of the younger men in the trade the business was considered unstable, and one that would have at best a short life. Time has shown the fallacy of this idea, and anything tending toward still greater stability and dignity is to be welcomed with full appreciation by every one connected with the trade. On these lines it is worthy of note that the spaces of exhibitors will contain few departures from standard lines in cycle construction and attachments. Such radical changes and features as will be seen will possess practical value, and innovations may be counted as deserving of more notice than those shown in former years.

What Will Be Shown.

SPACE 1—The Columbus Bicycle Co., of Columbus, Ohio, will have its complete line at the show in charge of B. H. Chapman. The company will not make an elaborate display, as Mr. Chapman says that he comes to the show to do business and not to show the people how artistically he can decorate his exhibit.

SPACE 2—Kingman & Co., of Peoria, Ill., will have a display comprising full lines of the models of Kenwoods and Elgins, which will be ornamented in various colors and mounted upon suitable stands.

SPACE 6-7—The United States Heat & Light Co., of Chicago, will show a gas producing apparatus, which will be in continuous operation in connection with brazing tables, forge fires, and lights. In connection with the latter feature will be contrasted incandescent electric lighting and, if practicable, city coal gas with a like volume of consume. This will enable investigators to test the quantity (or cost) and quality of the light produced.

SPACES 8-9—W. S. Frazier & Co., of Aurora, Ill., will have the full line of Frazier bicycles. The bearings of the Frazier are the talking points and the makers expect to make a good display with this strong point. The improvement consists in holding the cones stationary in the forks, the adjustment being effected on both sides at once by turning the axle (one end of which is squared) instead of the cones, as is customary. The cones being stationary, it is impossible for them to tighten up by grabbing a particle of dirt or a broken ball when a nut becomes a trifle loose.

SPACES 11-12-13—Sunol, Hercules, and Stella bicycles will be shown by the McIntosh-Huntington Co., of Cleveland, Ohio. This concern has done an immense jobbing business the past three or four years, and will be prepared to close deals at the show.

SPACES 14-15—A great deal of interest will center about the exhibits of the machine companies, and prominent in this class of exhibitors will be the Fox Machine Co., of Grand Rapids, Mich., which will show a standard line of wheels and the Fox rim drill, a machine for drilling wood rims. The drilling of the spoke hole and countersink for the nipple is effected in one operation, and two spindles are in action at one time. A power tube cutter will be shown, a brazing forge, and a washer-press for seating the Fox patent track-plate washer. The claim is made for the press that the washer is seated with a gentle pressure which will not break the grain of the wood, and which will seat the teeth of the washer firmly home, strengthening the rim and increasing its efficiency.

SPACE 16—The Star Nickel Plating Works, of Philadelphia, Pa., expect to exhibit a full line of Shoe saddles; samples of nickel plating on various parts of machines, and on different metals; and, in the way of a special exhibit, several chairs having large-sized saddles for seats and provided with backs and arms. Aside from the high grade of the material used in the Shoe saddles, particular prominence will be given to the very convenient adjustment in both styles of fixtures and the reduced number of parts comprising the same. Charles W. Shoe will be in charge at the show.

SPACE 17—Studley & Barclay, of Grand Rapids, Mich., will make their first appearance at a cycle show, and will exhibit to the dealers two Cycloids and two S. & J. wheels. They will also show a fine line of sundries.

SPACES 18-19-20-22-23-24—The Pope Mfg. Co., Hartford, Conn., will show a full line of '96 models and the decoration of the stand will be a feature of the display. There will be an electric sign 22x3 feet at the back, bearing the words "Columbia Bicycles," and at either end, and in the center of the eleven foot spaces, between the ends of the big sign and the limits of the spaces, there will be representations of the Columbia nameplate in electric lights. This name plate has been a distinctive Columbia fitting and its popularity is attested by the many cut-out plates which will be used in '96. The stand will be carpeted and the draperies will be of dark blue plush, with a color scheme of red, white, and black for the furnishings. Col. A. A. Pope, Geo. H. Day, L. S. Dow, Wm. Bancroft, and a number of traveling salesmen will be in attendance.

SPACE 21—The Geneva Cycle Co., of Geneva, Ohio, will have but a small exhibit owing to limited space. But what the company lacks in quantity it will more than make up in quality, and the exhibit will be one of the neatest and most attractive at the show. One ladies' wheel and three men's will be on exhibition. The company will have several salesmen in attendance, and will be well prepared to show its product to the best possible advantage.

SPACES 25-26-27-28—Roger B. McMullen & Co., of Chicago, will represent the Union Drop Forge Co., of Chicago; Garford Mfg. Co., of Elyria, Ohio; Indianapolis Chain & Stamping Co., of Indianapolis; Hartford Rubber Works Co., of Hartford, Conn.; C. J. Smith & Sons Co., of Milwaukee; Hunt Mfg. Co., of Westboro, Mass.; Shelby Steel Tube Co., of Shelby, Ohio, and Spaulding, Jennings & Co., of Jersey City, N. J. They will show a line of parts, tires, and cycle accessories.

SPACE 30—Cushman & Denison, of New York, will have their booth handsomely lined with crimson plush, which will make an attractive background for the line of nickeled sundries made by them. They will make a special display of their '96 model of the Perfect pocket oiler. This firm make a specialty of oilers, and claim to be the largest manufacturers in that line in the world. Their Perfect oiler is used largely on high-grade wheels, while their Star oiler has a great sale among the cheaper grades. They will also show a new wrench, which acts on a different principle from any now on the market. Joseph W. Cushman will be in charge.

SPACE 32—The Grand Rapids Cycle Co., of Grand Rapids, Mich., will show a Clipper, Model 20, with a 24-inch frame, finished in black enamel; Model 24, with the same height of frame, and finished in the same manner; a Clipper light roadster with a 26-inch frame, furnished in Brewster green, handsomely striped; a racer with a 23-inch frame, a ladies' Model B in black enamel, a ladies' Model C, full nickeled, and a tandem. J. Elmer Pratt, L. T. Wilmarth, and George H. Field will look after visitors.

SPACE 33—The Curtis pedal will be shown by the Reed & Curtis Machine Screw Co., of Worcester, Mass., and also a new machine which will be of special interest to bicycle manufacturers, and which is known as the No. 1 oil extractor. There will also be shown a large oil extractor which will have a capacity of from six to eight times that of the smaller machine.

SPACES 34-35-36—The line of goods to be exhibited by the Chicago Tip & Tire Co., of Chicago, include adjustable handle-bars, cork grips, cotter pins, coasters, fork sides, forgings, frame parts, lamps, nipples, pedals, repair kits, spokes, sprocket wheels, steel tubing, tire cement, tire lacing, tool bags, wood rim washers, wood rims, wood rim cement, wood dress guards, and wrenches. The company will be prepared to quote prices.

SPACE 37—The Nilsson Cycle Co., of Chicago, made its bow to the public last year, and did a very successful business, its wheel being very popular with Chicago riders. The full line of '96 models will be shown.

SPACE 38—H. F. Frevert will represent the Garvin Machine Co., of New York, and will show the trade a hub-forming machine for forming bicycle hubs out of the solid bar; a 2½ screw machine with double turrets for second operation on the hubs; a 2½ screw machine, with a friction back-geared head, wire feed, and power feed to the turret; an eight-spindle chain spoke drilling machine; a wheel trueing machine; a hub spoke driller; a chain block reaming machine, and a chain pin spinning machine.

SPACE 40—F. S. Waters & Co., of Chicago, will show the Waters' special frames and built-up wheels, besides a full line of cycle materials and supplies from tubing to rim washers.

SPACES 41 and 330—John Caldwell & Co., of Chicago, will show the cycle accessories and sundries for which they are manufacturer's agents.

SPACE 42—The Grand Rapids Bicycle Mfg. Co., of Grand Rapids, Mich., is a new concern, but it has already captured a prize in Michigan for having the best looking wheel of fourteen or fifteen entered in a competition at the Michigan fair. With such a reputation it ought to make a very favorable impression.

SPACE 43—Arlington U. Betts & Co., Toledo, Ohio, will show the full line of the famous Red Cross sundries, together with two new articles recently placed on the market, the enameling oven, and the vulcanizer, for repair work on tires. The oven is made in five sizes from a single wheel capacity up to two tandems, and is so designed that the average repairman can attain as good results as an experienced enameler. The vulcanizer is an entire departure from anything on the market and will doubtless attract a goodly share of attention.

SPACE 44—Six models of the Avery will be shown by the Avery Planter Co., of Kansas City, Mo., as follows: Model E, roadster; Model D, racer; Model F, ladies' drop frame; Model G, ladies' diamond frame; Freeman Model C, roadster, and Freeman Model D, ladies'. These machines all have 28-inch wheels, with the exception of the

Avery racer and the Model G, which will be fitted with 26-inch wheels. The Model E is the leader and lists at $100 The racer lists at $110. C. W. Freeman, H. R. Warren, and H. P. During will represent the company. The booth will be decorated in an attractive manner. On the back will be found a banner with the words: "Avery Bicycles; you can always tell them by their color." These wheels are finished in golden olive green enamel.

SPACE 45—The Arrow Cycle Mfg. Co., of Indianapolis, will show but six machines, and they will be stock machines, the company not believing in fancy show machines. The Arrow line has large tubing, barrel hubs, and a device for dropping out broken balls automatically so as not to injure the remaining balls in the bearings. President Conde predicts that when his machines are exhibited at the show they will create a decided sensation.

SPACE 46—Just what will comprise the exhibit of the Gladiator Cycle Works, of Chicago, the manufacturers are not prepared to say. President Frank Wenter will make his first appearance at a cycle show, and if he is as successful as he has been in politics, he ought to do well.

SPACE 47—It is not known whether or not Willie Windle will be at the show in the interests of the Windle Cycle Co., but the absence of the record breaker will not prevent the company from making a showing, as every one will be curious to see the wheel made by the famous racing man.

SPACE 48—One of the special features of the exhibit of the Elgin Cycle Co., of Elgin, Ill., will be a bicycle ornamented with solid gold flowers, wreaths, bands, etc., and having other appropriate ornamentations on the handle-bars and all connecting parts of the frame. This work has been designed and executed in the company's watch-case factory, known as the Illinois Watch Case Co., and is similar to the decoration on the best grade of watch cases. The value of the wheel complete will be $1,000. The regular line displayed will consist of the Elgin King, and Elgin Queen, for men and women, Elgin Special for racing, Elgin Prince and Elgin Princess for boys and girls.

SPACE 49—E. K. Tryon, Jr., & Co., of Philadelphia, will fill their space with Apollo and Vesper wheels for men and women, and Cycloes for boys, and Fairies for girls, the two latter having 24 and 26 inch wheels.

SPACES 50-51—The Hunter Arms Co., Fulton, N. Y., well known as makers of the celebrated L. C. Smith gun, will have on show a line of wheels, including a tandem, and probably a special "high-grade" wheel, listing at $200. This last should be something considerably out of the ordinary run of bicycle construction and finish, and if it is put together and finished in detail proportionate to the comparative finishes of guns it will be a gem.

SPACE 52—The Capitol Mfg. Co., Chicago, will present two new sundries to the trade—the Climax 10,000 mile cyclometer and the Standard rubber cushioned saddle. The cyclometer weighs but 3½ ounces and is made for 26, 28, and 30 inch wheels, with white enameled dials, one for independent trips and one for single miles and fractional parts thereof, also a total recorder indicating 10,000 miles. The Standard saddle is constructed with a bent wood frame which is covered with canvas on which rests the leather seat, making a strong and resilient saddle. The front end of the spring is hinged in such a manner that the saddle is afforded plenty of free action and still the spring is stiff enough to make a steady seat.

SPACES 53-54—The Davis Sewing Machine Co., of Dayton, Ohio, says that it will not be able to make as fine an exhibit as it would have liked to have done, on account of the small space. The company will show, however, one model each of the road wheels, racers, ladies' wheels, single and double steering tandems and triplets, all of which will be finished in the well-known Dayton manner.

SPACES 55 and 88—The wheels which will be shown by the St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo., will be a complete line of the '96 models of the Lu-Mi-Num. An interesting feature of the display will be the two models of the Lu-Mi-Num as made for the English market. The company will show parts and processes in the manufacture of the aluminum frame, demonstrating to the visitor the methods of construction employed in putting up the Lu-Mi-Num.

SPACES 56-57-58; 85-86-87—The Rambler line will be shown by the Gormully & Jeffery Mfg. Co., Chicago. There will be a full showing of the '96 line, which includes ten models. Tandems will be shown in combination and double diamond frames, and a special track tandem will be included in the exhibit. Mr. Jeffery, with a corps of assistants, will be in attendance.

SPACES 61-62-63—The White Flyer exhibit promises to be more than interesting. This is the first show that the Barnes Cycle Co. has exhibited, and C. Arthur Benjamin proposes to make a show that every one will remember. He is not ready to give out details, but hints that everything will be finished in white. The company will have on exhibition a complete line of White Flyers, including tandems and the quad. A. R. Peck and C. A. Benjamin will be in charge.

SPACE 64—The energetic president of the G. M. Shirk Mfg. Co., of Chicago, will have his hands full entertaining the many friends of the Shirk wheel. A full line of these well-known wheels will be shown.

SPACE 65—The Light Cycle Co., of Pottstown, Pa., will show a full line of '96 models. The different parts of the machines will also be exhibited, both in the rough and in a finished state. The special features of the Light line are the quick inspection hubs, new bottom bracket with reversible and detachable sprockets, new sheet-metal reinforcements, special tubing, and combination pedals. The booth will be handsomely decorated, and President W. I. Grubb and Secretary E. S. Fritz will be in charge of the exhibit.

SPACE 66—The Warner Special line, comprising the 22-pound roadster; a lady's 24-pound machine with 26 and 28 inch wheels, and a racer weighing 18 pounds will be shown by the D. D. Warner Co., of Madison, Wis. All these list at $100. Double-diamond and drop-frame tandems, weighing 36 and 40 pounds and listing at $150, will also be a feature of the exhibit. Besides these, the company will show its line of medium-grade machines for men and women, selling for $75. The old "crab-tree special" relic, picked up in the country a year or so ago, will be a curiosity everybody will want to see.

SPACE 67—The Dodson Mfg. Co., of Chicago, will show finished parts and accessories, with their new pedal and barrel hub as leaders. Crank-hangers, complete bicycle heads, wood rims, chains, spokes, nipples, and similar sundries will be shown to the public and their advantages dilated upon by E. B. and J. H. Dodson, respectively proprietor and manager of the concern, and by D. K. Rodd, formerly with the Tip & Tire Co.

SPACE 68—The only machines to be fitted with paper rims will be found in the booth of the Crown Cycle Co., of La Porte, Ind. This feature of the wheel will make an attraction that will be sure to be looked up by the army of dealers who will visit the show. But this is only one of the many features that will be found in the Crown cycles.

SPACE 69—There will be four models of the Bellis Cycle Co.'s wheels on view, all carrying the Bellis handle-bar, which can be adjusted from the seat while riding. The features of the wheels will be '96 ideas with several wrinkles of the company's, among which may be mentioned the hubs and the oiler which is located directly over the bearing parts. The L. A. W. lock will be shown and offered to the trade.

SPACE 70—The Winton Bicycle Co., of Cleveland, Ohio, will show the following models of the Winton: In roadsters, three models of the roadster in different heights of frame, one racer, two models of ladies' wheels and a combination tandem. The Winton is a well-known wheel and is sure to be one of the attractions of the show. Geo. H. Brown, H. F. Eastman, Charles McCutcheon, R. T. Raines, and A. N. Merrill will do the talking and convince that part of the general public who are not already aware of the fact that "the Winton is a Winner."

SPACES 71-72—Arnold, Schwinn & Co., of Chicago, will have one of the best exhibits at the show. They will decorate their spaces with a dome over the center, a feature of which will be an electrical display. They will show fourteen machines, two of each model. These machines will be finished in regular World style. There will be in attendance I. Schwinn, J. W. O'Connell, H. Arnold, and E. C. Bode.

SPACES 73-74—Tandems and single wheels in five different models will be found at the stands of the March-Davis Cycle Co., of Chicago. The March-Davis crank adjustment and sprocket adjustment are the features of this line.

SPACES 75-76—In these spaces will be found National Models D, F, G, racer, and tandem. They will all be finished in the National dark wine-colored enamel, gold striped. The colors of the United States will form the basis of the decorations. The well known National improvements will be shown by F. C. Finkenstaedt, assisted by George N. Jordan.

SPACE 77—President A. Bruner will look after the interests of the Munger Cycle Co., of Indianapolis, Ind., at the cycle show. He says that the Munger booth will be tastily decorated and the '96 Munger shown. The detachable sprocket, barrel hubs, and patented reversible handle-bar will be sure to attract the attention of those looking for novelties.

SPACE 78—The Union Mfg. Co., of Toledo, maker of the Viking, will have its Pygmy at its booth. The company will not exhibit wheels at Tattersall's, but will have an elaborate display of '96 wheels at the Auditorium Hotel.

SPACE 79—The Newton Rubber Co., Newton, Mass., will show a full line of Newton and Straus tires of '96 pattern. The stand will be attractively decorated, and the tires will be shown in section and complete as sent out for attachment to the rim.

SPACE 80—Edwin Oliver, of Edwin Oliver & Co., New York, will show a line of Elmore wheels, Models 10 and 11; Ixions Models 1, 2, 3, 4, 23, and 20. These machines have barrel hubs, and are made in two heights of frame, 23½ and 25 inches. The company will also show Cilley chains, Worcester pedals, and Straus and Newton tires.

SPACES 81-82—The Kenwood Bicycle Mfg. Co., of Chicago, will have on exhibition seven patterns of Kenwood wheels. These comprise one light racer, one roadster finished in black, and another in maroon; one silver-finished racing wheel, one ladies' wheel enameled white with gold trimmings, one ladies' drop-frame bicycle, maroon enameled, and one ladies' curved-frame wheel finished in black. The exhibit will be in charge of the president of the company, Isaac Reynolds, assisted by C. G. Jones.

SPACES 83-84 and 59—R. H. Wolff & Co., Ltd., of New York, have three spaces in which to exhibit fifteen models of the racer, special, light roadster, full roadster, ladies' wheel, tandems, and the duplex. They will also show the Wolff-American Ideal air tube, a new hose-pipe tire. Besides this they will have a full line of Wolff-American Indestructible pedals in four different styles. The W features in the Wolff-American will remain the same, and the well-known wheel will have the tubular self lubricating hubs, eccentric chain adjustment, button-hole attachment for the spokes, and other features which made their wheel so popular during the past year. Manager E. P. Hadley, J. W. Murphy, H. B. Ingraham, and

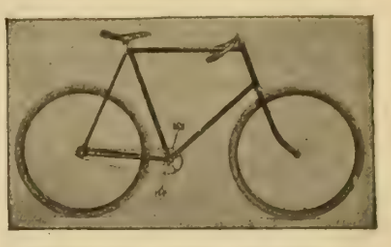
SOME '96 MODELS.



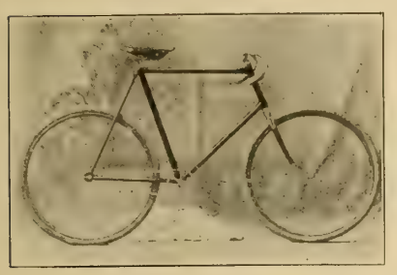
The Warwick, Model 35.



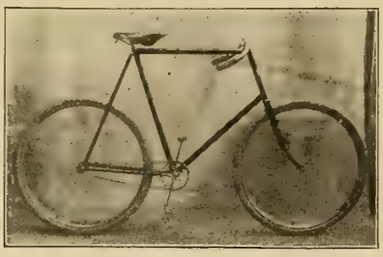
The Warwick, Model 30.



The Warwick Model 31.



The Sherman.



The Envoy.



The Warner Special.



The Sherman Ladies' Wheel.



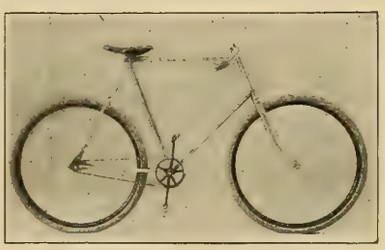
The Fleetwing.



The Warner Ladies' Wheel.



The Geneva.



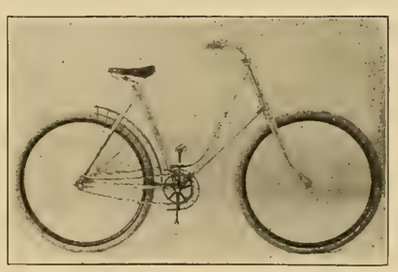
The Ariston.



The Hoosier.



The Geneva Ladies' Wheel.



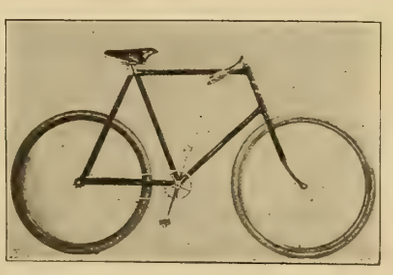
The Ariston Ladies' Wheel.



The Hoosier Girl.



The Fenton.



The Premier.



The Fenton Ladies' Wheel.

representatives from the Chicago agents, Von Lengerke & Antoine, the Fletcher Hardware Co., of Detroit, and the Tidd-Rugg Cycle Co., of St. Louis.

SPACES 89-90—The Czar Cycle Co., of Chicago, expects to place on exhibition a full line of Czars, consisting of the regular racer, the Special, the roadster, the Czarina for ladies, and two styles of tandems. A novel but practical wheel will be added to the line, having a 3½-inch tread. Everybody will certainly be interested in this latter machine, as well as in the regular line.

SPACE 91—The '96 Niagara will be shown in several models by the Buffalo Wheel Co., of Buffalo, N. Y.

SPACES 92-93—The Toledo Mfg. Co., manufacturer of ladies' wheels, will exhibit two models of the new Ouida ladies' wheel, which lists at $100. It will also show a medium-grade ladies' wheel which has been christened the Lark, listing at $75. The special feature of the Ouida is the new frame, which has the top tubing gracefully dropped and returning upward along the seat-post up the upright tube to the seat-post attachment, thus making a very rigid frame. Another feature of the wheel is the new cranks, making it possible to attach them without the use of cotter pins. This wheel will weigh 21 pounds. The Lark will be made of the new patent interlocking tubing with steel stamped connections. Both of these wheels will have large tubing, barrel hubs, and narrow tread. George E. Curtis will be in charge of the exhibit.

SPACE 94—The Allerton Lubricant Co., Chicago, will show the only article made for the bicycle trade—the Allerton chain compound. This well and favorably known lubricant will be exhibited in an attractive manner and tracts will be distributed to visitors.

SPACE 95—The Foley & Williams Mfg. Co., Chicago, will show a line of high-grade wheels to be known as the Hummer and also medium grades in several models. The Hummer is an up-to-date wheel, built on accepted lines with drop forged connections and many desirable features, including barrel hubs, large tubing, etc.

SPACE 96—The Bean-Chamberlain Mfg. Co., of Hudson, Mich., is planning a novelty for the show. Just what it is the company is not prepared to state, but that it will draw a crowd it is willing to wager. Besides this novelty the company will show models of the Hudson, as well as pumps.

SPACE 97—The Speeder Cycle Co., Kansas City, Mo., will show a complete line of '96 models in various finishes.

SPACE 98—The High Speed Lindsay will be shown by the Lindsay Bicycle & Mfg. Co., Lafayette, Ind.; also a line of $85 wheels. The Lindsay is built with a gear of the annular type in the crank-hanger, admitting of the fitting of equal sized sprockets front and rear.

SPACE 99—George Oberne & Co., tanners, curriers, and manufacturers of leather and leather specialties, make a full exhibit of goods of their manufacture. The Oberne bicycle saddle-tops, tool-bags, bull-neck and walrus polishing wheels, as well as Oberne's short-lap belting, have a national reputation for their high quality. This exhibit is one worthy of careful study, consisting as it does of not only the finished product, large and varied in extent, but the raw product in the sides of leather, both black and colors, tanned and finished for each specific purpose. Also saddle-tops in various styles and finish, in the different stages of manufacture. In tool-bags there will be an endless line, showing the different qualities and finish, with many new and novel ideas for the season of '96. The goods are of the best quality, and great pain and care is taken in their production to suit both the manufacturer and dealer.

SPACE 100—The Barr Cycle Clothing Co., Chicago, will show a complete line of cycle suits for men and women, and also a number of novelties in the way of sweaters and other outfittings.

SPACES 101-102—Rouse, Hazard & Co., Peoria, Ill., will have a line of the high-grade Sylph and the medium-price Overland. The line is unusually complete, embracing wheels which list from $45 to $100.

SPACE 103—Fee, Edgerton & Co., of Chicago, promise to show the line of Braddock hose supporters manufactured by them, consisting of a bicycle belt, bicycle shoulder brace, bicycle side support, the Braddock suspensory, Braddock ladies' skirt holder, and the ladies' skirt holder for full-length skirts only.

SPACES 104-105; 139-140—The Excelsior Supply Co., Chicago, will have on show the '96 Thistle, which has been changed from last year's model, and which is full of talking points. The tread is under 5 inches and the weight is 19½ pounds for the light roadster. A track racer will be shown which weighs 15½ pounds.

SPACES 106-107—About a dozen '96 Fentons, most of them finished in colored enamel, will compose the exhibit of the Fenton Metallic Mfg. Co., of Jamestown, N. Y. The Fenton line consists of two models of men's wheels, Models 27 and 28; the Lady Fenton, Model 29, weighing 19 pounds without tires; Model 26, the track racer, weighing 16 pounds without tires. Among the special features embodied in the Fenton are new and improved devices for binding the handle-bar T and seat-post, doing away with the old method of clamping by means of the split ring and bolt, and a crank attachment to the shaft. Large tubing, large balls, barrel hubs, and interchangeable sprockets are used.

SPACES 108-136—The Hoffman Bicycle Co., of Cleveland, Ohio, is preparing to have on exhibition six single bicycles for men and two for ladies, a tandem for men, and a combination tandem for gentleman and lady, in addition to which the company will show its triangular tubing, as a unique feature, together with a full line of parts, all of which will be in charge of a large force of attendants. A new feature, which will interest every one, is promised if the concern is successful in bringing it out, and the managers are confident they will be.

SPACES 109 and 135—Morgan & Wright will have their usual attractive display and the quick-repair tire will be shown in all weights. Extra heavy tires will be shown for multiple machines and for vehicles, and the method of repair will be shown to all comers.

SPACES 152-153—The Jenkins Cycle Co., Chicago, will present the Napoleon and the line will be complete.

SPACE 110—The Peerless Mfg. Co., of Cleveland, Ohio, has the circular space in the center of the building. The machines to be exhibited will be the Peerless Special, in two models, and Peerless Bluebird racers, all listing at $125; Peerless roadster, light roadster, and ladies' wheel at $100. Three handsome tandems will be shown, two of the Peerless—a diamond frame and a combination—and the other a Triumph. The Peerless tandem has flush joints, and a new method of central chain driving, the front sprockets being attached by a unique method to the central portions of the front and rear crank shafts, thereby avoiding any side strain upon the bearings. This machine lists at $150. The Triumph tandem lists at $125. The company claims unusual easy running qualities for its wheels, and illustrates this by a bicycle which will be driven by a single thread, run by a small toy motor. It also shows a racer with D rear bottom tubes and a 3½-inch tread, attained by a novel crank hanger arrangement in which the rear bottom tubes are curved around the rear wheel and brazed to a single tubular lug of large diameter, which forms part of the crank hanger. A line of Triumphs, the $85 wheels, will also be shown.

SPACES 111-112-113; 132-133-134—At the Chicago Show last year the Monarch Cycle Mfg. Co., of Chicago, made a brave showing, and was credited with having one of the best exhibits there. This year the company will live up to its reputation, and is prepared to make an even better show. J. W. Kiser, L. M. Richardson, Tom Cooper, J. P. Bliss, A. E. Lumsden, H. A. Stacy, W. B. Dix, S. M. How, E. H. Sperry, and R. F. Bunting will be there to tell of the merits of the Monarch output. There will be from fifteen to eighteen bicycles exhibited, consisting of eight models of the Defiance line and five styles of Monarchs.

SPACE 114-115—The John P. Lovell Arms Co., of Boston, Mass., will show seven models as follows: Lovell Diamond light roadster, ladies' diamond frame, diamond frame tandem; Lovell Special, men's; Lovell Special, ladies'; Lovell Excel, men's; Excel, ladies'. These wheels are all up to date and have the latest improvements. The company also shows the new Lovell adjustable handle-bar. Owing to its construction, it can be adjusted to any height desired, and at the same time keep the grips in a natural position. The Lovell company will give as a souvenir a small diamond-shaped pin. The exhibit will be in charge of D. R. Harvey, Col. B. S. Lovell, and J. C. Speirs.

SPACES 116-117—The Royal Cycle Works, of Marshall, Mich., will make a specialty of showing the public that the Royal machines made by the concern are the only wheels in the world having absolutely dust-proof bearings, as well as perfect detachable sprockets which can be relied upon to be absolutely tight at all times. The details of the Royals will be shown in every part of their development. The bicycles on exhibition will be eight in number, comprising the Royal Limited, in standard pattern and finish, and in colors to show the high quality of the Royal finish; the Lady Royal, in standard pattern and finish, and in elaborate colors to suit the most fastidious taste; the Royal Red Head, a racer weighing but 16 pounds; a Royal Jester, a specially constructed machine for small men or for ladies who have adopted the rational costume; a Royal tandem, of original design and having the frame braced in such a manner that its rigidity can not be disputed; one Royal tandem, made in hickory, and a distinct work of art.

SPACES 118-119—Hartford single-tube tires will be exhibited by the Hartford Rubber Works. Four different models will be shown, consisting of the No. 80, the fast road tires; No. 77, the tire for all round work; No. 70, the tire for rough service, and No. 75, the racing tire. Hartford tires are so well and favorably known that the booths will be crowded nearly all the time, not giving L. D. Parker or Morris Penrose a chance to stop talking tires to go to lunch.

SPACES 120-125—The Marion Cycle Co., Marion, Ind., will show several models of the Halladay with an effective background in the way of interior furnishings. The stand will be conspicuous through the agency of a cherry colored sign bearing the words, "The Cherry Finished Winners, Manufactured by the Marion Cycle Co., Marion, Ind." Four pretty gold banners will be used for the corner posts, each bearing the word "Halladay."

SPACES 122-123—The Hay & Willits Mfg. Co., of Indianapolis, Ind., in addition to its full line of Outing wheels and special attachments for bicycles, will exhibit its new parcel carrier, and will have eight or ten men at the show to represent the concern. With such a force as this, the Outings will be conspicuously in the foreground.

SPACES 127-128-129—The Central Cycle Mfg. Co., of Indianapolis, will have no special features to exhibit. It will have the four models of the Ben Hur, and two models of the new tandem, a diamond and a combination. The booth will be fixed up tastily in the well known Ben Hur style, the wheels being finished in different colors. L. M. Wainright, E. W. Ballard, and several of the traveling men will be in charge.

SPACES 130-131—The Acme Mfg. Co., Reading, Pa., will exhibit the

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nent among which will be a bicycle bell which will be concealed in the handle-bar of a bicycle. Although small and entirely out of sight, it is claimed that this little bell is entirely efficient.

SPACES 259-260-261-262—A full line of tires, saddles, tubing, and other cycle accessories will form the exhibit of Parkhurst & Wilkinson, of Chicago. They will show the North American Rubber Co.'s new Banker tread single and double tube tires; also the tire cement made by the company. Then there will be Sager saddles and specialties, Lefevre Arms Co.'s chains, Wilcox & Howe's, H. O. Smith & Co.'s, and Scranton Co.'s forgings, Lobdell's wood rims, Aurora Automatic Machinery Co.'s hubs, nipple washers, spoke ties, etc., Brandenburg pedals, and a complete line of sundries.

SPACE 264—A complete line of 1896 Butler Record bicycles, consisting of five different machines, will be shown by the Butler company, of Butler, Ind. A number of new and novel features are also promised. General Manager Griffith will be in charge of the exhibit, and will be assisted by salesman W. H. Snyder and B. J. Hartwell.

SPACES 266-267-268-269-270—Eighteen models of the Western Whee Works line will be shown, including both diamond and drop frames, and machines fitted with 20, 24, 26, and 28 inch wheels. The men's Crescents will be shown in four heights of frames, as will the ladies' Crescent. The youth's and boy's Crescents will be shown in two heights of frame. They will also exhibit a combination and diamond tandem weighing 39 pounds, and listing at $125, and a Crescent road racer weighing 18 pounds and listing at $75. All the models will be finished in standard black, striped with gold and fitted with their gold plated name-plate. The principal changes in the Crescent models will be larger tubing, a strictly high-grade finish on all parts, the entire use of stampings at every connection, a sheet steel sprocket wheel, crank axle and crank. The exhibit will be in charge of E. J. Day.

SPACES 271-272-273-274—Eight distinct styles, or models, of Fowler wheels will be shown by the Fowler Cycle Mfg. Co., Chicago. There wi l be a roadster, a track racer, a half drop frame for ladies, a ladies' roadster, a diamond-frame tandem, a combination tandem, a ladies' diamond, and a sextuplet. The combination tandem will embody a new design in double machines, the drop frame being placed in the rear, affording protection to the lady and other advantages which will be set forth by Fowler inducers The sextuplet will be built with a double front front and with a framing of Fowler truss seat-masts and a new double front fork with an outside reinforcement.

SPACES 275-276-278-279-280—A full line of Waverleys (about ten in number), catalogues, and other printed matter, and souvenir pocket knives will be the attraction that will draw the people to the stands of the Indiana Bicycle Co. The Waverley wheel has always been one of the most popular machines on the market, and its many improvements for next year will be sure to make this booth one of the most sought for at the show.

SPACE 281—The Cycle Electric Light Co., Chicago, will exhibit a practical electric light for bicycles. The light is dependent for current on an open circuit battery which is contained in a metallic box, which forms the body of the lamp. An incandescent lamp of suitable tension is affixed to the front in the center of a reflector and a powerful lens is fitted to the front, making a strong light of narrow angle which is several times as effective as the best oil lamp when working under favorable conditions. The battery is a four-cell open circuit which may be used with one, two, three, or four cells in operation, varying the intensity of the light. Suitable means are provided for refilling the battery, and the new charge may be had for a few cents. A vent is provided at the top for the escape of the gas. The stand will be entirely illuminated by the cycle lamps.

SPACE 283—The Canton Cycle Mfg. Co., of Canton, Ohio, will have several novelties at its booth. One of them is a $1,000 bicycle. Another is Johnny Spark, aged twenty, who weighs 462 pounds and is over six feet in his stocking feet. Little Johnny rides a 22-pound Spark, and is ready to race for the heavy-weight championship of the world. Any gentleman weighing over 450 pounds can arrange a match with Mr. Spark at the show.

SPACE 284—A $1,000 bicycle will be one of the novel features of the Canton Cycle Mfg. Co.'s exhibit, and it goes without saying that such a machine will be well worth the seeing. The Spark cycles, made by the company in Canton, Ohio, will constitute the main line of the display. "Little Johnny Spark," who is the heaviest bicycle rider of his age in the United States, standing six feet in his stockings and weighing 450 pounds, will be a further attraction. He rides a 22-pound Spark.

SPACE 285—Bostedo bicycles will be the main feature of the exhibit of the Bostedo Co., of Chicago. Wright pedals, which "are right," and Bostedo adjustable handle-bars, which can be adjusted while riding, and which permit of a change in the angle of the grips as well as in that of the bar as a whole, will also be made prominent as being of unusual merit. The Bostedo package and cash cars will also be shown.

SPACE 286—The only cycle part which will be shown by the Mackie-Lovejoy Mfg. Co. will be the Mackjoy standard hub, which will be shown in the rough, in section and as finished for the trade. This hub is one of the very best on the market, and is made in various widths and for any size balls.

SPACE 286—A departure from the regular methods and material entering into construction of bicycles will be seen at the stand of the Tonk Mfg. Co., Chicago. Several models of wood frame bicycles will be shown, and the claim is made that weight can be reduced without the sacrifice of strength, and that the wood frames will outlast those built of steel tubing, possessing more elasticity, and yet being stiff and true in lines.

SPACE 288—The stall of the Beebe Tire Mfg. Co., of Sandusky, Ohio, will be used for the purpose of calling attention to the Beebe tires, which are peculiar in that they are made of layers of rubber in which are imbedded fine steel springs in such manner as to afford great resiliency, but, at the same time, to give a stiffness to the rubber which makes it possible to ride with the tire deflated as well as inflated with air. With these tires a puncture far from home loses its significance.

SPACE 290—Helical tubing will be the specialty exhibited by the Premier Cycle Mfg. Co., of Bridgeport, Conn., which has only recently opened a new factory in Bridgeport, containing the latest improved machinery for the manufacture of bicycles. A full line of Premier '96 wheels will constitute the main exhibit of the company.

SPACE 291—The Gilliam Mfg. Co., of Canton, Ohio, will display a full line of bicycle saddles and tool-bags. The Gilliam goods are well known, especially the coach and team pads and the gig and express saddles, which the company has been manufacturing since 1864.

SPACE 291—The Vanguard Cycle Co., of Indianapolis, Ind., will show a full line of Vanguard wheels.

SPACE 292—The Sligh Furniture Co., of Grand Rapids, Mich., will show four models, two of them being high-grade wheels, and the others medium grades. These wheels all have the latest improvements, the cycloidal sprockets, adjustable handle-bars, barrel hubs, and narrow tread being features. The Sligh cycles are well known in Michigan, and at the show C. S. Hartman and Will E. Martin will show the trade in general what really fine wheels the company makes.

SPACE 293—A new way of finishing handle-bars will be shown by the Cline Cycle Mfg. Co., of Chicago, whose wheels will be fitted with bars enameled the same color as the frames of the wheels. A new way of reinforcing frames with steel plates cut in fish-mouth shape will also be a feature of the Rainbow line, which will constitute the company's exhibit.

SPACES 294-295—A line of Phantom and other bicycles, and bicycle lamps, oils, and sundries, together with cycle clothing, will comprise the greater part of the exhibit of the Henry Sears Co., of Chicago, conducting a large hardware and sporting goods business.

SPACE 296—M. H. Kiebel, western manager in Chicago of the Manhattan Brass Co., will exhibit the improved '96 model of the Cyclops Bicycle Lamp, one other kerosene lamp, and an extra-fine specimen of a vapor lamp. In addition to this lamp exhibit, will be shown the gasoline brazing forges, blow torches, and general brazing apparatus made by the White Mfg. Co., whose goods Mr. Kiebel sells. His display will be in no way elaborate, for he will rely on the merits of the goods to excite favorable comment. Mr. Kiebel will be in charge of his stand.

SPACE 297—The Betts Patent Headlight Co., of New York, will make a grand display of its Twentieth Century headlight. The company is not yet prepared to make public the details of the exhibit, but those "in the know" say that it will have something that will attract widespread attention. F. E. Castle will be in charge of the exhibit.

SPACE 298—The Old Fort Mfg. Co., of Ft. Wayne, Ind., will display to the public the several styles of the Old Fort wood rims, having interlocking joints, and of quality and finish unexcelled. Eyeleted mud and chain guards are also to be shown.

SPACE 299—The principal feature of Eugene Arnstein's exhibit will be his enameling ovens, made at his factory in Chicago. They are constructed in a compact manner and are designed for use with gas or gasoline, 9 cents' worth of the latter being sufficient to heat one for ten hours. They are made in three sizes. A line of enamels in twelve shades, including new and popular colors for '96, and a line of air-drying enamels for sundries, and cements for tires, varnishes for rims, and a score of articles in daily use by the rider, such as a repair outfit, several kinds of cycle oils for lubricating and illuminating, all manufactured by himself, will be displayed by Mr. Arnstein.

SPACE 300—In the annex will be found the exhibit of H. T. Hearsey & Co., of Indianapolis. They will show new models of the Hearsey in ladies' and gentlemen's styles, listing at $100. Their Tobasco, in two models, will also be shown. This wheel lists at $85, and is a fitting companion to the Hearsey. In addition to these two wheels will be a full line of '96 Crescents, for which Hearsey & Co. are distributing agents for the state of Indiana.

SPACE 301—The Relay Mfg. Co., of Reading, Pa., will show its line of Relay bicycles, strictly high-grade wheels, which are already well known to the public.

SPACES 301-302—High-grade bicycles and bicycle-carriers will constitute the display of the Knickerbocker Cycle Mfg. Co., of New York City.

SPACE 302—The Buescher Mfg. Co., of Elkhart, Ind., will show a full line of its sundries. It will exhibit pumps, lamp brackets, valves, toe-clips, and other cycle accessories. The company's strongest claim is the class of work it does. While the various articles it makes in this line differ in detail from those made by other companies, yet it feels assured that the universal coupling used in the foot pumps is entirely original. The valve, too, is something decidedly clever.

SPACES 303-304—The Richmond Bicycle Co., of Richmond, Ind., will make a big showing of Richmond machines in its two-space stall.

SPACES 305-306—The Miami Cycle & Mfg. Co., of Middletown, Ohio,

SOME '96 MODELS.



The Eclipse Model A.



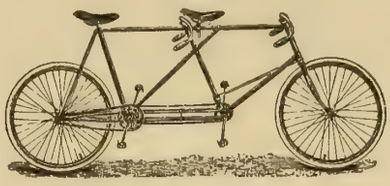
The Eclipse Combination Tandem.



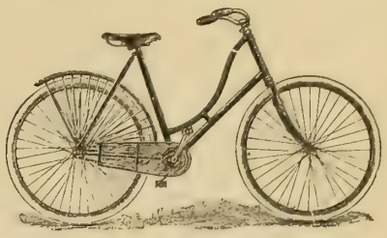
The Eclipse Ladies' Diamond.



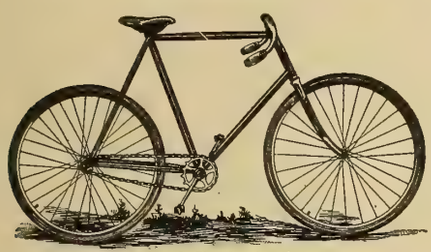
The Eclipse Model B.



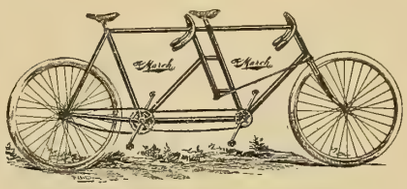
The Eclipse Tandem.



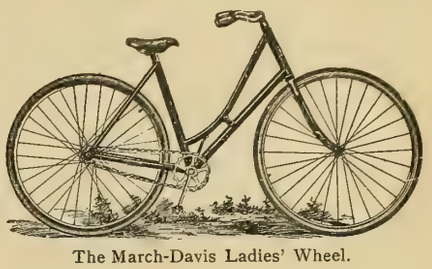
The Eclipse Ladies' Drop Frame.



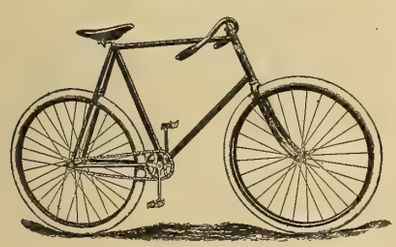
The March-Davis Roadster.



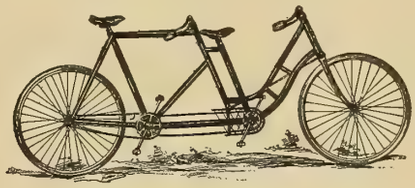
The March-Davis Diamond Frame Tandem .



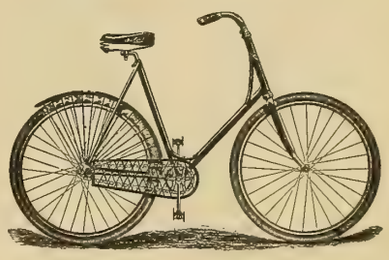
The March-Davis Ladies' Wheel.



The Clipper.



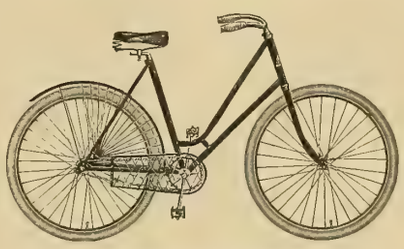
The March-Davis Combination Tandem.



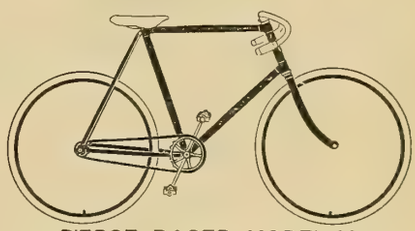
The Clipper Ladies' Wheel.



The Peerless Model 37.



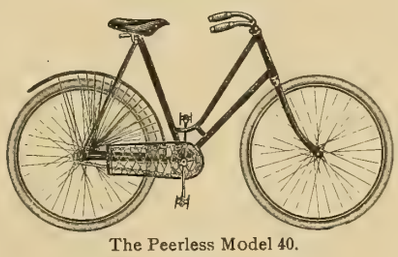
The Peerless Model 38.



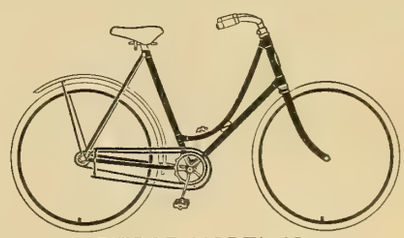
PIERCE RACER, MODEL 14.



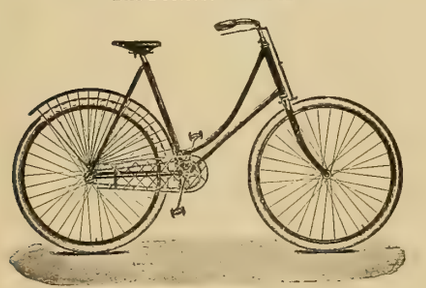
The Peerless Model 42.



The Peerless Model 40.



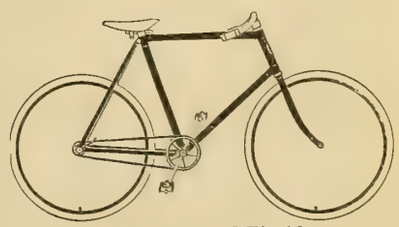
PIERCE MODEL 16.



The Hummer Ladies' Wheel.



The Hummer.



PIERCE MODEL 10.

will show a complete line of Miami cycles, one of the important novelties of which is a double drop-frame tandem for use by two ladies. All of the Miami wheels are provided with a new method of attaching the cranks to the crank-shaft, and the bearings of the latter are directly under the enlarged part of the cranks, so that the strain of the foot-thrust is received immediately by the balls, and wobbling is impossible.

SPACES 307-308—The Worcester Cycle Mfg. Co., with offices in New York City, expects to exhibit a full line of bicycles. The Birdie Special, designed by L. D. Munger, will be the leader. The Boyd Roadster, weighing 18 to 24 pounds, will be a leader in the Boyd line, and the Lady Worcester, weighing 20 pounds, will be pushed as one of the best of the Worcester wheels.

SPACE 307-308—The Worcester Supply Co., of Worcester, Mass., will show a line of parts and accessories, among which the Worcester twist toe-clip will be one of the leaders.

SPACE 309—The League and other tires will constitute the lines of the New York Belting & Packing Co., of New York City. The League double-tube tire is a novelty in that the air chamber or inner tube is made of smaller diameter than the cover, so that when deflated it is readily removable. It is made of rubber of extra good quality and thick enough to stand the greater inflation.

SPACE 310—The Mechanical Rubber Co., Chicago, with factories at Chicago and Cleveland, will show the Tiger and Gazelle tires, and other tires of the company's manufacture. A variety of rubber pedals and tire-tape, patching rubber, cement, etc., will be on show.

SPACES 311-312—A comparatively new method of construction will be carried out in the Davidson, which will be shown by Davidson & Sons, Chicago. In this wheel the connections are inside, making flush joints. A forging is used for the work, and it is made of such diameter that after being machined it fits into the tubing of which the frame is constructed. The frame is pinned together and brazed in the usual manner, making as strong a joint as in the usual method of construction. The use of inside connections is not as general as it might be, owing partly to the fact that stock forgings can not be used and the factory work is greater than in either outside or lap-brazed connections. A full line of wheels will be shown, embracing diamond and drop frame roadsters, racers, and tandems.

SPACE 313—The M. E. Griswold Co., Chicago, will show the Griswold repair outfit for single tube tires, and also a full line of folding mud-guards. In the exhibit will be two new sundries, a combination trouser guard, and a chain cleaner and lubricator, besides other articles which are universally used and appreciated by riders all over the country.

SPACES 314-315-316—The F. F. Ide Mfg. Co., of Peoria, Ill., attracted much attention at last year's show by its exhibit of high-art bicycles, and the state of its business is such at the present time that it will only be able to spare time and attention enough to make a plain exhibit of the Ide line, which includes the Ide, the Ide Special, the Lady Ide, the ladies' Ide Special, and Ide tandems and racers.

SPACES 317-318—The Iver Johnson and Fitchburg lines will be shown by Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., in these two spaces. The Iver Johnson racer lists at $110, while the other five models list at $100, and include a light roadster, full roadster, ladies' light roadster, and two styles of tandems. The Fitchburg line includes three models and lists at $75. E. H. Wilcox will be in charge.

SPACES 319-320-321—Seven models of the Pierce line will be sure to draw a crowd to the stand of George N. Pierce & Co., of Buffalo. The line consists of Pierce Model 10, a roadster weighing 25 pounds, listing at $75; Pierce Model 16, a ladies' wheel weighing 25 pounds, with 26 or 28 inch wheels, made in two heights of frame, listing at $75; Pierce Model 18, a ladies' wheel weighing the same as Model 16, but with 26-inch wheels and a low frame; Pierce special, Model 20, weighing 21 pounds, made in three heights of frame, and listing at $100; Pierce special, Model 20, a ladies' wheel weighing 24 pounds, with 26 or 28 inch wheels, and listing at $100; Model 22, a ladies' wheel, with the same lines as Model 20, but with 26-inch wheels; and the Pierce racer, Model 14, weighing 18 pounds, and built in two heights of frame. George N. Pierce, Henry May, E. C. Potter, F. T. Cannon, and H. S. Park will be in attendance.

SPACE 322 323 324—The Schlueter Cycle Mfg. Co., of Cincinnati, Ohio, will show a full line of Norwoods, consisting of a track racer, light roadster, full roadster, ladies' wheel, and machine with a 26-inch frame. In attendance will be H. F. Schlueter, Maurice Levy, and Rudolph Gewert.

SPACE 325—Owing to the large demand for machines the Pratt & Whitney Co., Hartford, Conn., will not make an exhibit. The fact that the company is so far behind orders has caused the directors to take this stand and it is to be regretted that the public will not be afforded an opportunity for inspecting the interesting machine which is turned out by this well-known concern.

SPACE 325½—Cutting & Koestner, of Chicago, will exhibit their line of bicycles and saddles. A feature of the exhibit will be chairs made of the Cutting pneumatic saddles. The Cutting saddle is one of the best known pneumatic saddles on the market, and has made a decided hit in trade circles. Green and Erswell, the straightaway road riders, used these saddles when they made their recent records.

SPACE 326—The Kalamazoo Cycle Co., of Kalamazoo, Mich., will have on exhibition its line of child's seats and parcel carriers consisting of Style B baby carrier and C folding parcel carrier; Style C child's seat; Style D baby carrier with mail carrier attachment; Nos. 4, 5, 6, 7, and 8 parcel carriers, and the Kalamazoo trouser guards. It will also show the Brownie child's seat, a new article. This seat is made to attach to the upper tube and seat-post tubing, and projects from under the saddle, so that the child is between the handle-bars and rider. It is attached to the bicycle without the use of bolts, clamps, or straps, and is held securely in place by means of a wire frame which locks around the tubing above mentioned. The seat is made of light veneered board and weighs 1¾ pounds.

SPACES 327-328—The Manufacturers & Merchants Warehouse Co., Chicago, will exhibit a full line of bicycle material and bicycle sundries, many of the parts being attached to boards which will be set against the wall back of the spaces, displaying the goods in a pleasing manner. The Winona Wood Rim Co.'s product will be shown, with large rock-elm planks with one surface finished after the manner of the rim as sent out; also a rock-elm stump with the top smoothed off and highly polished, together with a full line of the rims in the built up or laminated pattern, one piece, and dress and chain guards in curly birch. A feature of the exhibit will be a line of steel castings from Stanley G. Flagg & Co., Philadelphia, made after patterns which were furnished by the exhibitors. Brooks' and P. & M. saddles will be shown in various styles, also a few freaks in the saddle line which have attracted attention in the trade.

SPACE 329—W. S. Demorest & Co., of Chicago, intend to display a booth full of sundries, among which will be the Wheeler Reform saddles, instantaneously adjustable handle-bars, Atlas 10,000-mile cyclometers, Atlas speedometers, Perfection wood rims, Globe vapor lamps, W. & C. celluloid mud-guards, Atlas Triangle pedals, etc. This concern has branch offices in all the principal cities of the United States, and conducts a loan business for the manufacture and marketing of new inventions in the bicycle line.

SPACE 330—John Caldwell & Co., of Chicago, representatives of the Olds Wagon Works, of Ft. Wayne, will show something fine in high-grade laminated and single-piece wood rims. They pride themselves on the invisible joints in their rims.

SPACE 331—The Taylor Trunk Works, of Chicago, will show cyclists some good, substantial bicycle trunks, one of which is designed to carry two bicycles, and is so light that the trunk and two machines complete weigh less than 150 pounds. This concern has long been known as the builders of the best theatrical trunks in the country, and theatrical trunks probably receive harder usage than any others.

SPACE 332—The Turner Brass Works, Chicago, will make a special exhibit of the A. W. Straight improved brazer. This is a portable brazing forge which is designed especially for bicycle work. It will braze the heaviest joints quicker and better than any machine on the market, not excepting gas. The burner is dependent on a supply of gas formed by the passage of air, supplied under pressure, through gasoline which is contained in a tank which forms the stand of the brazer. The concern will also show other machines, giving the visitor an idea of the wide range of work which the trade may procure in the line of miscellaneous brass work including castings, machine work, polishing, and nickel plating.

SPACE 333—The exhibit of the Indianapolis Rubber Co. will consist of a display of tires of the company's manufacture with attractive decorations and electric light signs to illuminate the Indianapolis thread tires to the best possible advantage.

SPACE 334—Samples of the different styles of rims made by the Indiana Novelty Mfg. Co., of Plymouth, Ind., will be shown by this company. There will also be shown mud and chain guards An interesting feature of this exhibit will be rims made for foreign tires, differing considerably from those used in this country.

SPACES 335-336—The United States Cycle Improvement Co., of Pittsburg, will show about half a dozen different models of its new chainless wheel and a cycle engine, weighing about 15 pounds, about one-half horse power, suitable for use on an ordinary road wheel, and capable of being enlarged to attach to package carriers, tricycles, and light road vehicles. W. C. Lyne, W. W. Scott, C. S. McIntyre, and A. L. G. Pierce will be in attendance.

SPACE 337—The Zenith Cycle Co., of Binghamton, N. Y., will be located in the annex. It is prepared to show the public that it understands the art of building high-grade bicycles, and will show a full line of Zeniths, consisting of its regular 22, 24, and 26 inch roadsters, a racer, a ladies' drop frame, ladies' rational, and a tandem. Messrs. Niles, Harris, and Skillman will represent the company.

SPACE 338—The New Haven will make its initial bow to the western public from this space. The New Haven Chair Co., of New Haven, Conn., will show the following models: Model A, men's wheel, in three heights of frame, weighing 22 pounds; Model B, ladies' wheel, weighing 23 pounds, and a 19-pound racer. These wheels have 1⅛-inch tubing, barrel hubs, and other improvements that all up-to-date '96 wheels have. Model D, with small hubs and 1-inch tubing, is made to fill the demand for this class of machine. President I. N. Dann and Russell Gardner will be in charge of the exhibit.

SPACE 345—The Spamer Mfg. Co., of St. Louis, will show an assortment of bicycle handle-bar covers in different colors and shapes. The booth will be decorated with flags and palms, and be in charge of Richard F. Spamer. The handle-bar cover is the joint invention of Mr. Spamer and his mother, and fills one of those long-felt wants one hears so much about. The cover not only protects the bar from rusting, but prevents the reflection of the sun in the rider's eyes.

SPACE 350—A. M. Siebmagel, of the Bicycle Wrench Mfg. Co., New York city, will show a line of the well-known Harris wrenches. This

STANDARD STANDARD

Hartford Single-Tube Tires

The unanimity with which makers of so-called Single-Tube Tires assure the public that their goods are "just as good as Hartford tires" ought to convince everybody that there is just one make of tires worth having—those made by

The Hartford Rubber Works Co.

HARTFORD, CONN.

100 Chamber St., New York. 335 Wabash Ave., Chicago.

18-24 Main St., San Francisco.
Supplee Hardware Co., Philadelphia.
Elastic Tip Co., Boston.

wrench is a combination tool, containing a spanner, oil-can, pump, and screw-driver.

SPACE 351—This space has been assigned to Rosenwald & Weil, Chicago, manufacturers of bicycle clothing, sweaters, hosiery, etc., but the line is too extensive for display in the limited space assigned, and the complete exhibit of the concern's goods will be shown at the store, corner Market and Jackson streets.

SPACE 352—The Holson Speed Indicator will be shown at this space and the device will be seen in operation as it is applied on the road. There is a frame holding a ball bearing mounted glass or celluloid tube which is partially filled with castor oil. The various speeds are indicated by the depression of the liquid in the glass, and the greater the speed the lower will be the level of the fluid. The rotary motion is imparted to the tube through the agency of a rubber-faced spring finger which bears on the milled cap of the tube.

SPACES 360-361—The Iroquois Cycle Co., Chicago, will have a full line of '96 Iroquois cycles, in singles and doubles.

SPACE 365.—John A. Wright & Co., of Indianapolis, Ind., will demonstrate the virtues of their non-puncture strip and comb, or tack-catcher, by showing a bicycle fitted with these accessories, running over tacks, etc., using electricity as a motive power, thereby practically illustrating the resisting power of the former and the ability of the comb to pick out of the tire cover the tacks that stick to it.

SPACES 366-367—Louis Jordan, Chicago, will have a full line of '96 Jordans and several models of the Jordan Special. The '96 wheels have been improved and many changes will be seen. The finish of the wheels in this stand will be as attractive as anything at the show.

SPACE 373—The Automatic Cycle Seat Co., of Grand Rapids, Mich., expects to have its booth in the Jonathan Clark Building filled with a variety of styles of the automatic tilting bicycle seat, made in wood, cane, leather, and padded, all with or without springs. These saddles have been greatly improved since they were first put on the market, and the company is now able to guarantee each one. There will be nine different styles out for '96, all of which will be shown.

SPACE 378—P. & F. Corbin, New Britain, Conn., will exhibit a fine line of bells for cycles, there being thirty-four different styles.

ANNEX—The United States Mfg. Co., Fond du Lac, Wis., will show several styles of the United States cyclometers and odometers. These goods are too well known to need more than a mention, but in connection with them the company will show several novelties in the way of lamp brackets and other fittings.

SPACE 155—The Parsons Mfg. Co., of Chicago, will show the Splendid bicycles and a line of bicycle supplies and sundries. Four models of the wheel will be exhibited by J. H. Clark and W. R. Parsons.

SPACES 137-138—The special feature of the exhibit of the Black Mfg. Co., of Erie, Pa., will be a standard Tribune, Model 27, highly decorated with pearl and gold. This machine is finished expressly for exhibition purposes, the pearl work being inlaid, piece by piece, by hand, taking several months' time of a skilled operator. This machine is valued at $1,000. There will be seven models of the stock wheels exhibited, consisting of Models 27, 25, 24, tandem Model 23, tandem Model 22 and racer Model 21. L. B. Gaylor, W. R. Black, and W. C. Beers will be in attendance.

HE'S A HUSTLER.

Frank W. Wood, whose likeness appears herewith, is the senior partner in the Indiana Chain Co., of Indianapolis. He commenced his cycling career as far back as '92 as manager of the Cycle Fitting Co. for the Indiana Bicycle Co. When, owing to the rush of Waverley business, this department was dropped he became purchasing agent for the Indiana company. Later he held the record as a bicycle salesman, having closed fifteen Waverley deals in one week. In '94 Mr. Wood acquired an interest in the Indianapolis Rubber Co., and was elected secretary, and made a record by selling the output of the factory. The Indiana Chain Co. was started and grew beyond his expectations, and now its output for '96 is practically disposed of.



F. W. WOOD.

The W. H. Kiblinger Co., of Auburn, Ind., makers of surries, phaetons, buggies, and road wagons, will market the Kiblinger, a $100 wheel. The frame is made in two heights—24 and 26 inches—Mannesmann tubing being used. The wheel weighs from 22 to 24 pounds, and has a 4¼-inch tread. The front sprocket is brazed on the shaft; the rear sprocket being removable being put on with a right hand thread held with a nut with a left hand thread. The wheel base is 44 inches. Barrel hubs are also used, while the tubing is of the popular gauge.

A New Bicycle Free.

Bicyclists afforded the greatest protection from loss by theft of bicycles by the American Wheelmen's Protective Association, Chicago. Capital $100,000. Only costs $2.00 annually. Recommended by Secretaries Messrs. Brown, Oakes, and prominent Y. M. C. A. men.

ALL GOING TO CHICAGO.

TOLEDO, OHIO, Dec. 30—Speaking of sensations or scoops, there has been a great scarcity of both lately. The makers of wheels have been so busy they have told no stories, and if there are any scoops, they have not appeared. The last of this week will see about half the active cycling element in Chicago. Every concern in the city will be represented, either at the show or in a hotel. Henry Reiter, the Viking pigmy, and Ed Eager will be among the first to leave from the Union Mfg. Co. Mr. Black will arrange the Falcon exhibit, and Mr. Hubert G. Thompson will arrange the exhibit to be made by the Toledo Cycle Supply Co.

R. W. Smith has a new office in connection with his tube mill at Auburndale and is now turning out locked tube at a lively rate.

The Truman Cycle Co. reports that over 1,000 wheels are stowed away up stairs in various stages of construction. Several hundred are completed. Mr. Smith says that a prominent New York jobbing firm sent a man especially to Toledo to look up the Truman bicycle. He was so well pleased with it that he agreed to place a large order should he be able to cancel another previously made. The Truman Cycle Co. is in a position to fill a rush order, and the other party is not.

Joseph L. Yost took THE BEARINGS' correspondent through his art gallery last week. It is located in a small room off the general office. There is a handsome oil painting some four or five feet in height, representing an ideal partially nude figure leaning on a gold crank Falcon. The picture is an oil painting, executed by a Toledo artist, and will be hung in the hotel at which Mr. Yost stops during the show. A card in the corner will locate the Falcon space at the exhibition, and the picture will be presented to the host after the show. Mr. Yost will have two of them, one for each show. Visitors to the Yost space may look for some novelties.

Arlington U. Betts will have a space at the shows of course, but he says he is so busy he don't know what to have in the way of special attractions. His line and novelties will be interesting, but he may be depended upon to have some striking novelty.

The factory for the Maumee Cycle Co. is growing amid snow, rain, and all sorts of weather. Secretary Frank M. Jacquet says he will be turning out Volant wheels next week. He will have space at the show, but with whom he is not yet at liberty to state.

When THE BEARINGS correspondent called on E. W. Ott last week, that gentleman was busy with a tub of enamel, and could only say, "I'll turn out Trilby wheels as soon as some special stock comes, for which I have waited some time."

Samuel Snell has returned from England, and looks hale and hearty. He told a BEARINGS man that he went abroad for a vacation and for his health, and it is not the writer's prerogative to say any more. He talked freely of shows and of all tube mills but the new one that may start in Toledo. The writer could not see anything that looked like a seamless tube mill protruding from Mr. Snell's pockets, but did see a long fat envelope with "Tube Notes" in bold blue pencil marks. Mr. Snell says when the scheme is a go, he will talk. Just now the Snell Cycle Fittings Co. is taking his whole time. The company is having a hard fight to keep abreast of the orders. Mr. Snell says that a great amount of his patent tube is awaiting the brazing and finishing process. This work is to be done at the Toledo Mfg. Co.'s plant when that building is fully equipped.

Al Viking Peter returned, Friday night, from Canada. He is all smiles when he hears of new fields conquered by the Viking. He is also smiling over the enterprise of the Rochester agent, who used two pages in a Rochester daily to sing the praises of the Viking.

The Lozier Mfg. Co. is doing its share of hustling. Over 800 men are now employed in the Toledo factory, 200 of whom work until 9 p. m. H. A. Lozier spent a few days in Toronto recently, looking over the new plant just finished. It is located at Toronto Junction, and the output is fifty-seven wheels per day, and the *Petrolia Advertiser* of a recent issue has an extensive write-up of the Lozier factory. It says that the plant has 100,000 square feet of floor space, cost $200,000, employs 300 men, and turns out fifty wheels per day. Whether or not these figures are correct, THE BEARINGS correspondent is not able to say. It is true, however, that the Lozier company is making a strong bid for Canadian trade.

WILL MAKE THE FRONTENAC.

The Syracuse Specialty Mfg. Co., of Syracuse, N. Y., has commenced the manufacture of bicycles and is now in the field for '96 business and contemplates turning out 3,000 wheels in both high and medium grades, consisting of six models, which will list at $75 and $100. The plant is one of the largest in this city and consists of five buildings, covering over an acre of ground in Leavenworth Avenue. The company is equipping its works with the latest bicycle machinery, and will have every facility for turning out the best. Its high-grade wheel will be known as the Frontenac. The color adopted for the high-grade wheel is a special shade of brown, so that the Frontenac can be easily distinguished by its "russet finished frame and rims." 'Ninety-six models will be on exhibition at the New York Show. The Frontenac will have many new up-to-date ideas, such as improved adjustable handle-bars, new device for fastening cranks, new style of fork and fork-crown, detachable sprockets, no handle-bar clamps, barrel crank hanger, and tubular hubs with ball retainers.

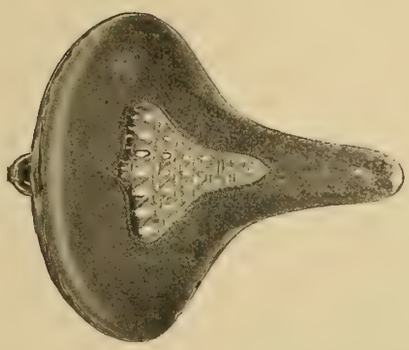
F. E. Castle, of the Bett's Patent Headlight Co., of New York, is stopping at the Clifton House until after the show.

A NOTABLE FEATURE

on all leading bicycles in '96 will be the

MESINGER SADDLE

WOMEN'S
GIRLS'





MEN'S
BOYS'

It costs a few cents more than ordinary saddles, but!!!!

COOL.	COMFORTABLE.
HEALTHFUL.	VENTILATED.
HYGIENIC.	DURABLE.

Liberal Discounts. **Price $4.00** Send for Catalog.

Samples sent on 10 days' approval at our expense.

Rattan first to make the seat firm but elastic; then felt to soften; then leather to waterproof and make durable, **and a V shaped aperture, cut through both felt and leather, to relieve all injurious pressure.**

HULBERT BROS. & CO.

26 West 23d St., New York City,

Manufacturers of Firearms, Majestic Bicycle, Sundries, and Sporting Goods.

A CHAPTER ON LUBRICATION.

An English Expert Gives some Interesting Facts Concerning Oil for Bicycles—His Views on the Subject.

Many winters have come and gone since first I noticed that bicycles were inclined to run more smoothly and silently in the cold weather than in the warm, but for a long time I was careless enough to overlook the logical corollary, namely, that the fact was probably due to the cold air thickening the oil used for lubrication. Had I figured this out sooner the cycling world might have had, years ago, the lubricant that it possesses today. This lubricant has long been known, but its application has not been seen until quite recently. However, the thing suddenly dawned upon me that we were using oils of insufficient body, and then I set about conducting a number of experiments. These hardly need be detailed, for it will suffice to say that I ultimately found the very best results to come from a mixture of the heavy mineral lubricating oil (obtained from crude rock oil) and the best sperm oil, in the proportion of three to one. The comparatively small addition of the animal oil to the mineral

Appears to give Greater Freedom of Working,

but, as these two oils are of varying specific gravity, they require to be very intimately intermixed in order to secure the best results. The use of a lubricant is to eliminate friction, and what is wanted for cycles is a thick oil which yet possesses a high viscosity; that is to say, it must have both body and free running while yet evincing no tendency to froth, no tendency to oxydize and so gum up into a sort of glue, and no inclination to turn rancid. It must run freely, because a dry spot in a bearing will soon cause heating, with its train of damage. That is why a liquid oil rather than a thick fat is most suitable for bicycles.

An oil that is efficient in a watch or sewing machine is not so suitable for the heavier work of a cycle, neither will it last so long as a good thick oil, for the latter has less tendency to wear out. The reason that

An Oil for Cycling Purposes Must not Froth

is that the fast running of the bearings churns the oil up, and, if it froths, the froth will exude and form a holding for the dust. Then when the machine is left unridden a little while the froth subsides, the oil returns into the bearing by means of the capillary attraction of the molecules for one another, and thus the dust is drawn into close contact with the bearing surfaces. Again, the viscosity of the oil should be high, for then it will have the inclination to stop where it is put and where it is likely to do the most good, and at the same time it will not show any likelihood of leaving any dry spot inside the bearing, because the instant the pressure has passed the oil will return to its place. I trust that this is made fairly evident.



W. K. Bellis, Secretary Bellis Cycle Co.

One point to which I would draw attention is the fact that many people, novices especially, estimate the actual freedom of a bearing from friction by the way that bearing behaves when there is no weight upon it. Let me illustrate this point. Take a pedal to pieces, thoroughly clean every part, put it together, and properly adjust it. Then, if that pedal be reasonably well made, it will revolve with considerable freedom when spun by hand. But it must be clear that, if there is no lubrication, when real pressure comes to be applied to that pedal

The Bearing Surfaces will Grind.

Now, having seen the way that pedal behaves dry, introduce some of the oil, as described above, and note the result. Perhaps the pedal will revolve a dozen times in a constrained fashion and then stop. But which will give the better result in actual use—the dry pedal or the lubricated one? I do not think it requires a Solomon to provide the answer. Therefore do I say that the free running of a bearing which is not carrying its wonted load is not a true criterion of the way that bearing will behave when properly lubricated, and the natural corollary is that the best way to adjust cycle bearings is to do so with the bearing parts clean and dry, and when freedom of running is obtained then introduce the lubricant. This lubricant should be, as outlined, a thick oil, viscous and quick-spreading, so that it may be enabled to enter the closest parts of the bearing at not less than the speed which the revolution of that bearing renders necessary. An eminent engine builder declares that numerous scientific tests have been made with oils during the past quarter-century, and the experience thus gained shows that high-class mineral lubricants, or

Judicious Compounds of Animal and Mineral,

are such as to produce the best results.

I was not aware of this fact when I started experimenting, or possibly would have been saved an infinity of trouble. As it was, I took many pains, and after much trial arrived at the conclusion that a high-class mineral lubricating oil mixed with one-third its bulk of high-class sperm gave the result I was seeking; and having got so far I went a little farther. I obtained various accommodating friends who were using the same build of machine as, in fact duplicate examples of, my own. Then I got them to try mine and report. The general verdict was that mine ran much the more smoothly, silently, and climbed hills better. Much stress was laid on this latter. The next step was this—I obtained the loan of five machines for a couple of days, and devoted the whole of the time to taking them to pieces, cleaning the bearings, and substituting my new-found lubricant. In every case I asked the lenders to report the condition, and in every case the owners wanted to know what magic I had used. I told them I kept it in a bottle. This satisfied me that something had been done for

The Better Running of Bicycles,

and I interviewed one or two leading makers of oils on this side, with the result that two oils have been placed upon the market, are receiving a big sale, and every day both the purveyors and myself receive letters from cyclists all over England testifying to the improving running consequent upon the use of the new lubricant. One of the most amusing features of the matter is, however, the fact that one of the constant critics of my work claimed I had borrowed all my facts from a provincial paper, of the existence of which I had never heard. I challenged him to produce the paper, and offered a substantial bet that he could not do so. He accepted, but has neither produced the paper nor paid up. Another critic, whose forte it is to decry everything done by those whom he vainly wishes to surpass, declared that himself had discovered the lubricant, and that I anticipated his deductions by a few days! But he declared that he had been working in concert with one of the oil factors of my acquaintance, and this gave the show away, for they affirmed an entire ignorance of his very existence! Therefore, I believe I may take credit for having given the wheel world

A Pointer or two on the Question of Lubrication.

Professor Thurston says that as vegetable and animal oils are compounds of glycerine with fatty acids, they have a tencency to decompose, acid is set free, and the oils become rancid. The free acid in the rancid oil will attack the bearing and so injure them. Mineral oil, on the other hand, does not have an affinity for oxygen, and therefore forms one of the safest and cheapest lubricants. My own experience is that the large proportion of mineral oil used in the compound I recommend acts as a kind of antiseptic against the sperm (which is animal) oil becoming rancid. Another authority declares that a mineral lubricating oil, which has a fashing point below 300 degrees, is not the kind of oil suitable for use on machinery. The best oil for metallic bearings is that which has the greatest adhesion thereto and the least cohesion in its own particles. In this respect mineral lubricating oils stand first, but no oil is admissible which has been purified by means of mineral acids. "Mixed oil," says he, "if properly compounded, possesses the special advantages of both classes." Now, I claim that my method does possess

The Special Advantages of Both Classes,

and the unfortunate part is, from my point of view, that I was utterly unaware of these scientific pronouncements until I had gone through the labor of experimenting and had published the conclusions at which I had arrived. The blending of mineral and animal oils does not merely consist in shaking them together, haphazard. They are of different specific gravity, and must be broken up by warmth and agitation, so that the globules are intimately intermixed. If this be not done, the two oils will gradually separate and not give entirely satisfactory results. Prof. J. J. Redwood says that mineral lubricating oil has the least corrosive action upon metals; none whatever upon iron or brass. Tallow oil has most action on iron; castor,

AMERICA

The one word is sufficient to the well-posted agent or rider, and is, as we've said before,

"The Synonym of the Highest of High Grades."

Chicago Show, Spaces 222-223.

Where we will have an eye-opener in the shape of a tandem.



The International Mfg. Co.

73-75-77 Fulton Street,

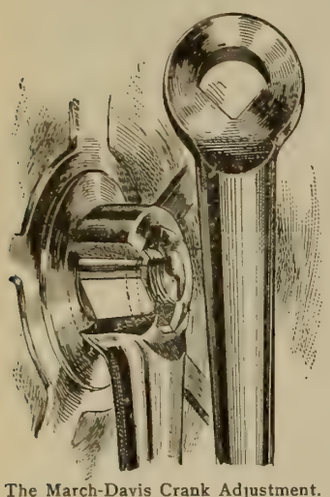
Chicago.

olive, and lard oils have most action on brass. Rape oil has most action on copper. These are some few notes upon lubrication. I have lately been at much pains to read up authorities on this subject, and the action of oils upon metals may well form the subject of a subsequent article.

HAROLD QUILL.

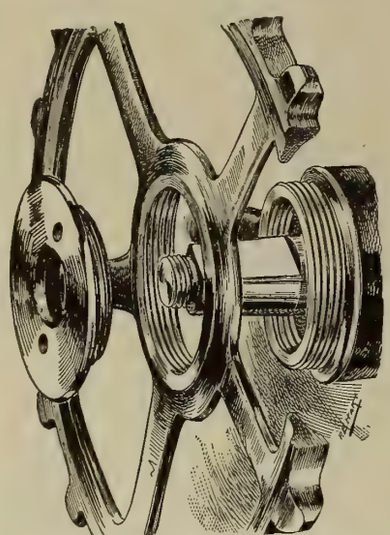
THE MARCH-DAVIS.

The March-Davis Cycle Co., of Chicago, has issued its fifth annual catalogue showing five distinct models, as follows: Men's roadster, 22, 24, and 26 inch frames; ladies' drop frame, track racer, double diamond frame tandem, and drop frame tandem. The frames are of large diameter tubing, 1⅜-inch, 1¼-inch, 1⅛-inch, ⅞-inch, and ¾-inch, with all joints invisible, giving the wheel an up-to-date appearance. The crank attachment is such that, while the adjustment is positive, the cranks may be removed without difficulty. The crank-shaft ends are first turned round on an abrupt taper, and then one side milled to a "V" taper. The crank is broached to correspond, and is held securely in place by a lock-nut, the crank being counter-sunk to bring the nut flush. The front sprocket may be detached with the utmost ease by means of a spanner wrench, which is furnished with each machine. The crank-shaft is a drop forging, with a large boss on which the sprocket wheel is attached with a left-hand thread. The boss is hollowed out and tapped with a reverse thread for the lock-nut.



The March-Davis Crank Adjustment.

The handle-bar stem has a slight rib, fitting into a corresponding slot in the fork-top, and is securely held in place by means of a tapered sleeve nut having a straight thread. The rib on the handle-bar stem is not sufficiently pronounced to prevent the bar from turning in case of a fall. The internal seat-post adjustment consists of a vertical key threaded on the lower end two inches above which is a tapered shoulder; and two solid plugs brazed inside the seat-post, one at the lower end tapped to fit the thread on the vertical key, and the other two inches above reamed on a taper to correspond with the tapered shoulder on the vertical key. The seat-post has four vertical slots equally distant apart, extending one inch above and below the upper plug, and passing through same. By screwing the vertical key into the threaded plug, the tapered shoulder expands the slotted plug, and securely binds the seat-post in position. By expanding the seat-post at a safe distance from the lower end, about twice the bearing surface is obtained, and with no possibility of bulging the frame tubing. The drop forge hubs are of large diameter, and the tread of the roadster is 4⅞ inches.



The March-Davis Sprocket Adjustment.

The entire line presents a most creditable appearance, and the construction embodies numerous novel and desirable features. The samples are finished in black and maroon with gold stripes.

DEFRAUDED CYCLE-MAKERS.

BALTIMORE, MD., Dec. 28.—R. D. Uhthoff, Max Cohen, and Wm. H. Schley are out on bail for appearance before the United States District Court, charged with using the mails for fraudulent purposes. Secretary-treasurer Robert H. Carr, of the Maryland Division, and a lawyer, has the case in hand, and is pushing it vigorously. According to the statements of Carr, Uhthoff and Cohen, whom he is after particularly, defrauded manufacturers all over the country out of an immense lot of goods. Among the victims are said to be: Cline Bros., the local Victor agents; Davis & Stephens Mfg. Co., Seneca Falls, N. Y., makers of bicycle pumps; Hibbard, Spencer & Bartlett, Chicago, makers of bicycle lamps, and the Simonds Machine Screw Co. In addition, Mr. Carr says, they victimized all other trades. Uhthoff's plan seems simple. He has a richly engraved office paper and uses a typewriter, all his correspondence having the air of a house of good commercial standing. He first wrote for quotations and catalogue and then for an order of goods. He simply never paid, and had no idea of paying, selling the goods for anything he could get. Several of the local cycle dealers bought of him, and a couple of young riders are mixed up in it as salesmen.

S. Davies Warfield, post-master of Baltimore, has determined to branch out as a manufacturer of bicycles. He was formerly the president of the Warfield Mfg. Co., which did a miscellaneous manufacturing business. This company has now given way to the Maryland Mfg. and Construction Co., of Baltimore, which will build the Postal wheel, a high-grade mount to list at $100. C. F. Pease, formerly of Chicago, is here to superintend the construction. The firm says it purposes to put out 6,000 machines this season. H. B. Keyser is treasurer and Ed. W. Phillips, secretary.

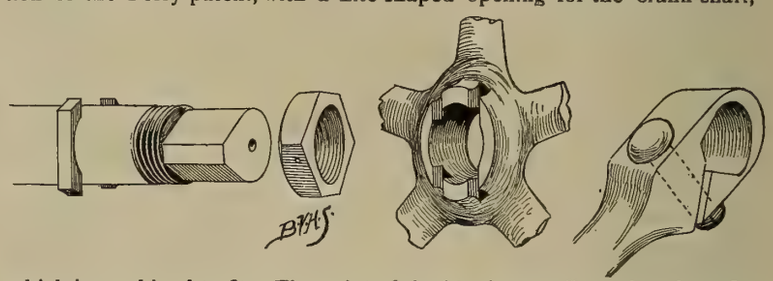
The Standard Bicycle & Machine Co., of Baltimore, has succeeded the Millington Machine & Bicycle Co. and is sole agent for Maryland for the Standard Cycle Works of Chicago.

Joe Wiesenfeld, agent for the Cleveland, Liberty, and other wheels and maker of the Little Joe roadster has leased the large warehouse, corner Howard and Baltimore streets, and will branch out into the jobbing trade.

THE ARIEL.

The '96 Ariel is on show at Hales & Anderson, the Ariel agents, corner Wabash Avenue and Van Buren Street, Chicago. There are many changes in the make-up and details of the wheel. Large tubing is used throughout, and an option is offered in the roadster of 1⅛ or 1¼ inch tubing for the main frame. The sample seen had 1¼-inch main frame and ¾ and ⅞ rear stays. The fork-crown is new, being a tubular reinforced stamping with the fork-sides inset and the crown brought down on the sides to form an outside reinforcement. The whole is nickeled, and is strong and neat in appearance.

The bottom bracket and the hubs are barrel shaped, and the hubs are turned down with spoke flanges. A new crank is fitted, which is a modification of the Perry patent, with a kite-shaped opening for the crank-shaft,



which is machined to fit. The point of the kite is cut off so that three flat bearing surfaces are afforded. The front sprocket is set on in a new manner which will be readily understood by a reference to the accompanying drawing. The shaft is machined with two square keys set on at right angles to the line of the shaft, and the face of the sprocket is provided with two square edged grooves which take the keys, and the shaft and sprocket are cut with a tapered section and opening so that a hexagonal set bolt binds the two firmly together. The sprocket may be changed for one with more or fewer teeth by taking off the crank on the chain side and turning off the set bolt.

The stationary cone on the chain side of the shaft is held in position by a small key which is machined on the shaft and which engages with a notch cut in the outside face of the cone. The cranks are fluted in section, and the binding bolt which draws the kite-shape opening together is held in position by a recessed or countersunk key under the head of the bolt.

THE LATEST IN SWEATERS.

Mr. Austin, of Austin & Dimick, Boston, will be at the Palmer House during the Chicago show. He will have with him samples of the sweaters made by his concern. The accompanying cut shows the latest things in sweaters made by Dimick & Austin. It is one of the handsomest on the market, and is made in golf mixtures, although staple colors may be had.



DIRNBERGER'S NEW WHEEL.

M. F. Dirnberger, Jr., the well-known racing man, is secretary and general manager of the Iroquois Cycle Mfg. Co., of Buffalo, which will make Cayuga bicycles this season. The factory and offices of the company are at 393 and 395 Broadway. The Cayuga will be made with 1⅛-inch tubing, barrel hubs turned from the solid bar, and will have a two-piece crank and shaft connected in the center, the cotter pin being done away with. The list price will be $100. Dirnberger certainly has a handsome wheel, judging by the illustration in the advance catalogue, and with his experience in the bicycle business, ought to do well.



THE BARNES WHITE FLYER

The homing pigeon swift can rise
And speed away on soaring pinion,
The fleetest wing in all the skies
That traverses that broad dominion.

Like this fair bird of noble birth,
That spurns the ground for regions higher,
The speediest bicycle on earth
Is known to all—THE BARNES WHITE FLYER

When you see a white wheel—
That's the BARNES!
When you see a BARNES wheel—
That's the best!

The Barnes Cycle Co., Syracuse, N. Y.

Hooker & Company, San Francisco, Cal.
Pacific Coast Agents.

The Knight-Atmore Clothing Co.,
Denver, Colo., Agents for Colorado.

SPACES AT CYCLE SHOWS—
Chicago, 61, 62, and 63.
New York, 8, 9, and 10.

THE WEEK'S CATALOGUE REVIEW.

The '96 Catalogues and Brochures are Coming Out Fast—Their Handsome and Curious Features.

Juvenile bicycles for boys and girls are the specialty of the Toledo Metal Wheel Co., of Toledo, Ohio, whose aim is to offer the children, at very low prices, strong, well-made wheels that will stand a great deal of hard usage. The company's '96 catalogues, dressed in a buff cover relieved by embossed red letters, illustrates and gives the specifications and prices of a line of four Rugby machines. The first is the Rugby diamond frame, with 24 and 26 inch wheels, the former size retailing at $37.50, and the latter at $50. This is the concern's leader, and the demand for it will doubtless exceed the call for the other models. The tubing in the upper and lower main bars and in the seat-post mast is of 13-16-inch tubing, while the upper and lower rear forks are made of ½-inch tubing; the head, wheels, crank-axle, and pedals are full ball bearing, having ¼-inch balls running on best quality steel cones; the crank-throw is 5½ inches; the frame is enameled jet black, with the usual parts nickeled. The machine is fitted with wood rims, ½-inch diamond or 1¼-inch M. & W. quick-repair tires, raised or dropped handle-bars, having cork handles tipped with German silver, and tool-bag containing wrench, pump, and oil-can. Complete, the machine weighs 22 pounds.

The Other Rugby Models.

The Rugby Drop Frame is for girls, and weighs 25 pounds. The specifications are the same as in the former wheel, with the exception of the tubing, which is larger. The Rugby Combination is, as its name implies, convertible for use by either boy or girl, and differs from the drop frame only in having an upper detachable bar and no dress-guard on the rear wheel. The Rugby girls' bicycle is built after the model of the high-grade ladies' machines, and is provided with two bars connecting the head with the crank-bracket. The weight is 22 pounds. The tubing in this is the same as in the diamond frame Rugby. The other specifications are the same as in the other wheels. The prices of all the models are $37.50 for the machines fitted with 24-inch wheels, and $50 for those fitted with 26-inch wheels.

A Vivid Cover,

done in colors, ornaments the catalogue of the Davis Sewing Machine Co., of Dayton, Ohio, makers of the Dayton wheels. The front cover shows an up-to-date woman riding a Dayton drop-frame machine along the beach of a lake, with a wolf-hound coursing along behind, while the rear cover is enlivened with the scene of an elopement. The inside pages are illustrated with many views of the Dayton wheels as seen in familiar localities in many of our leading cities, besides, of course, photographs and woodcuts of the nine different models and the minutia of their make-up, already well known to the public.

The Czar Catalogue

cover is severe in its simplicity, but the beauty of the different models of the machines turned out by the Czar Cycle Co., of Chicago, is well shown in the half-tones from photographs and wash drawings presented on each alternate page inside. The Czar racer, weighing 17 to 19 pounds, leads, and has a light, comfortable look, as it should; the Special follows, weighing 20 pounds; the Roadster, coming next, has an attractive appearance and looks serviceable, yet it weighs but 23½ pounds. The Czarina ladies' machine looks as pretty as its name sounds and as dainty as its weight of 21½ pounds proves it must be. But the double-steering tandems in two models are perhaps the most attractive features of the catalogue, as the 3½-inch tread Field racer is the most novel.

Catalogue of Gold Crank Falcons,

manufactured by the Yost Mfg. Co., of Toledo, Ohio, is the most unique if not the handsomest of all the catalogues so far seen. It combines in one small book a bicycle price-list, giving the descriptions and specifications of the Falcon wheels, and a '96 calendar illustrated with homorous pictures of clowns on bicycles, painted in colors in Paris. Nobody will want to miss getting one of these.

Sager saddles and other specialties are attractively brought to public attention through the medium of a well-printed catalogue illustrated with a half-tone in red of each model of the saddles made by the Sager Mfg. Co., of Rochester, N. Y. The saddles are too well known to cyclists to need any description here, but the Sager bicycle tandem attachment is something new, and the pneumatic pads designed to be attached to any saddle to render it more easy and comfortable, will interest people generally. The cover of this brochure is one of those indescribable designs in conventionalized figures and several colors, intended to catch the eye, and therefore better seen than read of.

An Ornate and Really Artistic Cover,

showing above a field of mushrooms, lilies of the valley, and other flowers, a golden star bearing the words, "Gendron and Reliance Bicycles" in blue letters and by its side a female figure in buff on a blue background, holding in one hand a wreath and in the other a trumpet which she is in the act of blowing, encloses some very elaborate pages done in black and light-green on a buff ground, descriptive and illustrative of the output of the Gendron Wheel Co., of Toledo, Ohio. The description of details of construction and accessories of the Gendron and Reliance machines is very complete.

The Ralph Temple Cycle Co., of Chicago, talks to the rider and the dealer about its full lines of Temple, Messenger, and Mail wheels through the medium of a small but carefully prepared pamphlet

Printed in Green and Brown.

The Temple Scorcher is made the leader, as it well may be, being a most handsome wheel, up-to-date in all its specifications. The half-tone picture showns it as a well-proportioned, rigid, yet light machine. It lists at $100, the racing wheels selling for $125. The lines of the drop-frame Ladies' Scorcher are exceedingly graceful. The Temple Special is built on lines similar to the Scorcher, but it lists at only $85, and looks well worth the money. The Temple Safety parcel carrier is shown in a really beautiful reproduction from a photograph, and the woven willow "box" over the rear axle gives the machine a remarkably light appearance. The Superb and Superba are $75 machines; the Mail line lists at $60, and the Messengers at $40 and $50.

A Line of Spalding Parcel Carriers

is pictured and described in a little brochure printed from half-tones and bound in a rough cover printed in antique style, which the Spalding-Bidwell Co., of New York City, is sending out to the trade. These tricycles have the cabinet supported over the rear axle, the rider sitting immediately in front of it. There are variations in the cabinets, some being larger than others and some made of woven willow. One style of the carrier is provided with a seat over the rear axle for the use of a child or an invalid, who has nothing to do with the operation of the m chine, there being but one pair of pedals.

The Wilson Moline Buggy Co., of Moline, Ill., has gone into the bicycle business and is now sending out catalogues of

A Full Line of Wilson Machines

ranging in price from $100 down to $40. A men's double-steering tandem is given first place in this price-list. It is built of large tubing, in accord with the popular demand, has both chains on the same side, has narrow tread, dust-proof bearings at the crank-shaft, and a neat, new chain-adjustment, to which special attention is called. The wheel is listed at $150. The Wilson Scorcher comes next. The tubing used is 1¼ inch for the head, 1⅛ inch for the upper and lower and seat-post bars, and ¾ inch for the top and bottom rear forks. The crank-shaft runs in dust-proof, covered bearings. The cranks are detachable. The crank-shaft is tapered and flattened at each end, and the cranks fit in an absolutely accurate manner, and for additional security are fastened on with lock-nuts. The balls are ¼ and 3-16 inch in diameter. The Scorcher lists at $100. The ladies' Wilson Scorcher is a drop-frame machine weighing from 24 to 26 pounds, and listing at $100. The specifications are essentially the same as those of the men's wheel. The Wilson Special is a 22 to 26 pound wheel, constructed on lines differing from the Scorcher, and listing at $85. The Lady Wilson is its mate, and sells at the same price. The Sylvan and Lady Sylvan are $60 machines. The Wilson, Jr., and the Lady Wilson, Jr., are boys' and girls' machines, selling for $40 and $50, fitted with 24 and 26 inch wheels. The company's warrant for one year goes with the bicycle.

By far the Most Excellent and Deceptive

bit of half-tone work yet seen is that on the cover of the handsome little booklet which H. A. Lozier & Co., of Cleveland, Ohio, have got up for the purpose of extolling the merits of the Cleveland wheels. At the top of every page of this catalogue is a most beautiful little reproduction from some famous scene in one of the great cities of the world. The whole typographical work is above par, and the catalogue is one which will not be thrown carelessly aside. The cuts of the machines are from the wood engraver's bench, but the details of parts and the accessories are shown in the softness of vignetted half-tones.

CAPTAIN LENNIE A KIDNAPPER.

The Shapleigh Hardware Co., of St. Louis, which sells the Syracuse Crimson Rim bicycles throughout the west, has in its bicycle department a silver-tongued announcer, whom it loans on special occasions to the different race meet promoters. His name is Gus Pleus, and a few nights ago during the visit of the Morgan & Wright private car, "Wanderer," Pleus thought he would take in the sights. The car is furnished with a piano, and that caught Pleus more than the quick-repair tire. Well, the Morgan & Wright contingent no sooner heard Gus's silver voice, with piano accompaniment, than they decided they must steal him, for a while at least. This was Saturday night. It is not known whether he was actually locked in the car or not, but at any rate, the car left early Sunday morning with Pleus on it, bound for Kansas City. The first intimation of his being kidnapped was at 4 o'clock Sunday morning, when A. F. Shapleigh, Jr., was awakened from sound slumber, in response to a messenger-boy with a telegram which some one was considerate enough to send, but Gus's relatives and close friends spent two days of deep worry. If he hadn't put in appearance in another day, the river would have been dragged, as every other place had been searched through without success. Pleus managed to give the car the slip at Kansas City, and got back to St. Louis on Tuesday morning. The only change observed in his appearance is that he now wears his voice muzzled.

O. W. Andrews, formerly assistant manager of the Fairbanks Wood Rim Co., is now connected with the Owens Mfg. Co., of New London, Conn., as manager of the sales department. The company will be at both shows and will then have on exhibition models of its new wheels.

Look to the West, ye Sycamores

and you will witness the greatest record contest of the age. The wheel that runs the easiest is the cycle that will get the records, and ***that is the Crimson Rim.*** Already the good and trusty Sycamores are on the war path. Billy Hamilton buried the tomahawk deep when he broke the ***world's 1-3 mile,*** unpaced, standing start record in ***41 seconds,*** and

Even the Sun Sets Crimson

in honor of this valiant Sycamore who holds all unpaced records at his mercy. Perhaps you didn't know that Billy rode an unpaced mile in 1:59 the other day, but he did; simply

In Honor of the Crimson Rim

These records were made on Morgan & Wright Tires.

By the way, have you heard of Green's and Erswell's unpaced straightaway mile on a SYRACUSE tandem? The weather being somewhat cold, they desired to keep warm. The official watches stopped at 1:17 1-5.

New York Cycle Show,
Spaces 47, 48, 49, 50.



Chicago Cycle Show,
Spaces 174, 175, 176, 177.

Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

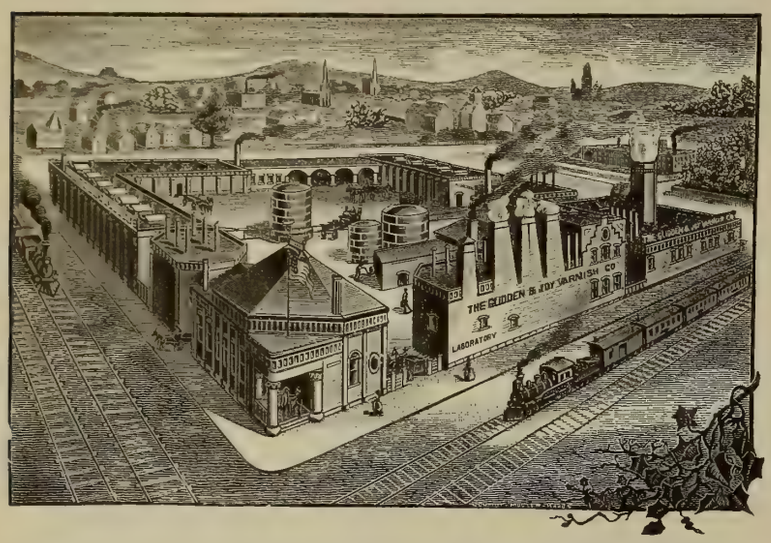
Western Agents,

A. F. Shapleigh Hardware Co.

St. Louis, Mo.

MAKES ENAMEL AND VARNISH.

The Glidden Varnish Co., of Cleveland, Ohio, was organized in 1875 to produce only the highest grade of everything pertaining to the varnish makers' art. The works at Cleveland are the largest of their kind in this country. Having closely observed the wonderful development of the bicycle industry for the past few years, the company foresaw the importance of becoming closely allied with this great industry, and with that end in view they at once set to work to merit this reputation by adding a special bicycle department to its spacious plant. This department is under the supervision and superintendence of J. F. Glidden, the general superintendent and president of the Glidden Specialty Supply Co. (an auxiliary organization formed for the manufacture of bicycle sundries) together with a full corps of experts in the manufacture and application of all kinds of enamels and finishing materials, where it has a complete finishing and corps of experts whose entire attention is given to this part of the business. This depart-



ment of the Glidden Varnish Co. has a special correspondent who is employed to give information and answer inquiries as to the use and application of enamels. Anyone who is experiencing trouble in getting a satisfactory finish will, upon application, be cheerfully given the practical information to set him right and avoid trouble in their finishing department.

The company manufactures everything in the varnish and enamel line from finishing anything from a bicycle to a locomotive or from a log cabin to a palace. It has branch houses in Boston, New York, Chicago, Philadelphia, St. Louis, Cincinnati, New Orleans, Baltimore, and San Francisco. The officers of the company are as follows: F. H. Glidden, president; F. K. Glidden, secretary and treasurer; F. A. Glidden, vice-president, and J. F. Glidden, general superintendent.

The accompanying cut gives a view of their works as they were in 1892. There have been several large additions, part of which are used by the Glidden Specialty Supply Co. for the extensive manufacture of highest grade liquid wood rim cement, rubber cement, bicycle metal cleaner, bicycle metal preservative, plumbago chain lubricant, repair outfits, and the Glidden specialty box.

CLEVELAND HOLIDAY TRADE GOOD.

CLEVELAND, OHIO, Jan. 1.—An unusually large trade has been reported at the retail stores the past two weeks. Large numbers of juvenile wheels were sold for Christmas presents and nearly all the dealers have taken orders for future delivery. A novelty built by the Handy Wagon Co., of Canton, Ohio, met with good sale at H. A. Likly & Co.'s new store. It appeared to be an ordinary child's express wagon, but when a section of the floor was raised, pedals were disclosed, by use of which the toy could be easily propelled.

The cycle show being held at the Y. M. C. A. Building today will undoubtedly prove a great benefit to local dealers. About eighty different wheels are shown, fully two-thirds of which number are handled here. A great many riders will decide what machine they will ride the coming season, as an excellent opportunity for comparison is presented.

For the past two weeks the riding school of H. A. Lozier & Co. has been crowded with spectators anxious to witness the novel exhibitions being given. Sid Black and Masters Albert Hentley and Horace Burnes gave some wonderful performances of trick riding, and a series of polo games between Black and Jack Hazelton, the chief instructor of the school, are astonishing for the skill displayed. An ordinary baseball is used, the object of the game being to knock it through wickets at either end of the hall by striking with the front wheel.

An event which caused considerable surprise among wheel circles was the marriage of W. F. Sayle, of Collister & Sayle, to Miss Genevive White. The ceremony took place on Christmas eve at the home of the bride's parents, 33 Merchants Avenue.

G. A. Boyer reports remarkable success with the Stormer wheels. Up to the present time he has disposed of 6,000 machines, over half of the output of the factory. Mr. Boyer recently secured an order from Davidson & Sons, of Chicago, for 4000 medium-grades, to be sold in that company's agencies throughout the country.

The White Sewing Machine Co., which manufactures Brandenburg pedals for Parkhurst & Wilkinson, and the Grothe for the A. L. Moore Co., is working double time in order to supply the demand. Two hundred and fifty thousand pairs of each kind will be made during the season.

John C. Campbell, of the Davis Sewing Machine Co., with samples of the Dayton, and George H. Harris, of the Zenith Cycle Co., of Binghamton, N.Y., visited Cleveland Saturday.

Samples of the United States line have been received by John Malpas, the Sheriff Street dealer. He will also sell the Empire State 999 manufactured by F. X. Muller & Co., of Buffalo, N.Y.

A patent on a bicycle wheel has recently been received by Mr. Valley, of the Steel Motor Co., of this city. The new invention does away with the pneumatic tire by the use of oval-shaped spokes of spring steel. The spokes are attached to an ordinary wood rim, the outside of which is built up with cork and covered with a strip of leather. The wheel has been thoroughly tested, and rides very much like a pneumatic tire. Mr. Valley claims that wheels can be made considerably lighter and stronger by this invention, and he expects to form a company to manufacture them exclusively.

THE THISTLE.

The salesrooms and offices of the Excelsior Supply Co., at the corner of Wabash Avenue and Van Buren Street, Chicago, are being refitted and remodeled, and the work will be completed by the end of the week. When it is finished the place will be as inviting as any bicycle store in the city. The floor will be carpeted, the wood work refinished, and the arrangement of the offices changed to afford more room for the showing of wheels and for the accommodation of patrons. Comfortable window seats and divans will be provided, and a liberal sprinkling of oriental rugs and interior furnishings will contribute to the general effect.

The '96 Thistle will be shown in a novel manner, which will be a radical departure from the straight rows of wheels against each side of the wall. The wheel will be considerably changed from the model of last year. Large tubing will be used, 1 inch for the main top tube, 1¼ inch for the head, and the balance of the main frame will be 1⅛ inches in diameter. The rear stays will be ¾ inch above and ⅞ below, with the upper tubes tapered to ½ inch at the seat-post forging. The connections will be drop forged except the rear fork-ends, which are stampings, set into the tubes with a knife-blade reinforcement at right angles to the stamping, making a cruciform reinforcement and a neat finish.

The handle-bars and the seat-post are set up with collar nuts, which are provided on the inside with a taper which fits on to a split and tapered sleeve that is placed in the stem of the head and in the seat-mast, so that the sleeve clamps the post without the regulation split lug, making a neat and effective device. This scheme was used last year on all of Gardiner's racing wheels, and the test proved the worth of the fastening. The detachable front sprocket is new this year and is strong and convenient. A boss is forged on the shaft and the outer face is provided with five keys which seat in as many slots in the hub of the sprocket. A flat lock-nut is set up against the face of the sprocket, and the nut and the sprocket are tapped with an opening large enough to pass the crank without removing it from the shaft. The cranks are set on to the shaft with a faced taper and a cover-bolt holds it firmly in place.

Barrel hubs are not used, but the bearing boxes are of a large diameter, admitting of the use of 5-16-inch balls in the rear hubs; and the bearings are as near dust proof as possible. A distinctive feature of the Thistle will be the nickeled Maltese cross on the head, just above the lower bearings cup, and marked with the serial number of the machine. This will not only be a distinguishing mark for the Thistle, but the nickeled surface will not permit of change in the number.

Adjustable handle-bars of new design will be fitted regularly to all models. The roadster will weigh 21½ pounds and a light roadster will be made which will be 2½ pounds lighter. The track racer, which will be shown at Tattersall's, will scale just 15½ pounds. The standard tread will be 4⅞ inches and the wheel-base 42½ inches. All wheels will be fitted with the new Thistle fork-crown, which is a solid drop forging with the fork-sides inset. Instead of reinforcing the forks they will be swaged so that the upper ends will be two to three gauges thicker than the lower.

THE FOX-SMITH.

The Fox-Smith Cycle Co., 1384 N. Clark Street, Chicago, is prepared to build special wheels to reach and to order. This is a departure from the accepted lines of conducting a bicycle factory and will be received with favor by many riders who have notions of their own as to lines and construction of their mounts. The concern makes a specialty of building, repairing, renting, and remodeling, besides selling standard bicycles of various makes. In the Fox-Smith nothing but the very finest of material and the best of workmanship enter, and the finish and fit is guaranteed to be the equal of anything on the market.

W. A. Rubey, of Louisville, rides New York tires in his centuries, instead of M. & W. as reported in a recent issue of THE BEARINGS.

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

A HUMBER AGENCY MEANS { Reputation Profit Satisfaction

Summary of Berlo's remarkable series of World's Record Breaking Performances:

⅔ Mile—1 min., 7⅕ sec.
¾ Mile—1 min., 17 sec.
1 Mile—1 min., 40 ⅘ sec.
1 Mile—1 min., 44 sec.
2 Miles—3 min., 43 sec.
3 Miles—5 min., 50⅘ sec.
4 Miles—7 min., 50 sec.
5 Miles—9 min., 51⅗ sec.

Berlo rode a 24 pound Humber 1896 pattern, fitted with Humber 1896 Hose Pipe Tires, the latter manufactured by The Spaulding & Pepper Co., under Humber Patents.

HUMBER QUALITY MEANS SPEED.

HUMBER & CO., AMERICA, LTD.,
WESTBORO, MASS.

New York Cycle Exhibit, January 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

New York Salesrooms { 318 Broadway, Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

Mention The Bearings

TRADE HAPPENINGS.

ANDERSON, IND.—The Hartford Wheel & Machine Co., of Morrow, Ohio, will locate its plant in this city. On removal to this city the company will increase its present capitalization from $30,000 to $50,000. Bicycles and rubber tires will be the principal products of the concern.

AU SABLE, MICH.—The new Hercules wood rim and mud guard factory has started up, and the first work of finishing was done Thursday.

AUSTIN, TEX.—Capitalists are making arrangements to erect a factory here for the output of of 70,000 bicycles of the highest grade.

BATAVIA, N. Y.—Lynden C. Palmer has secured the agency in Batavia for the Columbia and Hartford bicycles.

BOISE, IDAHO.—Spalding & Gordon, bicycles, have commenced business, and will add a repairing department.

BOSTON, MASS.—The Wales Mfg. Co. will be the name of the bicycle department of Brown & Wales, 69-83 Purchase Street. Bicycles, supplies, and sundries will be wholesale. The company will also manufacture bicycle cork handles,

BOSWELL, IND.—The Boswell Hardware Co., hardware, etc., is preparing to take up bicycles.

BLOOMSBURG, PA —S. E. Reynolds, of 5th Street, has bought Mears' bicycle repair shop, and has taken possession.

BRIDGEPORT, CONN.—A. G. Spalding & Bros. are making arrangements to transfer their business from Chicopee Falls, and it is probable that they will locate at this place.

CHICAGO, ILL.—The Western Union Bicycle Mfg. Co. has been incorporated by Lewis D. Cartright, George R. Bennett, and Charles R. Rode to manufacture bicycles. Capital stock, $150,000.

CHICAGO, ILL.—The St. Louis Automatic Cycle Co., Chicago, certified to a change of name to the Automatic Cycle Co.

CHICAGO, ILL.—Rex Cycle Co., Chicago, capital stock $10,000, has been incorporated by Merritt W. Punckney, Gustavus J. Tatge, and Julius A. Johnson.

CHICOPEE, MASS.—A new bicycle industry will be established here with J. T. and P. P. Murphy at the head of the concern.

CLEVELAND, OHIO.—American Ball Bearing Co. is reported incorporated, with a capital stock of $25,000.

CLEVELAND, OHIO.—W. H. Becker & Co., bicycles, reported to have made an assignment.

CORNING, N. Y.—Wolcott & Robertson, of the Crystal City Cycle Co., will open a store in the Ansorge Building, on E. Market Street, some time in January, for the sale of the Globe and Mascot wheels.

COUNCIL BLUFFS, IOWA —J. T. Findley has engaged in the bicycle business, and will handle the Tribune, Deere, Sylvan, and other cheaper wheels.

ENGLISH, IND.—Temple Bros., hardware, furniture, etc., will add a bicycle department, and invites propositions from manufacturers of wheels and sundries.

ERIE, PA.—The firm of E. J. House & Co. has rented the storeroom, at 626 State Street, and have put in a complete stock of '96 model Columbia and Hartford bicycles, being sole agents in this section.

EUGENE, IND.—Fultz & Parke, hardware, etc., are preparing to take up bicycles, and are inviting propositions from manufacturers of wheels and sundries.

FLINT, MICH.—The Flushing Cycle Co. was incorporated for $5,000. Stockholders: J. B. French; E. H. Perry, G. E. Herriman, and A. E. Ransom. The company will build and sell bicycles, and also run a repair shop.

FLUSHING, MICH —The Flushing Cycle Co. has been incorporated with a capital stock of $5,000 to manufacture and sell bicycles, and to operate a general bicycle repair shop.

FREEPORT, ILL.—Wesley Fox left Thompsonville to make arrangements to operate a mil getting out bicycle rims for the Lovell bicycle enterprise.

GLOUCESTER, OHIO.—The Gloucester Hardware Co. is preparing to add a bicycle department.

HENDERSON, KY.—J. G. Delker has started a bicycle factory in Owensboro.

HOPEDALE, MASS.—The Hopedale Cycle Co. has been succeeded by W. W. Knight.

HUNTINGTON, PA.—The Lane Foundry & Machine Works, manufacturers of steam engines, has been incorporated as H. H. Lane Mfg. Co., and will go extensively into the manufacture of bicycles. A large two story factory building is being erected for this purpose, and the name of their wheel will be the Juniatta, of strictly high grade.

HYMERA, IND.—V. D. Cummin, hardware, is preparing to take up bicycles, and invites propositions from manufacturers of wheels and sundries.

JACKSONVILLE, FLA.—G. C. Pease, of the Bottelini Cycle Agency repair department, is now making a bicycle that will be Florida made in every sense of the word. The bearings, cones, axles, etc., will all be turned out in this shop; the frames made complete, and all the brazing, handle-bars, etc done here.

JAMESVILLE, N. Y.—G. B. Weston, manufacturer of bicycles and parts, is taking an inventory of his stock this week, and it is probable that the entire business will soon change hands.

JEFFERSONVILLE, OHIO.—Wilson & Gray, makers of buggies and machinery, are preparing to take up bicycles.

LAPEL, IND —Huffman & Bird, hardware, etc., are preparing to take up bicycles, and invite propositions from manufacturers of wheels and sundries.

LOUISVILLE, KY.—W. A. Thomas, formerly with Griffiths & Semple, has opened his place in the Macauley Building at 4th and Walnut streets, and has secured the agency for the Syracuse wheel.

MANSFIELD, OHIO.—J. W. Wagner & Son, hardware, will be incorporated into a stock company after January 1, with a capital stock of $100,000. A full line of bicycles will be added, together with bicycle sundries.

MCKEESPORT, PA.—The Westinghouse Co. has plans for a rubber factory at Wilmerding, and it is also rumored that the same company will build a factory at Turtle Creek to make electric bicycles.

MINERAL POINT, OHIO.—John I. Rice, hardware, is preparing to take up bicycles.

MITCHELL, S. D.—The Rogers Mfg. Co. was organized here yesterday with a capital of $50,000 for the purpose of manufacturing bicycles. Incorporators: W. J. Healy, A. C. Pollard, Thos. Fullerton, R. D. Welch, and others.

MORRISTOWN, N. Y.—The John H. Schmidt Co. has purchased the Club Stable property and will remodel it as a bicycle factory.

NEW BRIGHTON, S. I., N. Y.—The Staten Island Bicycle Mfg. Co. has been incorporated by W. H. Barrett, Chase Real, of East Orange, N. J.; Walter Ross, E. N. Jewett, and M. J. Cameron, of New York city. Capital stock, $100,000.

NEW YORK, N. Y.—The firm of Cheever, Colt & Co. has been incorporated by Victor E. Burke, George W. Uhl, and Lemuel Evans, to manufacture bicycles. Capital stock, $60,000.

ONAWA, IOWA.—William Wise, of the firm of Raymond & Wise, sporting goods, etc., reported to have given a chattel mortgage for $1,500.

ROCHESTER, N. Y.—A local firm of manufacturing jewelers will make a specialty next season of decorating wheels in costly fashion. Gold, silver, and precious stones will be used, and the wheels will cost the purchasers from $500 up.

SANTA CLARA, CAL.—E. L. Ford, cyclery, reported to have sold out.

SYRACUSE, N. Y.—The Syracuse Specialty Mfg. Co. is manufacturing bicycles. Their plant consists of five buildings covering more than an acre of ground in Leavenworth Avenue. The plant is being equipped with the latest bicycle machinery, and their high-grade wheel will be known as the Frontenac. A model of the Frontenac will be on exhibition in a few days.

TAUNTON, MASS.—John Robertson, late of Robertson & Strange Cycle Co., now dissolved, will open a new store for the sale and repair of bicycles at 28 Cohaunet Street.

THE HOLSON SPEED INDICATOR.

A practical device for measuring the speeds of a bicycle is found in the Holson Speed Indicator. The indicator is the invention of A. B. Holson, of Chicago, and the letters patent bear the date of November 16, 1895. Mr. Holson is an inventor by profession, and has brought out a number of marketable patents. He was born some thirty years ago in Gotteborg, Sweden, and for the past ten years has devoted his time to the perfecting of practical and salable novelties. The indicator he considers the best of the lot, and no pains will be spared by the manufacturers to produce an accurate and reliable instrument.



The accompanying cut will give an idea of the appearance of the device, and an explanation will make clear the principle on which it is dependent for attaining the desired results. The frame is made of steel, struck up with a scale on the face which marks the various divisions of speeds which a rider is likely to require on the road or the track. The device is dependent on the principle of centrifugal force, and the glass tube shown is two-thirds nlled with a fluid which will not be effected by changes in temperature, so that the volume is constant. The tube is ½-inch in diameter by 3¼ inches long, and is fitted at each end with metal caps containing ball bearings of original design, permitting the tube to rotate on its axis with practically no friction.

At the lower end of the frame is a foot for attaching the device to the front axle of the bicycle, and a weighted pointer indicates the correct angle at which the tube must stand which by experiment has been found to be about 45 degrees from the perpendicular. This angle admits of a better reading for the scale and the various speeds may be more readily determined than at any other setting of the indicator. The lower cap of the tube is milled and a rubber covered spring-finger is attached to a spoke of the front wheel, so that it will impart a rotary motion to the tube when the wheel is revolved. A tube which incloses a liquid will cause the top line of the fluid to take a form which is known as a meniscus, and in the case of the instrument here shown the greater the speed at which the tube is revolved the deeper is the meniscus. A 28-inch bicycle wheel makes 728 revolutions in a measured mile so that it is an easy matter to figure out the depth of the lowest point of the meniscus when the wheel is revolved 728 times in a given interval. The first division on the scale is six, which indicates that the bicycle is being driven at the rate of a mile in that many minutes, and the other figures of the scale mark the other speeds. It has been found that a range from a six-minute clip to a mile in 1:45 covers the ordinary requirements of riders, although special speeds can as easily be marked on the scale.

The frame of the indicator is finished with nickeled ends and the face of the scale is oxydized black with the figures in white enamel, making it an easy matter for a rider to take a reading from the saddle while going at top speed. Each indicator is run for a sufficient time by an electric motor with variable speeds, and the scale carefully marked before the instrument is sent out, so that each one put on the market will be correct. The Holson company will show the device in operation in the space assigned to them on the second floor of the Clark Building at the Chicago Cycle Show.

METZGER ON FOREIGN AFFAIRS.

NEW YORK, Dec. 30.—Mr. Metzger, none other than the genial William who has taken a more than active part in the numerous League rows that have made the Michigan Division famous, was seen in New York recently by a BEARINGS man. Mr. Metzger, who, for a number of years past, has been a member of one of the leading firms of bicycle dealers in Detroit, has just returned firom a trip abroad. He is completing arrangements to open up a large retail cycling concern on his return trip to Detroit and has already made arrangements to handle Stearns and Waverleys and will no doubt add others to the line.

Speaking of his trip abroad, Metzger said that he had visited the English shows. Comparing them to the shows of this country, he said we had a good deal the best of it in general appearance, as over there the maker tried to see how many wheels they could pile into a space, leaving no room to show the workings of the machine. At one of the shows 1,820 wheels were exhibited. Speaking of the American exhibitions, he said that the wheels received a great deal of attention, but the continual cry of "too light" was raised, while it was quite apparent that the English prejudice against anything of American make would make the introduction of our goods a very difficult thing, even were we to turn out goods of greatly superior merit. In the point of weight, the English makers have held up to the weights of the past year in spite of the threatened invasion of the American feather weight. Another thing that is more than noticeable is the use of the gear-case, which on the other side, is almost universal and is a point that will not only add to the difficulties of getting in our wheels, but will also force itself on the American makers at a very early day, as its value and utility are settled beyond any doubt; in fact it is one of the sources of wonder over there as to how the American makers can succeed in selling the wheels without it.

THE PIERCE LINE.

The Pierce line for '96 includes seven models. The Model 10 Pierce roadster weighs 24 pounds and is made in three heights of frames—22, 24, and 26 inches. Model 16 ladies' wheel weighs 25 pounds complete, and is furnished with 28 or 26 inch wheels and a 22-inch frame. Model 18 ladies' wheel is the same as model 16, but has 26-inch wheels and 20-inch frame, weight, 24 pounds. All of the above list at $75, and are radical improvements even over last year's machines. Some of the features of the Pierce $75 bicycle are Ivin's weldless steel tubing, 1⅛ inch in the main frame, ⅝ rear tubes, bottom tubes ¾ tapering to ⅝ inch. The Pierce patent bottom bracket and a new crank shaft device and detachable sprocket are details which help make our medium price line honestly high grade.

The Pierce $100 wheels include four models. Model 12 roadster weighs 21 pounds and is furnished in 22, 24, or 26 inch frames. Model 20 ladies' wheel weighs 23 pounds and is furnished in 26 or 28 inch wheels and a 22-inch frame. Model 22 ladies' wheel is the same as Model 20, but with 26-inch wheels and a 20-inch frame. The racer, Model 14, weighs 18 pounds and is built in two heights of frame. The Special embodies many original devices. A specialty is Ivin's patent reinforced tubing, having a tube of heavy gauge where entering forging and the walls of tube gradually tapering to lighter gauge toward the middle of the frame, the tapering being done inside the tubing. The Pierce improved tubular hub, a narrow tread, and a practical adjustable handle-bar are also distinctive points in construction. The makers are now shipping samples and stock will be ready without delay.

A NEW BRAZING COMPOUND.

Hotelling Brothers, of 270 35th Street, Chicago, have put on the market a new and superior brazing compound. They have been experimenting on the compound for more than a year with the idea of getting something to take the place of borax. They have at last been successful Samples of work done with the new compound have been inspected by a BEARINGS representative, and they show that the compound produces particularly clean results. It is claimed that a brazed joint can be made at a much lower heat than by the use of borax, and that the compound is entirely consumed when the operation is completed, the result being that there is very little filing to be done. Indeed, all connections except the bottom bracket and seat-post connections can be cleaned on an emery belt. The new compound also does away with the use of a pickle of acid or alkali, which is an advantage hardly to be estimated. Another feature of the compound that is valuable is that it flows freely and makes, consequently, a thoroughly strong connection.

A number of prominent manufacturers have tried the compound and are unanimous in agreeing that it is a good thing. The superintendent of the Chicago Stamping Works, among others, has experimented, and is authority for the statement that with the new compound he can save $1 on the brazing of each frame. A saving of this amount is certainly worth taking advantage of.

A WELL KNOWN ROCHESTER COMPANY.

The Hall-Shone Co. (Inc.), of Rochester, N. Y., which was incorporated in 1894 at a capitalization of $10,000, is now entering on its second season and is meeting with an unusual degree of prosperity. It is the possessor of several valuable patents on detachable rubber mud guards and other accessories which are in great demand. The present officers of the company are



E. H. HALL.



H. L. HALL.

E. H. Hall, president and treasurer; F. A. Norcott, vice-president, and H. L. Hall, secretary and manager. The company has a reputation of square business dealing second to none, and has a large output for its product which, together with the facts that it buys in the largest quantities and discounts all bills, places it in a position to successfully compete. The company's 1896 catalogue is now ready.

At the especial invitation of E. C. Stearns & Co., the board of supervisors of Onondaga County visited the Stearns factory on December 19, and were shown through the entire plant. All expressed themselves as highly surprised and pleased at the completeness of the plant and the excellence of its mechanical facilities. Each member of the board was presented with a Stearns cane on his departure.



On the Tramp.

Our commercial travelers are now out, showing samples of New Clippers. If you have not already contracted to handle our wheels, it *may* pay you to learn more about our product. We've been in the bicycle making business longer than *most* makers, and we may *know* something about making *business bicycles* that newer and less experienced makers have yet to learn.

With New Clippers

for a leader, a little push, and an honest desire to give your customers satisfactory bicycles, you cannot fail to increase your business, make friends, customers, and money. Our best "ads" are our bicycles. No bicycles have ever been produced which gave better satisfaction than '94 and '95 Clippers. 1896 Clippers are as much better as we can make them. Our $75.00 Clipper can't be bettered at the price. It is superior to *most* so called "High Grade" $100.00 wheels.

AD. NO. 83 E.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

This is the New

'96 Peerless Special,

Which took highest award at the Atlanta Exposition.



Peerless
THE PERFECT WHEEL

It combines more points of superiority than any other machine on the market today.
Flush joints from stem to stern.
Tubular construction throughout, including hubs and crank bracket.
Nickel and Peerless Special steel tubing, drawn especially for us.
Peerless patent handle-bar and seat-post adjustments—no clumsy bolts and clamps.
Peerless tubular fork-crown—the finest thing yet produced.
Perfect fittings and appointments, and magnificent finish.

Chicago Cycle Show, Space 110.
New York Cycle Show, Spaces 73, 74, 75, and 76.

THE PEERLESS MANUFACTURING CO., - Cleveland, O.

Makers of Peerless and Triumph Bicycles.

NEW GOTHAM CONCERN.

Another Gotham firm that will bid for a portion of the '96 business will be known as the Knickerbocker Cycle Mfg. Co., with main office and salesroom at 413 Broadway. The principals, J. Miller and A. Levy, have been in the wholesale and retail business (with four stores located in different parts of the city) for some time past. In securing the services of W. C. Smith as superintendent, this firm has made a great stride on the road to success. The firm will turn out a men's diamond frame and a ladies' drop frame, to be known as the Knickerbocker. It will be strictly up-to-date in every particular. The following specifications will apply: Main tubes of frame, 1⅛-inch; rear fork and support tubes, ¾ inch; barrel hubs of the company's own manufacture; large balls will be used wherever possible; tires and saddles will be optional; an adjustable handle-bar will be used; changeable sprockets, both front and rear, and a detachable crank, which will be guaranteed not to work loose and yet be readily detached with the aid of an ordinary wrench. The firm promises something very rich in the way of finish, and no expense will be spared in making it perfect.

These wheels will be designated as ladies' and men's Model A, and will list at $100. A medium grade to list at $75 will also be marketed, with the popular style of frame and size of tubing which now predominates with American makers. Quality and workmanship, it is claimed, will be equal to the majority of $100 wheels now on the market. In addition to the above line the company will, in the near future, place on the market a carrier tricycle. The main points of advantage will be a reduction in weight and friction; the construction is such that the rider will at all times have perfect control ot the machine.

The company's factory is located at 146-148-150-152 Worth Street, and 3-4-5 6 Mission Place, and occupies the greater portion of this immense building. The factory is equipped with a complete plant of all the latest machinery, among the number being several especially constructed for bicycle work. The plant is capable of producing an output of 10,000 machines. It is the company's intention to cater largely to the jobbing trade and retail dealers who buy heavily, and it will supply wheels with or without name plates. If contracts are large enough to justify, special plates will be furnished to meet the requirements of the purchaser.

E. B. Parker, who has been with the firm for the past season in the capacity of salesman, will look after its interests on the road and will call on the trade with samples of the Knickerbocker, in the near future.



J. MILLER.



A. LEVY.



W. R. SMITH.



E. B. PARKER.

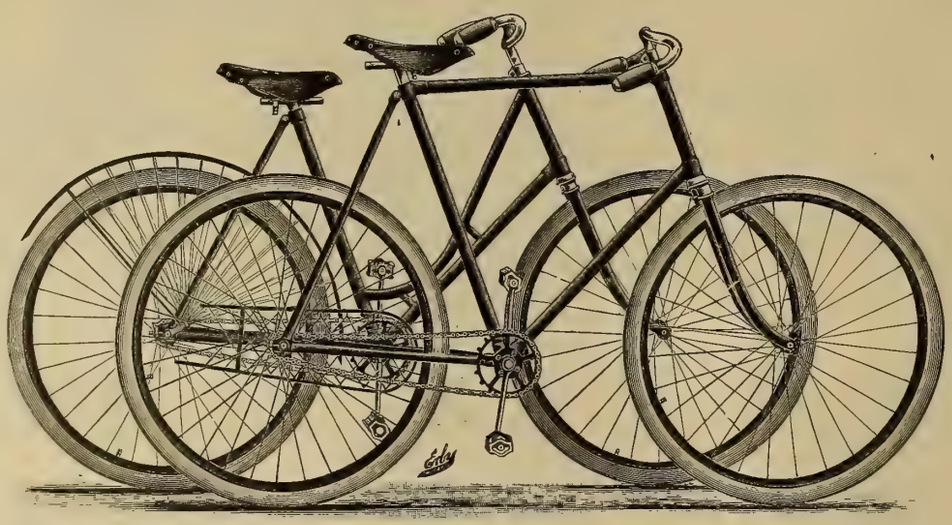
Like many other makers, owing to the rush for space, the Knickerbocker company was frozen out at New York. However, a full line of samples will be shown at its salesroom, 413 Broadway, during the New York Show. At Chicago visitors will be entertained at Space 301 Annex. The firm is working hard on its catalogue which will be issued this month and which promises to be very attractive and strictly-up-to-date.

C. S. Henshaw, the Brooklyn racing man, is on the road in the New England States, for the New York Tire Co. He will look after the company's racing interests next season.

Among the orders received for '96 Yellow Fellows at the Stearns factory last week was one from Timour Hall, Plumstead, Cape Town, South Africa.

HERE'S OUR TEAM FOR 1896

Silver



Rimmed

WABASH MODELS, B and C, $75.00.

See them at 201-202 Chicago Cycle Show.

SOLE VICTOR AGENTS.

Salesroom, 139-141 Wabash Ave.

THORSEN & CASSADY COMPANY CHICAGO

Mention The Bearings

SMALL CYCLE SHOW IN BUFFALO.

BUFFALO, N. Y., Dec. 30.—In trade circles the greatest thing of the week has been the cycle show of Sweet & Johonnot. This firm has a store in the center of Bicycle Row and all the week it has been filled with wheels and wheelmen. On both sides of the store were built booths and in each booth was the exhibit of one of the several firms whose stock is handled by the house. Representatives of half a dozen manufacturing concerns east and west have been in attendance.

One of the finest exhibits is that of the Decker Cycle Mfg. Co., of Worcester, Mass. A. M. Decker, the head of the firm, was here for several days with one of his '96 models, and every one who saw the wheel said it was a winner. Mr. Decker has just finished building for an eighteen-year-old boy, in Asbury Park, N. J., a wheel with a 30-inch frame.

The Spalding, handled here by Sweet & Johonnot, is on the boom. Every effort is being made to make it the favorite of high-grade wheels and it is coming with all kinds of guarantees.

The D. H. Lewis Cycle Co. has opened its new store on Main Street, and is ready for business. Dai is a hustler in a business way and the firm expects to get its share of the trade.

THE HUMMER.

The Foley & Williams Mfg. Co., of Chicago, will make a line of high-grade and medium-priced wheels. The high-grade will be known as the Hummer, a name which the company has used for two years, and the list will be $100. The wheels will be built on accepted lines for '96, and the Hummer will be made up of strictly high-grade material, forged connections throughout, tool steel bearings, and the best of workmanship.

The specifications call for 1 1-16-inch upper main tube; balance of the main frame, 1⅛ inches; rear stays, 11-16 and ¾ The frame will be reinforced throughout. The fork-crown is of new design with the fork sides inset and the crown nickeled. A barrel hub with spoke flanges is used and a Humber bottom bracket. Cycloidal cut sprockets are fitted and both pounds, and the frames will be made in three heights, 22½, 24, and 26 are detachable, the front sprocket being set onto a five-arm spider which is brazed to the crank-shaft. The pedals are a combination rubber and rat-trap, and all machines will be sent out with the rubber plates fitted.

The weight of the standard road wheel will be 22 inches. Adjustable bars will be used regularly, and saddle to order. The Kuntz rim will be used exclusively, and M. & W. quick repair tires, or other makes to order.

There will be a drop frame wheel in the high-grade line, and the make-up of it will be after the lines of the diamond. In the medium-grade list 24, 26, and 28 inch wheels, diamond and drop frame, will be offered, listing at $60, $70, and $80. The standard finish will be black or maroon enamel, with paneled gold stripe, the finish being equal to any on the market.

STRIKE AT THE VICTOR FACTORY.

SPRINGFIELD, MASS., Dec. 30.—Sixty-one polishers, employed by the Overman Wheel Co., struck at Chicopee Falls last Saturday on account of the company's refusal to discharge a non-union employee. The men were notified that unless they returned to work on Monday morning they would be locked out. They ignored the notice and their places have been filled. The company announce that none of the strikers will be taken back. The men were satisfied with the work, hours, and wages, and their only grievance was the employment of one non-union man. Many of the strikers have secured situations elsewhere.

The Hendee & Nelson Mfg. Co., of this city, reports that its wheel, the Silver King, is meeting with great favor. The company is setting up an average of twenty-five wheels daily at its factory on Taylor Street, and estimates its 1896 output at between 3,000 and 4,000 machines. The company is making a strong push on the bearings of its machine. The rear hub, spun by the fingers, will revolve two and a half minutes, which time, the makers claim, is a better performance by at least a minute than any other wheel is capable of.

The eastern branch of H. A. Lozier & Co., manufacturers of Cleveland bicycles, at Thompsonville, Conn., is running twenty-two hours a day and employs a force of 250 men, which is being constantly increased. No radical changes have been made in 1896 models, the aim being to perfect the 1895 wheel. Two new wheels for '96 trade are ladies' and men's tandems.

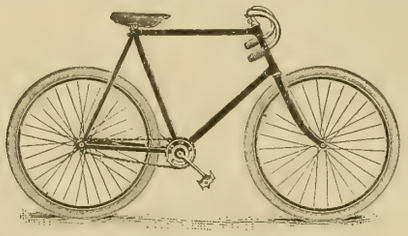
LOUISVILLE DEALERS IN LINE.

LOUISVILLE, KY., Dec. 27.—Twenty cycle dealers of the city met Friday morning to organize a local cycle board of trade. The object of the organization is to promote the good fellowship among dealers and to advance the cycle interest of the city for the benefit of the trade and cycling in general. The following officers were elected: Prince Wells, president; G. M. Allison, vice-president, and George Martin, secretary. A committee composed of the officers and Alex Semple and Tom Jefferis was appointed to draft by-laws. The meeting adjourned to meet again at the call of the president. Similar organizations are being formed by cycle dealers in the different cities throughout the country.

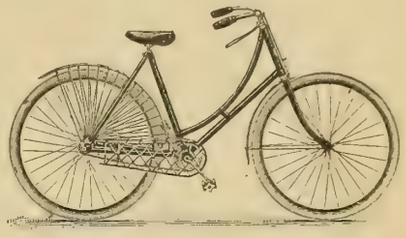
The records made by W. W. Hamilton in California were accomplished on a Syracuse, fitted with Morgan & Wright tires.



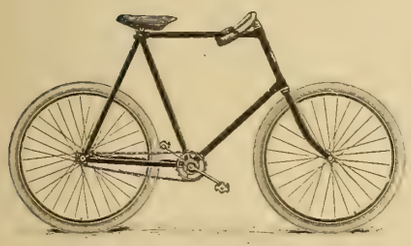
Model 27.



Model 21.



Model 24.

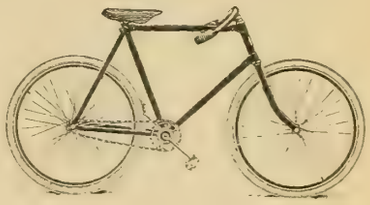


Model 26.

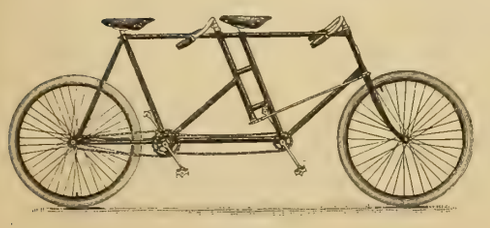
Tribunes for '96

SEND FOR CATALOGUE.

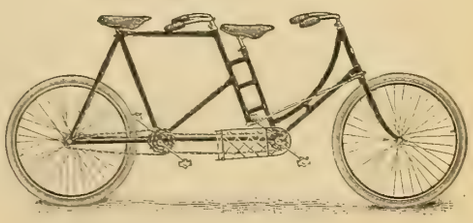
The Black Mfg. Co., Erie, Pa.



Model 25.



Model 22.



Model 23.

GREAT FRENCH CYCLE SHOW.

Pronounced to be the Best Ever held in Europe—American Exhibits Attract Attention—Features of Foreign Wheels.

PARIS, Dec. 20.—The third Salon du Cycle or international exhibition of cycle and automobile locomotion was opened on the 12th instant at the Palais de l'Industrie. The show was inaugurated this year by Monsieur Mesureur, minister of commerce, who spent over an hour in the exhibition and who looked and expressed himself as very well pleased with all he saw.

"Oh," said a bystander, as the minister drove off, "one of these days the minister will come to the exhibition riding on his state bicycle."

Every one laughed, but no one seemed to think it was impossible or even improbable.

There is a general opinion to the effect that the show is by far the finest and most complete cycle exhibition that has ever been held. As regards interest, it is far ahead of the Stanley and National shows, that is, if one is to believe those who went over to London and who are therefore able to make a comparison.

It is not sufficient this year to visit four or five stands to get a general idea of the show. There is certainly a striking similarity in the general design of most of the machines, but scores of exhibitors, occupying a very limited space, have on view a number of curious inventions and ingenious adaptations which deserve more than a passing glance. The idea entertained by most people that the show would offer nothing new, in fact would simply be a copy of last year's exhibition, is absolutely false.

The Tendency this Year

is to improve roadster machines by rendering the bearings dustproof and by adopting handle-bars more suitable from a tourist's point of view. Brakes are more generally fitted to machines and are both ingenious and powerful. A few firms exhibit machines with double gears nearly all of which develop four meters, fifty and six meters.

On the other hand, track machines differ but little from those built last year. If anything they are a trifle heavier. In 1892 track racers scaled about eight kilograms, and in 1896 they attain in several cases ten kilograms. This tends to show that the craze for lightness at any price is gradually dying out. The normal weight is eight to nine kilograms for track purposes and eleven to thirteen kilograms for the road.

The automobile and motocycle exhibit attracts a great deal of attention. This new branch of industry is perhaps more advanced in France than in any other country. Immense progress has been made in this line since last year and several big cycle makers are devoting their attention to the construction of horseless carriages and petroleum tricycles and quadricycles as they are called here. Cyclists appear to have a weakness for horseless carriages partly, perhaps, because they have borrowed so much from the cycle industry. The wheels, hubs, tires, and spokes are mounted on the same principle as on cycles.



T. W. CROSBY.

The feature of this section is a carriage built out of tubing which gives it a very light appearance. The model shown by the Gladiator firm is a beautiful example of carriage building and its arrangement is very much praised. In short, it is a four horse-power automobile costing 4,000 francs. It weighs, fully equipped for the road, about 200 kilograms. Ordinary mineral oil is used to supply the motive power and a maximum of 40 kilometers (25 miles) is claimed for it in point of speed. The cost of running the machine is put down at six centimes an hour, and it will run for fifteen hours without stopping.

It is interesting to find that American companies are doing so well in France. As a rule, they turn out a much lighter wheel than the English and French makers. Considering that the excellent roads of France are so well adapted to the use of these light machines, it is not surprising that they should become such favorites with the French. The following is

A List of American Wheels Exhibited.

The Cleveland, Sterling, Columbia, Tribune, Falcon, New York, Monarch, and the Chicago. The Snell Cycle Fittings Co. has an exhibit and in the tire line the Gormully & Jeffery, the Hartford, and the Morgan & Wright are shown.

Taken as a whole, the American exhibits are highly creditable and bear evidence of high mechanical ingenuity and painstaking care. The workmanship appears sound and strength, lightness in the right place, and beautiful finish may be said to be their inseparable qualities. Morgan & Wright exhibit their quick-repair tire.

This year no less than 1,667 machines are exhibited, 1,044 of which are of French make. The foreign section therefore includes 623. The list comprises 1,469 single wheels, 87 tandems, 58 tricycles, 28 triplets, 10 quadruplets, 1 quintuplet, 1 sextuplet, 12 tandem tricycles, and 1 monocycle. The stand of Clement & Co., one of the oldest firms in the trade, is magnificently gotten up and the machines exhibited are worthy of the high reputation of the company. They are built in five different heights of frames and are all fitted with

The New Clement Roller Chain.

This chain may be described as a happy medium between the old roller and the present block chain, and is lighter and more narrow than anything in that line that has ever been put on the market. Recent trials proved that it could stand a strain of 860 kilograms. The large number of teeth on the two cog wheels diminishes the friction of the chain and allows one to obtain intermediate gears. Owing to its large number of joints, this new chain, which works on five teeth on the rear sprocket, gives a smoother and quicker start to the machine and is less liable to stretch. Clement & Co. also exhibit a petroleum cycle which weighs about sixty kilograms and which can attain a speed of about thirty kilometers per hour on the road. The cistern holds sufficient oil for a ten hours' run. The tricycle is neat in appearance, and, when on the road, is noticeable for the almost entire absence of that buzzing and humming noise so peculiar to motocycles. Clement & Co.'s gross profits for the year amount to about $160,000. The Acatene cycle—as the name indicates, without any chain—attracts much attention. The chain is replaced by a system of cogs which turn the rear wheel. The cog mechanism is well protected from dust and mud and the inventors predict for the chainless wheel an immense success. They claim to have sold 1,600 machines last season. There is perhaps more in this new departure than most people think, and the Gladiator, Teugeot, and Medinger firms have taken up the idea and will add chainless bicycles to their stock during 1896.

Gladiators occupy three stands and exhibit

An Imposing Array of Bicycles,

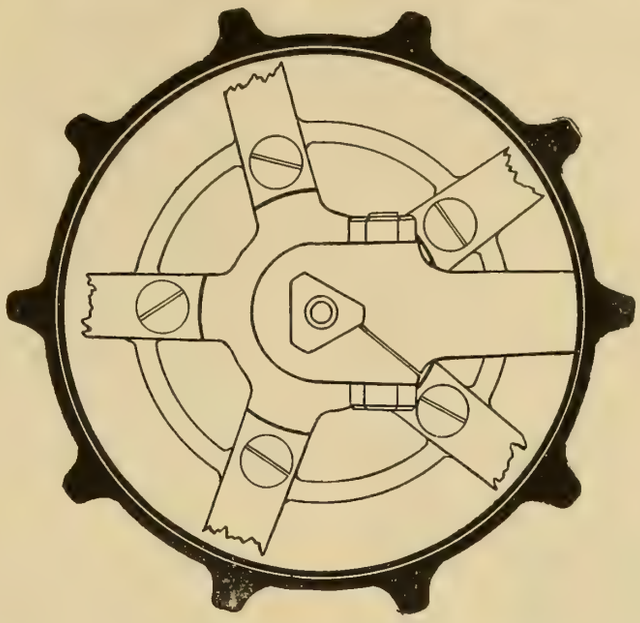
tandems, triplets, and quadruplets. All the machines are fitted with extremely narrow treads and large tubing is employed throughout. The Gladiator pacer is a very handsome machine and has been designed to meet the popular demand for a strictly high-grade wheel listed at a moderate price. This firm has been so successful in France that it is about to open agencies in England and will also shortly start a branch house in America.

T. W. CROSBY.

The Monarch Cycle Mfg. Co., Chicago, is one of the best-known concerns in the trade and this fact is due in a great measure to the lines on which the advertising department is conducted. The advertising manager is T. W. Crosby, who for over eight years has been identified with newspapers and the advertising business. He has handled large deals in Chicago, New York City, New Orleans, Denver, Kansas City, and throughout the southwest, giving him a practical knowledge of the science in all its branches. The Monarch company has been patronizing some 1,500 papers and magazines during the year just past, and the list includes trade journals, standard magazines, and illustrated weeklies, with a sprinkling of dailies in the cities where the company has established its principal agencies. In addition to the newspapers, a great amount of poster and wall work and street-car advertising has been done, and a racing team has been maintained throughout the season. A feature of the Monarch ads is the trade-mark which is so familiar to the public that a description of it is not called for. The latest departure is a colored page which is used in the company's regular space in all of the prominent trade papers. The Monarch display at the Chicago Cycle Show will be elaborate in detail and treatment and attractive souvenirs will be distributed.

"FENTON"

BLUE CROWNS.



MAHOGANY RIMS.

STUDY: A convincing mechanical triumvirate.

Ask for advance pamphlet.

New York Show, Spaces 41 and 42.

FENTON METALLIC MFG. CO.

JAMESTOWN, N. Y.

Chicago Show, Spaces 106 and 107.

"69"

Note our number.

Our wheels and discounts will do the rest.
Look us up and be convinced.

Bellis CYCLES

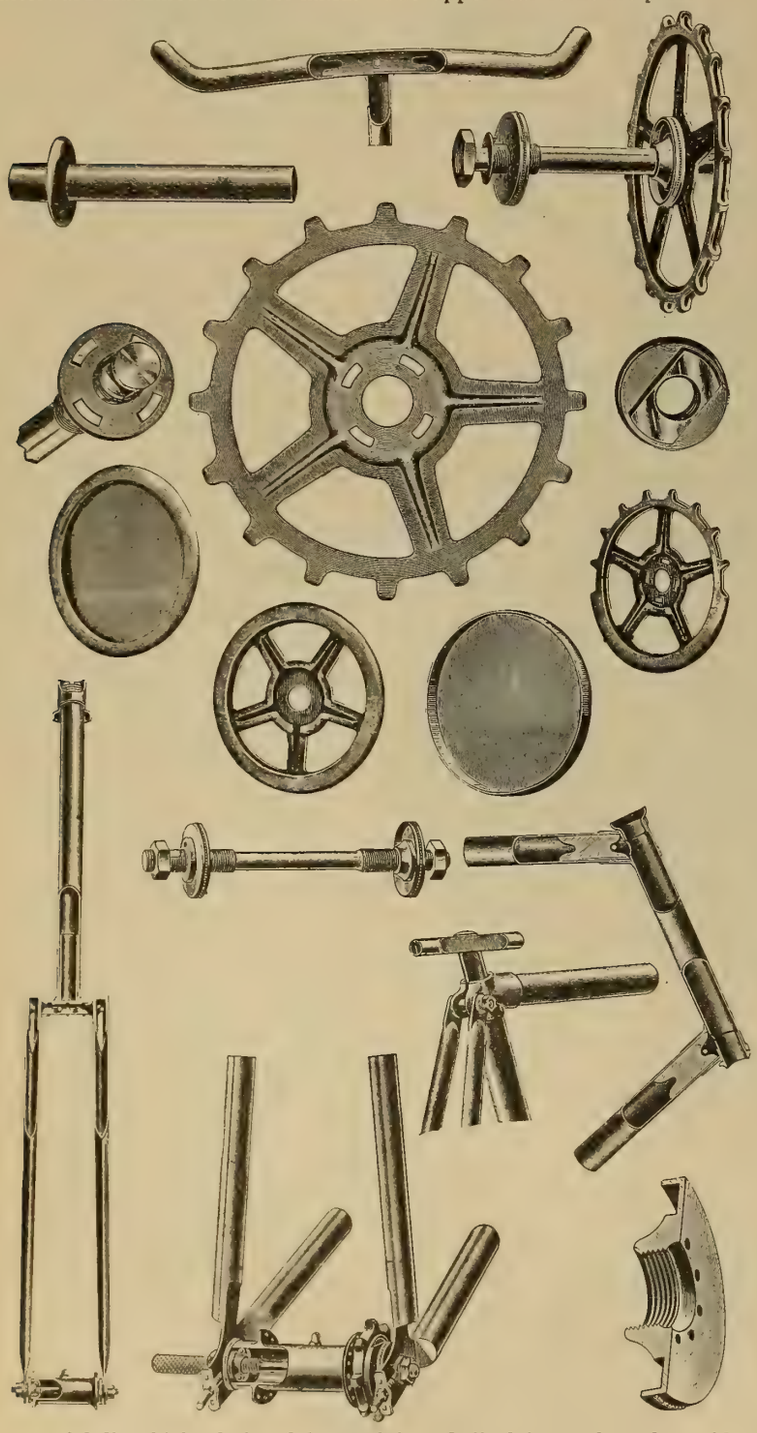
Chicago Cycle Show.

THE WESTERN WHEEL WORKS LINE.

It is largely to their structural merit that Crescent bicycles owe their present enviable reputation for speed and endurance. The incomparable equipment of the Western Wheel Works factory, embracing the most improved machinery employed in bicycle-building; the fact that every part, no matter how small, is interchangeable, and that every part is carefully examined and tested before it leaves the factory.

The frames are constructed of weldless steel tubing, and the connections are all stampings with the exception of the crank-hanger, which is a forging. A novel method of reinforcement is followed, and a reference to the cut accompanying this article will make the scheme clear. A flat steel plate is struck up with dies and the ends cut fish-mouthed, and the set in the tubes somewhat after the manner of knife-blade reinforcements, but at each edge of the reinforcements the plate is upset at right angles, affording a large brazing surface, and making a secure joint.

The front fork and crown is built up and the construction of it made clear in the cut. Both hubs are built up of tubing and stampings, and afterward machined down for finish. The upper rear forks are pressed in



a special die which admits of the retaining of all of the stock, and provides a strong and neat finish at the saddle cluster.

A novel feature is the stamped sprocket. This sprocket was used last year, but is changed slightly for '96, the dish being toward the inside, making the tread a trifle narrower. The boss is a part of the crank-shaft, and the keys are machined from the solid metal, with perfectly true faces, so that the lock-nut binds it as securely as though the whole device were brazed to the shaft. As an illustration of economy in manufacture it may be stated that the lock-nut for the sprocket is stamped from the center of the rear sprocket, sheet-steel of heavy gauge being used, and the waste is accordingly only from the machining of the parts.

The front sprockets are stamped from sheet metal and go through a number of operations before being set onto the milling machine for shaping the teeth. A reference to the cuts will show a few of the operations, and the resultant sprocket is indicated in the perspective view of the crank-shaft and chain-wheel. The Crescent sprocket, shaft, and cranks are the lightest in the world, and the company is satisfied that they are as strong as anything on the market. Of the 69,000 sent out in '95 not one went wrong, and with the added experience of the year it is safe to predict that universal satisfaction will be the result for the coming year.

The Western Wheel Works is a firm believer in the efficacy of stampings and uses them wherever possible in preference to forgings. The demand for larger tubing, heavier tires and higher frames necessitates a slight increase in weights for '96, in order that a wheel may possess the requisite strength, and a dressing down of forged connections can not bring about enough reduction in weight to make up for the points mentioned. In the opinion of the manufacturers of the Crescent, they are years ahead of other makers in processes of making connections from sheet steel. They claim poor metal can not be drawn, and stamping must go through this operation, consequently only the very finest of material can enter into the construction of the stampings. In Crescents they have proven entirely satisfactory.

The finish of the Crescents will be uniformly black, with gold striping on the two highest-priced singles and on the tandems. The reasons which are given in the company's circular to agents for refusing to supply other color enamels are interesting and full of force.

DULL SEASON IN NEW YORK.

NEW YORK, Dec. 30.—One can find little that is really new in the trade circles just at present, and wherever you go you are met with the stereotyped reply that "nothing of account has happened." The dull season is shorter now than ever before, but it is here at present. Everybody is preparing fer the coming season and particularly for the shows. There will be a larger number of easterners at Chicago next week than were there last January, and the "West Shore" special will land a goodly number in your city next Friday.

Tom Roe has joined the brigade selling Iver Johnson cycles, and is now on the road representing C. J. Godfry, 11 Warren Street, who has for his territory New York, Pennsylvania, and New Jersey.

Recently the Tinkham Cycle Co., New York agents for the Stearns, shipped to Paris three wheels which were to be used for Christmas gifts. The Tinkham people are doing a big business with their carriers, particularly in the west, and large orders have been received within the past week. J. R. Tinkham will be at the Chicago show.

Page, Dennis & Co., the New York agents for the Eclipse, have received their samples. The Eclipse Brownie with green rims is a handsome machine. Manager W. S. Wilson expects to do a big business.

The Boyd, named after the president of the Worcester Cycle Co., will be exhibited at the New York Show for the first time. George H. Pixley is the manager and A. J. Cahill the secretary of the company.

Lyman E. Crandall, of Chicago, who has been visiting Manager J. H. Robley, of the New York branch of the Fowler Cycle Co., has returned home.

A. H. Overman dropped into town last week to have a talk with W. C. Overman, who is in charge of the New York store of the company which manufactures the Victor.

The Spalding factory at Chicopee Falls, Mass., is reported to be in operation night and day, and turning out 125 machines daily.

The downtown branch of the Indiana Bicycle Co. has been removed from Cortlandt Street to 339 Broadway, and Manager Johnson is happy again. Besides doing a retail business this store is the wholesale headquarters for the Waverley in New York.

A new wheel called the Jersey is to be made at Plainfield, N. J., by the New Jersey Stamping Works. George B. Cobb, a prominent member of the Harlem Wheelmen, will be the manager.

HOTEL METROPOLE, MICHIGAN BOULEVARD AND 23d STREET, CHICAGO.

This modern high-class hotel is celebrated for its cuisine of peculiar excellence and for its absolute fire-proof qualities. It is conducted on the American and European plans and has one of the finest restaurants in the city. It is magnificently located on Michigan Boulevard, one of the most delightful drives in this or any other city. It is very convenient for those who will visit the cycle show, and the management offers special inducements as to rates. It is strongly advised that those who wish to engage rooms during the time of the exhibition should write at once to the manager, Copeland Townsend, who will take great pleasure in personally attending to the wants of those reserving quarters.—ADV.

A Wise Precaution.

Two dollars will protect you from loss by theft of your bicycle. A new one free if yours is stolen while you are a member of the American Wheelmen's Protective Association, Chicago. Oldest, promptest, strongest! They have replaced 129 stolen bicycles to members and restored to non-members 339 since March 10, 1895.

TWO CLEVELAND MEN.

The accompanying half tones show two Cleveland gentlemen who are rapidly forcing their way to the front in trade circles. Windsor T. White is vice-president of the White Sewing Machine Co., of Cleveland, and general manager of its bicycle department. His first business experience was gained as treasurer of the Cleveland Machine Screw Co., which position he filled for three years. At the end of that time he disposed of his interest



W. T. WHITE.



W. A. HENDERSON.

in that company and accepted the position of general manager of the White company's bicycle department. He has filled this position with so much credit to himself and his firm that when recent changes in the officers of the company left the position of vice-president unoccupied the directors of the company did not hesitate in electing Mr. White to the position.

W. A. Henderson is assistant manager and has charge of the sales and advertising departments. Mr. Henderson's experience of thirty years in the sewing machine business, occupying as he has the most prominent sales and advertising positions with the most prominent companies, renders his services of unusual value in the marketing details incidental to the bicycle business.

THE HOOSIER AND THE HOOSIER GIRL.

The wheels to be made by the Columbus Brass & Iron Co., Columbus, Ind., will be known as the Hoosier and the Hoosier Girl, and will be high-grade throughout. One and one-quarter-inch tubing will be used for the main frame and the rear stays will be ¾ for the upper tubes and 13-16 inch for the lower. The bearings will be made of the best grade of tool steel, ground and polished after tempering, and the barrel hubs are of new design with provision for large balls. The rear and front axles will be



H. L. OVERSTREET.



ARTHUR OVERSSREET.



JESSE OVERSTREET.

fitted with ¼-inch balls, and in the crank-hanger 5-16-inch will be used. The front forks are finished at the top with aluminum tips and the finish of the wheels throughout is the very best possible.

The ladies' wheel will be built after the same specifications as the diamond frame except that the main upper tube will be dropped, and the same tread—five inches—is retained. The weights will come under 23 pounds for the standard roadsters, which includes the tool bag with all tools and fittings. In addition to the line of bicycles the concern will manufacture a complete assortment of fittings such as hubs, cups, cones, etc. The superintendent, J. H. Paget, has been building bicycles for years and is conversant with the ins and outs of the trade. Arthur Overstreet is secretary-treasurer; H. L. Overstreet is president, and Jesse Overstreet vice-president. The last is a prominent attorney of central Indiana and at present represents the Fifth Congressional District in Congress.

A Wise Precaution.

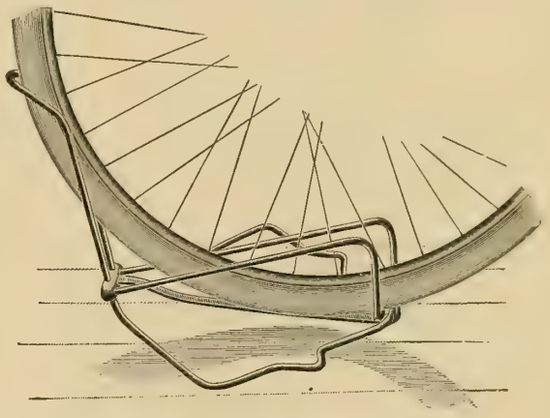
Two dollars will protect you from loss by theft of your bicycle. A new one free if yours is stolen while you are a member of the American Wheelmen's Protective Association, Chicago. Oldest, promptest, strongest! They have replaced 129 stolen bicycles to members and restored to non-members 339 since March 10, 1895.

POPE COMPANY'S POSTER CONTEST.

The Pope Mfg. Co. announces that it needs posters to advertise Columbia bicycles, and invites designs, offering the following prizes: First prize, one Columbia bicycle and $250 in cash; second prize, one Columbia bicycle and $100 in cash; third prize, one Columbia bicycle and $50 in cash; fourth prize, one Columbia bicycle. The complete collection of submitted drawings will be exhibited at the Columbia branches in Boston, New York, Brooklyn, Philadelphia, Baltimore, Washington, Providence, Rochester, Buffalo, Pittsburg, Detroit, Chicago, St. Louis, Denver, and San Francisco. Drawings and sketches entered in this competition must be on paper or other suitable material, 28 inches wide by 44 inches long, and in coloring and finish must be a complete and accurate representation of the poster when finished. All drawings and sketches must be delivered in Hartford on or before Saturday, February 15. Awards will be made immediately.

THE DIAMOND CYCLE STAND.

C. C. Finneran & Co., of Painesville, Ohio, claims lightness, strength, durability, compactness, beauty, simplicity, and self adjustment to any size tire or wheel for their Diamond cycle stand. This stand is operated as follows: The wheel is rolled into it without lifting and stands perfectly erect. It is movable and so constructed as to hold the bicycle perfectly rigid with-



out being fastened to the floor. It allows a clear view of the machine, as no part of it crosses the wheel to interfere with its appearance. It will hold a bicycle without inflating the tires, and there are no nuts, screws, or bolts to come off. It is made of spring steel rod, and it is claimed that it is actually indestructible, as no part of it can be broken, or lost. This stand occupies less width of space than the handle-bar.

Old Reliable.

The American Wheelmen's Protective Association of Chicago, with its 10,000 members, $100,000 capital, $27,635.55 cash surplus, prompt in settlement of every claim, reliable in the greatest degree, and worthy of utmost confidence, should not be confounded with the Wheelmen's Protective Co., of New York, or any other company.

TRADE NOTES.

R. R. Earle has engaged with the Miami Cycle Co., and will act as salesman in its Chicago store, which will be opened in a few days.

The Barnes Cycle Co. has secured for its agents in Cleveland, Ohio, the well-known cycle firm of Collister & Sayle, who have decided to make the Barnes the feature of their '96 trade.

Alfred Ely, of the firm of Alfred Ely & Co., Baltimore, Md., who sell Stearns wheels in that city, paid a visit to the Stearns factory at Syracuse last week and placed a '96 order of decidedly large proportions.

Owing to the drive at the Union factory and the busy hum of machinery from morning until late in the evening, Treasurer Walter Measure finds it impossible to put in an appearance at the Chicago Show.

The Indiana Chain Co. is marketing a new style of chain finished with a full polish, which is becoming very popular, as it gives a decided finish to the wheel. The chain is of moderate cost considering the finish.

The Place & Terry Mfg. Co., which makes the Pathlight lamp, has removed its factory and office in New York to the Trenkmann Building, 245 and 247 Center Street, the great industrial street of the metropolis.

In the advertisement of the Boston Woven Hose & Rubber Co., in the last issue, the statement was made that Mr. Brackett, of Boston, had ridden over 2,300 miles on Vim tires without a puncture. This should have been 4,300.

The Pope Mfg. Co. has at last secured an Indianapolis agent. A contract has been closed with Lilly & Stalnaker, hardware merchants, and they will push the Columbia next year. Eugene V. Miner will manage this branch of the business.

A. M. Scheffey & Co., of New York, has just accepted the sole United States agency for the Brampton saddles. Among the large orders for lamps already received by this concern is one for over 18,000 from one of the largest jobbing houses in the United States.

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, has just closed a large deal, through its English agent, with a large bicycle manufacturer of Coventry, Eng. The contract specifies the complete equipment of the plant, and will consist of several car loads of machine tools.

The Cutting wheels, to be made by the Cutting & Kaestner Mfg. Co., of Chicago, will list at $85. One and one-eighth-inch tubing will be used throughout. Every joint in the wheel is reinforced. Weights range from 16 to 24 pounds in the gentlemen's wheel, and 19 to 26 pounds in the ladies'.

The Liberty Cycle Co. will distribute its new catalogues at the Chicago Cycle Show. The Liberty catalogue will be in a new size to fit the top coat pocket, and will be emblematic of the American girl and the American flag —the two things we love the best. The Chicago show spaces will be 211, 212, and 213.

R. F. Beardsley & Co. report that they have received inquiries from all parts of the country in reply to the ad which they placed in THE BEARINGS for one insertion. This speaks well both for THE BEARINGS and for the Beardsley patent spring seat-post, which looms up as one of the striking novelties of the year.

The Olympic Cycle Mfg. Co.'s exhibit at the New York Show will be a thing of beauty, according to Manager W. R. Hollingshead. Last week a dozen Olympics were shipped to Asheville, N. C., and George W. Vanderbilt will keep them for the use of himself and his guests at "Biltimore,' his castle in the Carolina mountains.

The Record Pedal Mfg. Co. has been so sensationally successful in securing orders, that it does not find it necessary to enter either the New York or Chicago cycle shows. On the other hand, Arthur Sidwell, manager of the company, will be very much in evidence at both shows and will be very pleased to meet his friends in the trade.

Probably the largest shipment to one customer of printed and plain rolls that ever went out of a register factory was shipped last week by Baxter Bros. & Co., of Chicago. There was over one ton of paper used in filling the order. The consignee is one of the prominent firms of New Orleans, who intend starting the New Year with the Baxter register system.

The catalogue of Butler & Ward is very complete, showing the full line of saddles made by this well-known firm. There are ten models in the B. & W. line, ranging in price from $3.50 to $5. The direct post clamp for wire spring saddles is made to clamp on the post tubing, thus dispensing with brazing. With it, any position can be had within one-eighth of an inch.

The trade will be interested to learn that William Richard Tappan, son of the well-known sporting goods dealer, M. A. Tappan, of Pennsylvania Avenue, Washington, D. C., is about to establish a bicycle factory in Alexander, Va. Prominent Baltimore capitalists will back the enterprise. The wheel to be manufactured will be called the Tappan Special, and will sell for $50.

A. W. Warren, of the Sterling Cycle Works, who is now on a pleasure trip in Europe, writes to a friend in Chicago that he visited both the Stanley and National Shows. He thinks that the latter show was the best, and says that he met a great many people from the States. Harry Lozier, L. Bill, and Gregg, of the Cleveland forces; Charles Sumner, of the Pope Mfg. Co., and William Metzger, of Detroit, were in attendance at the National.

The firm of B. D. Emanuel & Co. is made up of B. D. Emanuel and C. H. McDonell, and the address is 609 Omaha Building, Chicago. The concern will act as manufacturers' agents for several bicycle firms and will represent the Queen City Cycle Co., of Buffalo; the Kenwood Bicycle Mfg. Co., Chicago; the Iroquois Cycle Co., Chicago; the Bolte Cycle Mfg. Co., Milwaukee; and several machine companies. Low, medium, and high-grade wheels will be sold, and a general business in parts, bicycle machinery, etc., carried on.

Davis, Hopp & Co., of Chicago, are marketing for the third year Hopp's bicycle skirt holder. It is made of extra super-lisle elastic web with a loop that is adjustable at one end, which fits over the instep or around the ankle, with a clasp at the other end which is fastened to the skirt. It is made in black and is one of the best articles that has ever been gotten up for the benefit of lady riders. They also make the Davis suspensory, a shoulder hose supporter, and a belt hose supporter. The Russia chain lubricant is also made by them. Davis, Hopp & Co. has a New York office at 404 Broadway, and is represented on the Pacific coast by O. S. Potter & Co., of San Francisco, Cal.

WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 3 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED.

A position as bill or shipping clerk with first-class bicycle house; several years' experience; first-class references furnished. Address: S. W. H., "The Bearings."

WANTED.

Position as retail salesman; experienced. Address: S. WIGGINS, "The Bearings."

WANTED.

Immediately—A first-class enameler, who thoroughly understands colored enamel. Address: MANUFACTURER, "The Bearings."

WANTED.

Man experienced in handling bicycle parts, accessories, and sundries, and capable of taking charge of such a department in a manufacturing concern doing a large business; man must be experienced, competent, and able to furnish good references. Prepared to meet the principals at the Cycle Show in the event of application being favorably regarded. Address: A. H., "The Bearings."

WANTED.

A first-class bicycle repairer and all-round shop man. Address:
CHAS. LE BARON CO., Pensacola, Fla.

WANTED.

First-class, experienced wheel-makers.
ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., St. Louis, Mo.

WANTED.

Salesmen to sell rubber tires upon commission. Apply by letter only, stating qualifications, territory, and references, including last or present employer, to
STEPHEN BALLARD RUBBER CO., 123 Chambers Street, New York.

WANTED.

Salesmen to sell rubber tires upon commission. Apply by letter only, stating qualifications, territory, and references, including last or present employer, to
STEPHEN BALLARD RUBBER CO., 123 Chambers Street, New York.

CYCLE CHAINS
HIGHEST GRADE.



BEST MATERIAL.—NEATEST FINISH.
GREATEST ACCURACY.—PERFECT FIT.
THE RESULT OF EXPERIENCE.

INDIANA CHAIN CO.,
30-32-34 W. South St., Indianapolis, Ind.

M.M.W.Co. 10 W. WATER ST. CHICAGO GENERAL WESTERN AGENTS.

Mention The Bearings

Allerton's Chain Compound

The high-grade Chain Lubricant. Unlike all others. Keeps the Chain bright as well as lubricated. Will not soil hands or clothes. Will not collect dust and dirt. Price per tube, 25 cents.

Sample free to dealers who send business card. Electros furnished. Manufactured only by

ALLERTON LUBRICANT COMPANY,

Mention The Bearings. 710 Old Colony Building, CHICAGO, ILLS.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distres ing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St.,
NEW YORK.

☞ All Receipts in this book Must be Accounted for. Return ALL defective sheets to Auditor.

MEMORANDUM WEIGHT RECEIPT.

No. K16656

FOR PUBLISHER.

Hour Mailed: 6.20 } Chicago Post Office,

DEC 26 1895 189

Received *from* Bearings

In Weight, as follows:

Number Pounds 1246

No. Sacks 11 *Tare* 27

Net

Amount of Postage, $ 12.19

Henry *Weighing Clerk.*

☞ All Receipts in this book Must be Accounted for. Return ALL defective sheets to Auditor.

MEMORANDUM WEIGHT RECEIPT.

No. K16930

FOR PUBLISHER.

Hour Mailed: 11.30 4.15 & 6.25 } Chicago Post Office,

DEC 27 1895 189

Received *from* Bearings

In Weight, as follows:

Number Pounds 7131

No. Sacks 63 *Tare* 157

Net

Amount of Postage, $ 69.74

Henry *Weighing Clerk.*

☞ All Receipts in this book Must be Accounted for. Return ALL defective sheets to Auditor.

MEMORANDUM WEIGHT RECEIPT.

No. K17167

FOR PUBLISHER.

Hour Mailed: 10.30 & 3.15 } Chicago Post Office,

DEC 28 1895 189

Received *from* Bearings

In Weight, as follows:

Number Pounds 5150

No. Sacks 47 *Tare* 117

Net

Amount of Postage, $ 50.33

Henry *Weighing Clerk.*

Our Circulation.

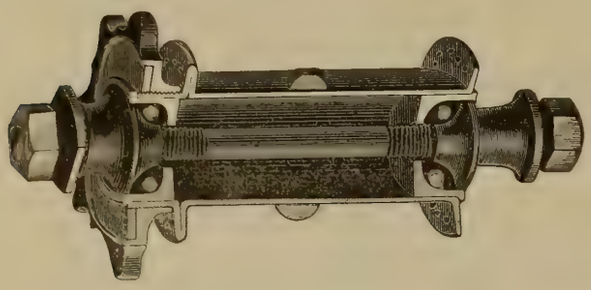
Last week THE BEARINGS sent out more than six and one-half tons of papers through the postoffice. On this page are fac-similes of the postoffice receipts. The number of papers can be readily figured. The following is the operation:

6,974 pounds	A single number of THE BEARINGS of last week weighs just 21 ounces. Divide the total number of ounces by the weight of each paper as follows, and result is the total number of papers sent out at second-class rates:
5,033 "	
1,219 "	
13,226 pounds	21)211616(10,077 papers
16	21
211,616 ounces	161
	147
	146
	147

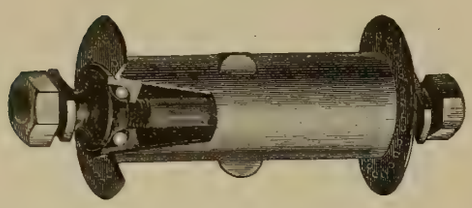
To the number sent out as second-class matter must be added the foreign circulation which is sent out under stamps, papers sold through the news companies, papers distributed by boys in Chicago, papers sold from The Bearings' office, and papers reserved for files and future orders. The numbers are as follows:

Foreign circulation, news companies, distributed in Chicago, and reserved for office use and future orders, about	3,000
Sent out at second-class rates, -	10,077
	13,077

The One-Piece Barrel-Center Tubular Hub.



PATENTED.



In this hub there is no brazing whatever. It is the lightest and strongest on the market. Adapted for road riding as well as track racing. All bearings are guaranteed.

McLISH & CO.

73 and 75 West Jackson Street, CHICAGO.

Mention The Bearings

THE HUMMER

Can Not Be Beat.

Mr. AGENT==

We have bicycles to sell. We honestly believe them to be thoroughly good wheels; made of **just as good stuff,** just as good finish, **just as nobby** in appearance, and **just as fine mechanical construction** as any in the market.

We can, and do, sell them for less than the old-time houses, who make every bicycle stand its own proportion of expense in supporting a **large force of travelers, heavy magazine advertising, racing teams,** and **fine offices** all over the country.

If **you buy wheels** from us **you do not pay for all these expenses,** but **buy simply the bicycle itself.** Is **it not a fact** that you sell goods **on your own reputation** and standing in your community instead of that of the manufacturer of the article? We have been in the wheel business for years and have as fine goods as any made but have never resorted to the expensive methods of disposing of our product.

If you wish to deal with **first hands** and save **middleman's** profits, correspond direct with us and secure our catalogue and discounts.

We can be seen at the Chicago Cycle Show, Space 95.

Foley & Williams Mfg. Co.,

46-50 E. Jackson St. - CHICAGO, ILL.

Mention The Bearings

Cycling West Weekly

One year, $1.00
No more ☙ no less

Read it and be up with the times.
The most interesting cycling paper of the day.
Send postal for sample copy.

The Cycling West Publishing Co.

Denver, Colo.

A Practical Binder at Last.

Will hold a volume. Any number can be taken out of file without removing other than the one wanted, and not being held by mere pressure, papers can not fall out.

The Bearings, holds 26 Nos	$1 00
L. A. W. Bulletin, holds 26 Nos	90
The Wheel, holds 26 No	1 00
The Referee, holds 26 Nos	1 00
American Wheelman, holds 26 Nos	1 00
Cycling Life, holds 26 Nos	90
Bicycling World, holds 26 Nos	90

On orders of $10.00 or over, 10 per cent discount. Cash with order.

THE BEARINGS PUBLISHING CO.,
48 Van Buren St., CHICAGO.

1896 – IDLEHOUR – 1896



1⅛ inch Seamless.....
Drawn Tubing,
Large Balls,
Barrel Hubs,
Narrow Tread.

GENTS' AND LADIES' WHEELS.

Reliable Agents Wanted.

The Clark Mfg. Co., Buffalo, N.Y.

Mention The Bearings

$1,000 Spark

$1,000 Challenge

A CHALLENGE TO THE WORLD!

We, the undersigned, challenge any man in the world of the age and weight of our

"LITTLE JOHNNY SPARK"

(age 20, weight 450 pounds, who will ride a Spark)

to a bicycle race, either amateur or professional, from one (1) to ten (10) miles for a purse of from $100 to $1,000. A few years in age or a slight difference in weight not barred.

CANTON CYCLE MFG. CO., Canton, Ohio.

Our $1,000 Spark with our Little Johnny Spark

will be at

Space 283 Chicago Cycle Show,

Also a full line of bicycles of our manufacture.

Canton Cycle Mfg. Co., Canton, Ohio.

$1,000 Challenge

$1,000 Spark

Stolen Bicycles!

ARE EASILY RECOVERED WHEN PROTECTED IN THE

American Wheelmen's Protective Association.

The large number of bicycles that are stolen daily in all cycling communities, the difficulties encountered in recovering same, and the comparatively small numbers of arrests of the thieves, made it necessary that owners of bicycles should be protected against loss, therefore the organization of the American Wheelmen's Protective Association.

The purpose of this association is to register bicycles; if stolen, to return same to owners, and to protect members from loss by furnishing a new duplicate bicycle while they are looking for the one stolen, and to secure the apprehension and conviction of the thief.

WHAT THEY DO FOR MEMBERS.

First. Upon receipt of application and $2.00 registration fee, and first year's annual dues, they will register the name and address of the owner and record the number of his or her bicycle on their books, issue contract protecting the bicycle for one year, making the total cost for one year $2.00.

Second. To offer a liberal reward and use every available means to recover and return a stolen bicycle.

Third. That while they are searching for a **member's** stolen bicycle, they will loan, **free of charge, a new, exact duplicate** of the lost bicycle, to remain in his or her possession until the stolen bicycle is restored in **good condition,** and that if the lost wheel is not recovered until after the expiration of **thirty days** from the date of theft, the member may either keep the new loaned bicycle or take back the recovered bicycle, at his or her option.

Fourth. To furnish free with each contract a **tag of identification**, to be affixed and maintained on every registered bicycle during continuance of our contract.

IF A BICYCLE IS STOLEN.

The accommodation, protection, and security afforded by the American Wheelmen's Protective Association must be apparent to every rider. The reward offered makes every one but the thief zealous in rendering every assistance for the recovery of stolen bicycles.

Subscription, One Year, $2.00.



Subscription, One Year, $2.00.

COMBINATION OFFER

For a limited time the following exceptional offer will be made:

One Year's Subscription to "The Bearings," - - - - - - - - - - - -	$2.00
Application and Registration Fees in the American Wheelmen's Protective Association, -	2.00
	$4.00

All for $3.00

Take advantage of this offer while it is open. It will not be open long. Fill out the following blank and mail with $3.00 in Chicago or New York Exchange.

The Bearings Publishing Co.
46-48 Van Buren St., Chicago.

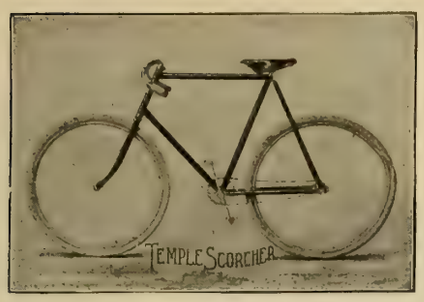
_____ 1896

Gentlemen: Inclosed please find $3.00 for one year's subscription to "The Bearings," and the following

APPLICATION TO THE AMERICAN WHEELMEN'S PROTECTIVE ASSOCIATION, CHICAGO, ILL.

I hereby certify that I am the owner of Wheel No._____ Make_____
Pattern_____ Condition_____
From whom purchased _____ Date_____ 1896
and I hereby apply to **The American Wheelmen's Protective Association** for registration of said Wheel, agreeing to comply with all the conditions of contract to be issued upon this application.

Color Enamel _____ Gear_____
Tire _____ Rim _____
Pedal _____ Handle _____
Saddle _____ Weight _____
Name _____ City _____
No_____ Street_____



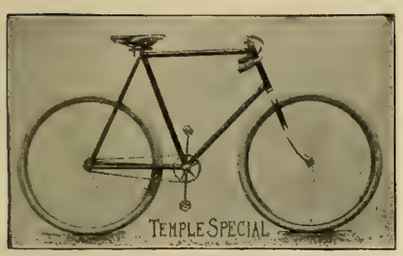


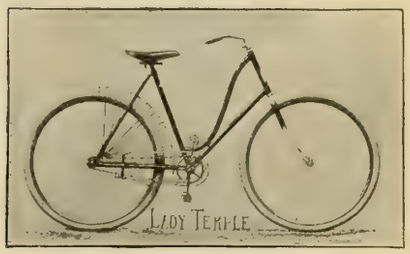


KNOWN TO BE GOOD.

KNOWN TO BE GOOD.

Temple Bicycles



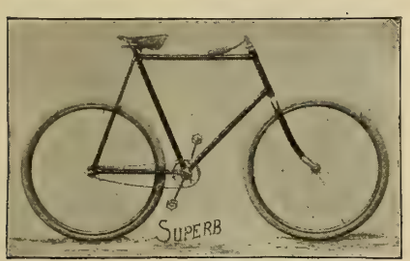


KNOWN TO BE GOOD.

KNOWN TO BE GOOD.

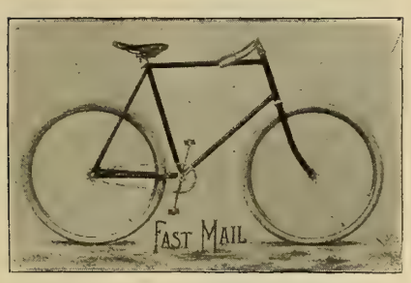
THREE FACTORIES

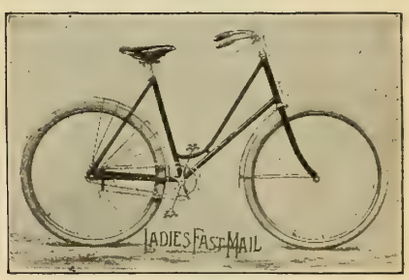
in which we make bicycles and tires.
A complete line, listing at
$40. $50. $60. $75. $85. $100.
Tandems at $125 and $150.
Parcel Carriers at $175.



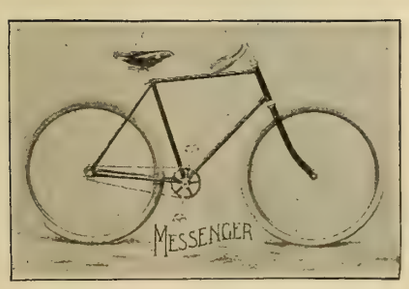


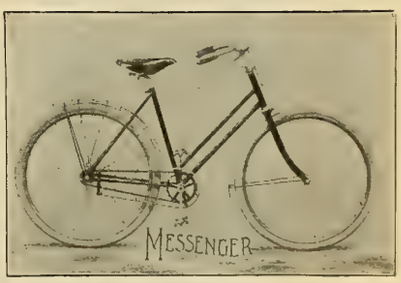
PARANITE SINGLE-TUBE AND ELECTRIC DOUBLE-TUBE TIRES ARE GOOD TIRES.





HEADQUARTERS
FOR SADDLES, PEDALS, WOOD RIMS, AND BICYCLE CLOTHING
FOR BOTH MEN AND WOMEN.





TO THE THOUSANDS who will see this advertisement we extend good wishes and beg the privilege of your name and address for our mailing list to send you

Catalogue and Cycle Show Souvenir.

You Want Our Agency!

BECAUSE OUR STYLES AND PRICES ARE RIGHT, THEREFORE WRITE TO US FOR OUR DISCOUNTS AND TERMS.

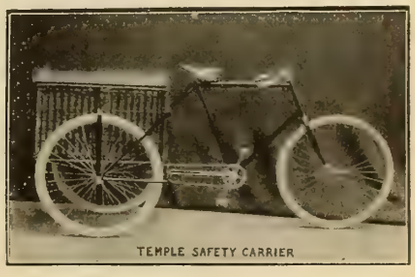


TEMPLE TANDEM.

RALPH TEMPLE CYCLE CO.,

MAIN OFFICE:

204 35TH ST. - - CHICAGO.



READ, then RIDE a RIALTO



SIMPLEST AND SAFEST.

Remember, we challenge the world by inviting all competitors to the test of a comparison. Our object was to manufacture **a strictly high-grade bicycle.** One that would stand the severest test, when applied to every part.

Our materials are the best, our workmanship is highest, our model is the **latest,** and our wheel is the

...RIALTO...

EXAMINE IT—TEST IT—BUY IT.

MANUFACTURED BY

Continental Cycle Co.,

15th Street and Western Ave., CHICAGO.

Chicago Cycle Show, Space 141.

CHICAGO, Jan. 2, 1896.

GENTLEMEN---

We trust that we will have the pleasure of meeting you during the show at our spaces, Nos. 259 to 262, where we will give you in concise form full information on "High Grade" material for bicycle construction.

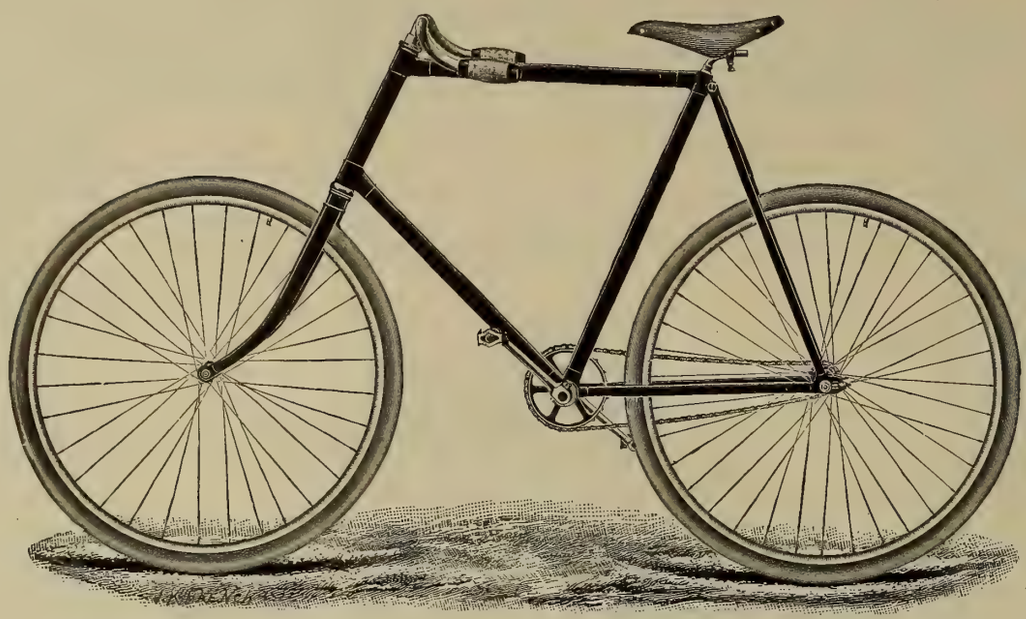
Yours truly,

PARKHURST & WILKINSON.

VOLANT

A NEW NAME FOR A NEW WHEEL

Cold Drawn Seamless Tube



Barrel Hubs
Barrel Yoke
Dust-Proof Bearings
Large Tubing

SOLICITING BUSINESS FOR 1896

SOME PEOPLE ...

have never heard the word **"VOLANT"** or know its meaning, haven't ever seen the wheel that bears it as a name.

MOST PEOLE ...

are familiar with the word **"VOLANT"** and know its meaning, but have never thought how appropriate a name for a bicycle.

ALL PEOPLE ...

will know and speak **"VOLANT"** as commonly as their own name, during the season 1896. They can't resist it. They will be attracted by its graceful lines, elegant finish, faultless construction and workmanship.

WE WANT ...

to meet you at Chicago during the show and make you acquainted with the **"VOLANT"** but can't at present name our location. Will be either at the Hall, or at the Hotel Parlor. It will be money in your pocket to make our acquaintance. Inquire for us.

THE MAUMEE CYCLE CO.

YOST STATION — TOLEDO, OHIO

THE IROQUOIS

BICYCLES



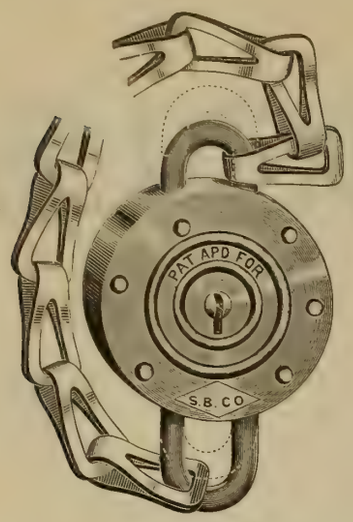
High-Grade Bicycles Only.

IMPORTED TUBING, DUSTPROOF HUBS,
PIANO-WIRE SPOKES, TOOL-STEEL BEARINGS,
EVERYTHING THE BEST AND WORKMANSHIP PERFECT.
A FEW MORE AGENTS WANTED.

Price, $100.

IROQUOIS CYCLE CO.,

See us at Chicago Cycle Show, stands 360 and 361. 39 West Washington St., Chicago.

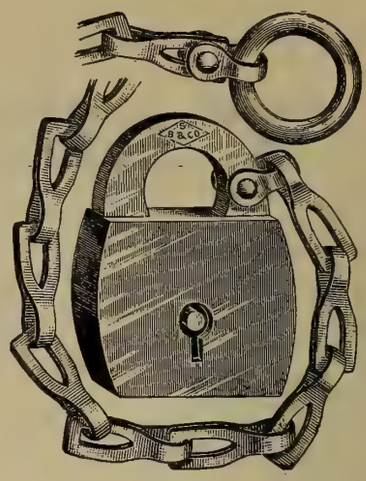


"S.=B. CO."

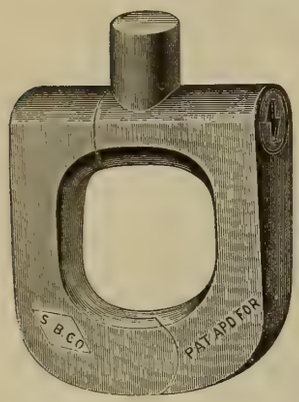
HIGH-GRADE POPULAR-PRICED

BICYCLE LOCKS

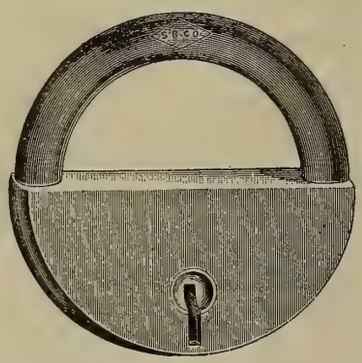
ARE THE STANDARD
FOR EXCELLENCE



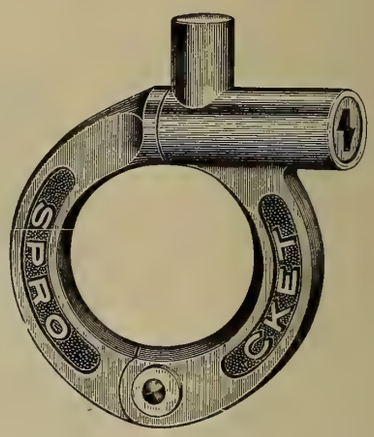
Bicycle Lock Catalogue Shows 55 Different Numbers.



Locks to please the most fastidious.

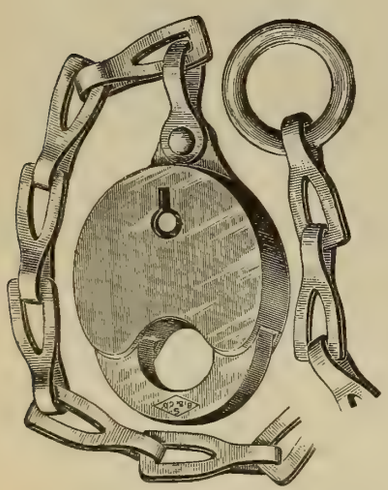


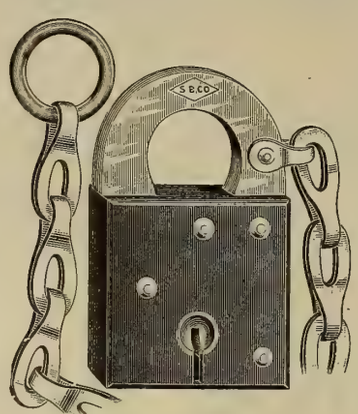
Locks to meet the views of the most economical



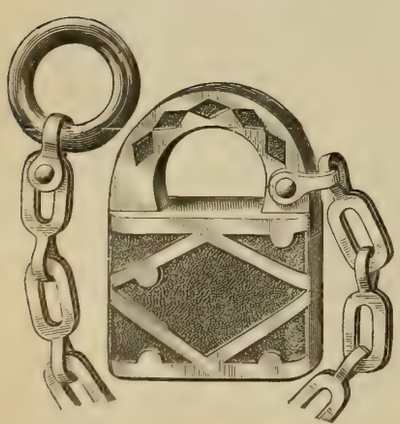
"S.=B. CO." SPROCKET LOCKS.

Bicycle Owners Like Them. Thieves Do Not.







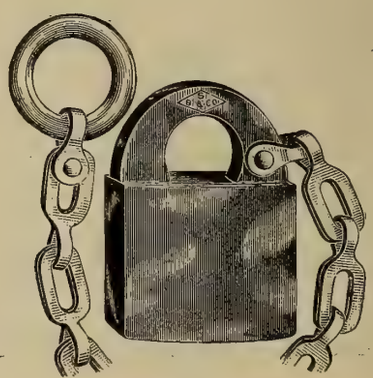


SOLE MANUFATURERS,

THE SLAYMAKER-BARRY CO.
(INCORPORATED)

The Largest Padlock Manufacturers in the World.

LANCASTER, PA., U. S. A.



Sole Sales Agents,

JOHN. H. GRAHAM & CO.

113 Chambers St., New York City.

Mention The Bearings

MEDIUM GRADES

30 STYLES.

FROM 20 TO 28 INCH.

Most complete and attractive line ever shown.

Stands 232 and 233 Chicago Cycle Show.

Our prices will interest you.

Do not buy until you have given us a look.

CATALOGUE READY JANUARY 1, 1896.

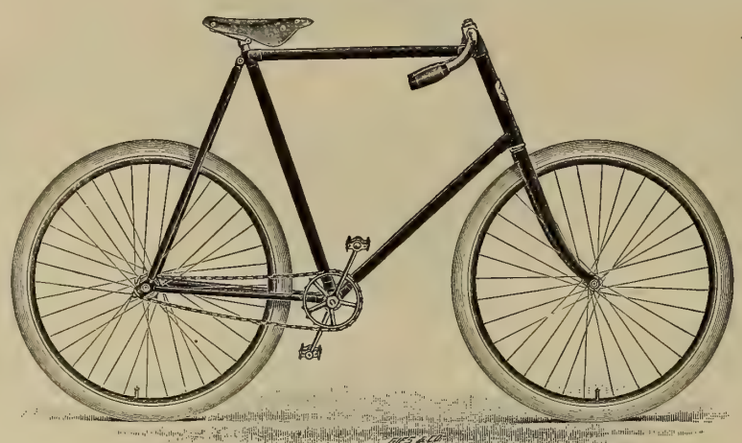
E. C. MEACHAM ARMS CO.

ST. LOUIS, MO.

WHEN AT THE SHOW LOOK US UP, WE WILL SHOW YOU THE

ENVOY and FLEETWING

The highest point yet reached in bicycle construction.



ENVOY, MODEL 26.

NOTHING More Beautiful in Lines or Finish; More Reliable or Trustworthy;
Perfect in Construction or Up to Date in Every Particular was Ever Produced.



FLEETWING, MODEL 21.

YOU'LL FIND US AT.....

CHICAGO: Spaces 178 and 179.
NEW YORK: Space 179.

Manufactured by

BUFFALO CYCLE CO.,
BUFFALO, N. Y.

IF YOU ARE OPEN FOR 1896 BUSINESS, WRITE US FOR CATALOGUE.

THE CAYUGA

THE CAYUGA.



THE CAYUGA.

THE CAYUGA.

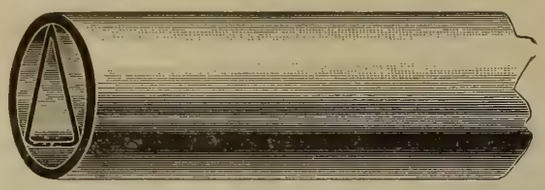
What do you think of it?

THE IROQUOIS CYCLE MFG. CO.

BUFFALO, N. Y.

Headquarters during the Chicago Cycle Show will be at Lexington Hotel, where we will be pleased to show you our models.

(ADVANCE CIRCULAR NOW READY FOR MAILING.)



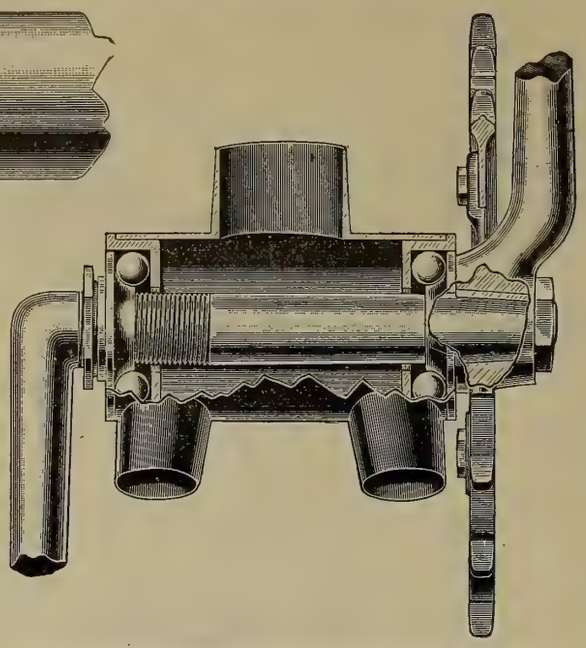
The above cut represents a section of that triangular reinforced tubing, used only in HOFFMAN bicycles, which makes the strongest frame in the world. To see it is to believe it. Everybody says it is good, and what everybody says must be so.

HAVE YOU SEEN THEM?

What? Those

TRIANGULAR REINFORCED FRAMES.

Where? At the
HOFFMAN BICYCLE CO.'S
Stands, 108 and 136,
Chicago Cycle Show.



The above cut represents the crank and sprocket device used on HOFFMAN bicycles. Do not fail to see it.

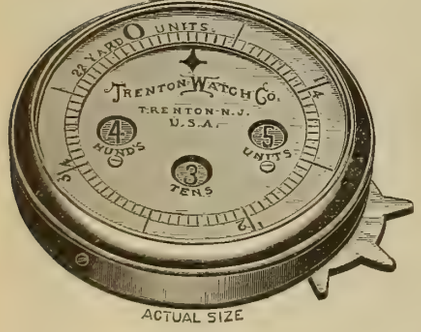
HOFFMAN BICYCLE CO., Cleveland, Ohio.

"TRENTON" CYCLOMETERS ARE BEST

Light, Small, Accurate, Durable, and Handsome.

MADE OF ALUMINUM.

Model A.



ACTUAL SIZE

Weighs 2¼ ounces.
Registers 1,000 miles and repeats.

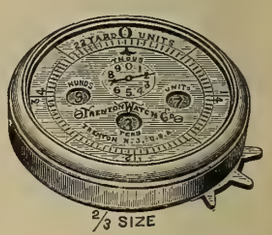
THREE MODELS

FOR '96.

Model B.

Weighs 2¼ ounces.
Registers 10,000 miles and repeats.

Model C.



⅔ SIZE

Weighs 1¼ ounces.
Registers 10,000 miles and repeats.

Trenton Cyclometers, ***quality*** considered, are ***cheapest.*** Ask your jobber for them, and see that you get ***"Trentons."*** Our Chicago space is number 238, New York space is 191.

TRENTON WATCH CO., Trenton, N. J., U. S. A.

'96 models are ready...

Hoosier and Hoosier Girl.

So are our catalogues.

Strictly up-to-date wheels; 1¼-inch tubing; 5-inch tread; bearings best of steel, ground perfect after tempering.

22 pounds **List Price, $100.** 22 pounds

Material and workmanship guaranteed. Jobbers write us before it is too late. "First come, first served." Give us a chance, we will please you, for they are beauties.

Columbus Brass & Iron Co.

The "Hoosiers" will be at the Chicago Show.

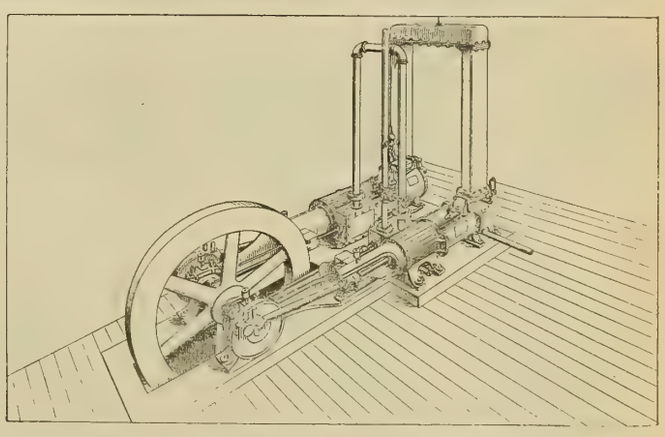
Columbus, Ind.

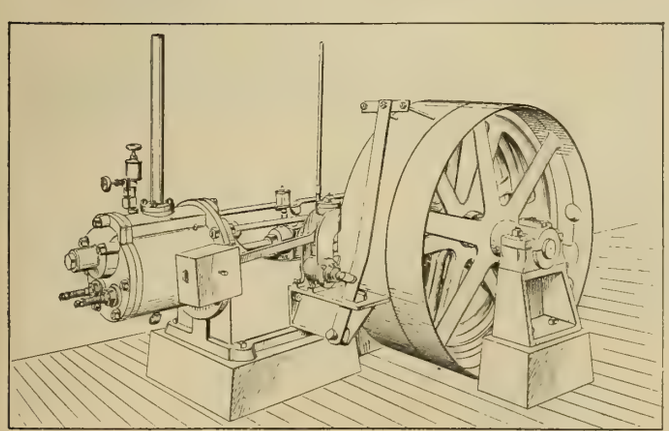
Mention The Bearings

Rand Drill Co.

Air compressors

for bicycle shops.





REFER TO

Gormully & Jeffery, Chicago.

H. A. Lozier & Co., Toledo, Ohio.

Sterling Cycle Works, Kenosha, Wis.

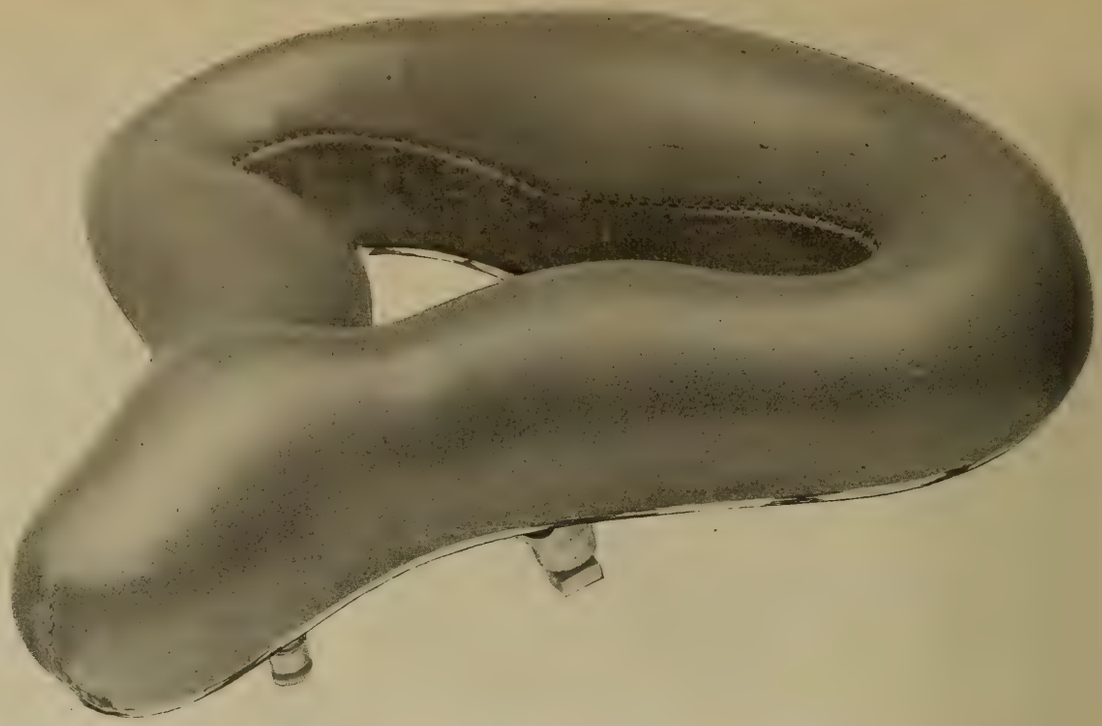
Grand Rapids Cycle Co., Grand Rapids, Mich., and hundreds of others.

23 Park Place, New York City. **Rand Drill Co.** 1328 Monadnock Bldg,, Chicago, Ill.

Mention The Bearings

HERE ARE SOME REASONS

why we claim the most comfortable, the easiest, and fastest saddle the world has ever produced:



The saddle conforms with the movement of the rider, thus preventing the friction and soreness caused by the hard, common leather saddles.

HERE IS A RECORD THAT WILL STAND FOR AN INDEFINITE LENGTH OF TIME.

CUTTING & KAESTNER, CHEYENNE, WYO., December 7, 1895.

Dear sirs: Jno. Green and I used the same wheel (Syracuse) December 3, equipped with your Pneumatic Saddle. Green made straightaway mile on road, with flying start, in 1:25 flat. Over same course, from standing start, I made the mile in 1:40⅛. The rolls in the course when under high speed tend to bounce one from saddle. We almost entirely eliminated this by using your saddle, inflated slightly less than required for ordinary riding.

Yours truly, C. S. ERSWELL.

CUTTING & KAESTNER,

Chicago Cycle Show, Space 325½.

241 S. JEFFERSON ST., CHICAGO, ILL.

Mention The Bearings

THE SCHNELKER BICYCLE ICE TIRES

(PATENT APPLIED FOR.)



Bicycle Wood Rims and Chain Protectors and Mud Guards

Our Ice Tires are wood, forged with calks, and are giving excellent satisfaction. Our Wood Rims are made from rock and hickory elm and are strictly first-class in every respect.

Address

H. F. SCHNELKER & CO.

MANUFACTURERS,

NEW HAVEN, INDIANA, U. S. A.

Mention The Bearings.

We make

Seamless Tubing, Barrel Hubs,
Excelsior Spokes,
Plymouth Wood Rims,
Butler & Ward Saddles,
Morgan & Wright Tires.

Bicycles for

The Kirk-
Young
Mfg. Co.,
Toledo, O.

Jobbing Trade

Write us.

Mention The Bearings

QUALITY IN

CEMENTS

DETERMINES
THE PRICE

ECLIPSE
WOOD RIM
...OR...
RUBBER
CEMENTS

ARE WITHOUT
RIVAL OR EQUAL.

ECLIPSE



BICYCLE SUNDRIES

BICYCLE TIRE OUTFITS

THAT INSURE
SPEEDY and
PERFECT
REPAIRS.

UP-TO-DATE
IN EVERYTHING
NECESSARY
FOR

SINGLE AND
INNER TUBE
TIRES

IF THIS GUIDES YOU TO ECLIPSE CEMENTS YOU CAN REST ASSURED

that time is wasted looking for equal value elsewhere. The name **ECLIPSE** stands for such a matchless degree of top-lofty excellence that cement makers the world over take off their hats to it.

ECLIPSE CEMENT & BLACKING CO.,

PHILADELPHIA, PA.

CHICAGO CYCLE SHOW—Space 67.

NEW YORK CYCLE SHOW—Space 288.



The Hercules Wood Rim Co.



Factory, AU SABLE, MICH.
General Sales Office, DETROIT, MICH.

This Rim consists of two layers of wood, between which is a strip of chemically-prepared fiber of great strength; the three strips are so joined as to be absolutely undetachable; the different joints are each located in a different part of the Rim.

The main features accomplished in the Rim are, that while it weighs slightly less than an all wood rim, it is very much stronger; it is very elastic and the special fiber strip is an absolute preventative of splitting. The disposition of the average rider to follow the racing custom of blowing his tire to the maximum, seems likely to result in an unheard quantity of split rims the coming season. As already stated, **The Hercules Rim will not Split.**

The color of fiber is either red or dark, as preferred, and is a positive addition to the beauty of the Rim.

Dust and Chain Guards in Birdseye and plain Maple, or Elm. Our Guards are not molded or warped, but worked out from blanks ½ x 2, giving them all the strength and stiffness required, with the least amount of weight. Our workmanship on these can not be excelled. Samples upon application.

HERCULES RIM CO.

...THE ARISTON...

Don't Lose Sight of this Wheel.

IT'S A WINNER.

The 1896 Ariston Model, an up-to-date wheel. See the others, then look at ours. You will be satisfied **IT IS RIGHT.** We know you have been looking for it.

Barrel Hubs, 1¼ and 1⅛ inch tubing, and other new points. A few more agents wanted.

ARISTON MFG. CO.,

Catalogues Now Ready.

WESTBORO, MASS.



Our 1896 Models.

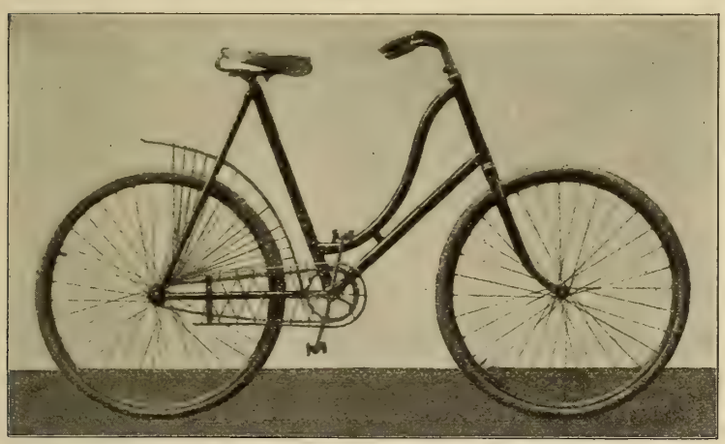
Gentlemen ride the Rainbow.

Ladies ride the Sunshine.

Enameled handle-bar to match frame.



CLINE CYCLE MFG. CO.



Makers of high-grade wheels only.

65-67-69 W. WASHINGTON ST., CHICAGO.

Large seamless tubing; flush finish at all connections; steel fish-plate reinforcements at every connection.

Chicago Cycle Show, Space 293.

Agents wanted. **Write for catalogue.**

Mention The Bearings

We are on the Still Hunt for Buyers

See us at Spaces 294=295

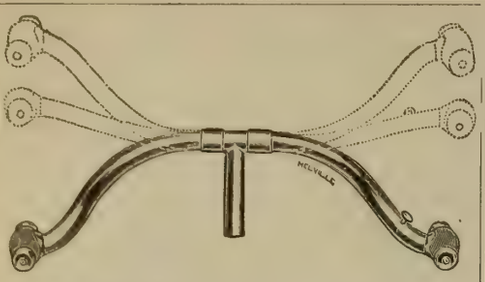
Annex Chicago Cycle Show.

The Henry Sears Company,

I. X. L. PHANTOM.

110-112 Wabash Ave., Chicago.

Mention The Bearings



THE BURTON ADJUSTABLE HANDLE BAR.

See that Button? Push it and adjust the Bar to suit. This Bar is readily adjusted from the saddle, without the necessity of removing the hands from the grips.

The grips are attached in such a manner as to conform to the position of the hands irrespective of the angle at which the bar may be placed—thereby allowing of a wrist motion which relieves the muscles of all strain.

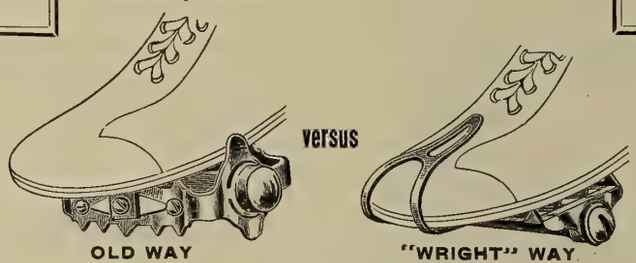
BOSTEDO SPECIALTIES

Set the Pace

You can not give too much attention to the minor detail of a bicycle.

Our **Adjustable Handle Bar** is acknowledged to be the best and most practicable.

Regarding **Wright Pedals** we need only to show you the





THE WRIGHT PEDAL.

This pedal being of a very light construction is of necessity made of the very best material obtainable.

Our guarantee is absolute. We will during the season of 1896 repair or replace all disabled Wright Pedals irrespective of causes.

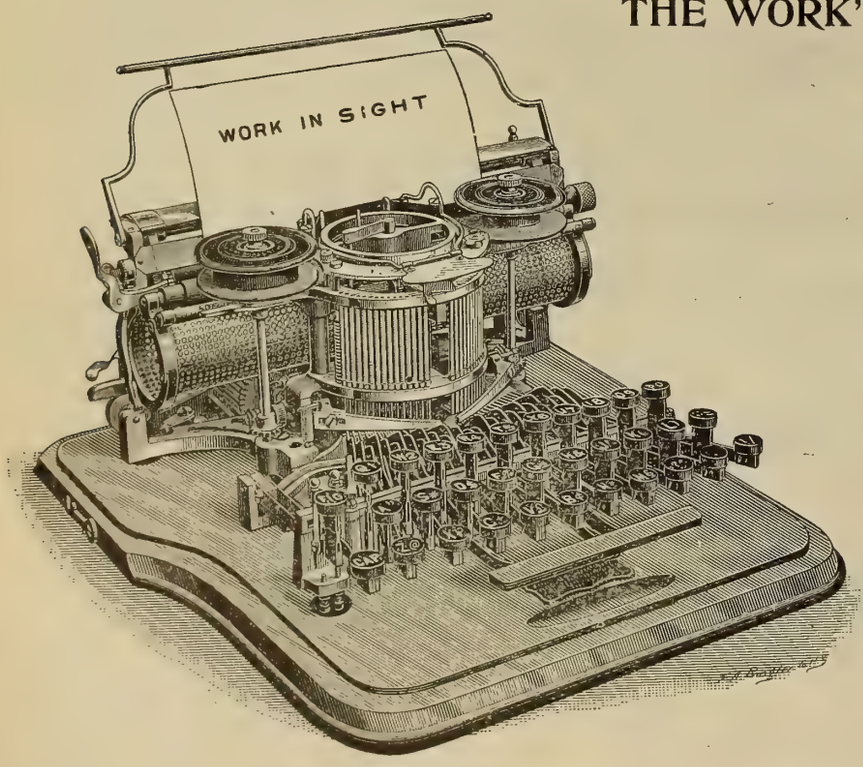
..CHICAGO..
156 LAKE STREET
SPACE
No. 285 TATTERSALL'S.

..NEW YORK..
156 FIFTH AVENUE
SPACES
Nos. 290-291 MADISON SQ.

THE BOSTEDO CO.

"Hammond work the criterion of Hammond Superiority."

The New Hammond Typewriter No. 2.



THE WORK'S THE THING

The average man can not discriminate justly between machines, so far as mechanical construction is concerned, but he can discriminate between their work.

The adaptability of the Hammond to all kinds of work makes it

The Standard of Excellence.

Fourteen languages written on one machine.

Thirty-nine styles of type, all instantly interchangeable.

Write for catalogue and specimen of work of the No. 2 Hammond, and judge whether a typewriter producing the BEST work in greatest variety is what you want.

THE HAMMOND IS PRE-EMINENTLY THE MACHINE FOR THE PROFESSIONAL MAN AS WELL AS THE BUSINESS MAN.....

THE HAMMOND TYPEWRITER CO.,
NEW YORK, U. S. A.

A. C. McCLURG & CO., Chicago Representatives,
Wabash Ave. & Madison St.

Bicycle Parts

and

Supplies

Chicago Show Rooms

39 to 43 W. Washington St.

John Grant Company.

Mention The Bearings

A Revelation in Seat-posts

THE SPRING IN THE RIGHT PLACE AT LAST.



BEARDSLEY'S

Patent Spring Seat-post

Absorbs all VIBRATION.
Prevents all JAR to wheel and rider.
Adjustable to all WEIGHTS of riders.
Adjustable to the RESILIENCE desired.
Tightly blown and therefore FAST tires can be ridden with COMFORT.
No parts to get out of order.
Adjustment always ACCESSIBLE.
No extra tools to carry.
Especially recommended for ladies and young girls as being the only hygienic device on the market.
We fully GUARANTEE it to be free from imperfections and will REPLACE all broken posts, FREE OF CHARGE, if sent to us with return postage.
A hard, LIGHT saddle on this post gives GREATER EASE in riding than any spring or pneumatic saddle on an ordinary post.
The PRICE is no greater than that of any well made seat-post.

We make them in L, T, or DIRECT posts and to fit any wheel.

PRICE, $2.50.

Manufactured by

R. F. BEARDSLEY & CO.,
CHICAGO.

OFFICES:
103 and 105 Metropolitan Block,
COR. RANDOLPH AND LA SALLE STS.

Mention The Bearings

1896

PAUL REVERES

have more new desirable features than any wheel in the market.

THEY ARE SELLERS.

Write us at once for terms, as we are placing agencies rapidly.

Racer, $110 Roadster, $100 Model D, $75
Tandem, $150.

THE REVERE WHEEL CO.,

460-464 Harrison Ave., - BOSTON, MASS.

Simplicity, Rigidity, Finish,

RUNNING QUALITIES.

Mention The Bearings



ALBERT·&·J·M·ANDERSON·MAKERS·BOSTON

TRANSITS COMPRISE THE BEST OF EVERYTHING.

Mention The Bearings

KANKA

With our

One-Piece Crank and Crank Axle

which does away with all cotter pins or connections.

Latest and Best. **Prices, $85 and $100.**

More valuable talking, buying, and selling points than any other.

Large tubing, barrel hubs, changeable-gear sprockets, adjustable handle-bars, and every modern improvement. We want a live agent in every town and postoffice. Write quick for special inducements—don't delay.

KANKAKEE MFG. CO.

Chicago Office, 266 Wabash Ave.

Mention The Bearings

KANKAKEE, ILL.

TRANSFERS TRANSFERS
DECALCOMANIA

CALL AND SEE US AT SPACE 364, SECOND FLOOR OF ANNEX, CHICAGO CYCLE SHOW.

BICYCLE NAME PLATES A SPECIALTY — BE UP TO DATE & ORDER DECALCOMANIA TRANSFERS The Meyercord Co. St. Louis, Mo. MAIN OFFICE Chicago. — SKETCHES FURNISHED FREE OF CHARGE

CALL AND SEE US AT SPACE 364, SECOND FLOOR OF ANNEX, CHICAGO CYCLE SHOW.

See our STOCK FORM Frame Transfers.
Give your wheels an elite finish.
Do away with hand ornamenting.

TRANSFERS USE TRANSFERS

THE MEYERCORD CO.,

Mention The Bearings

Office, Chamber of Commerce, CHICAGO.

SAMUEL HARRIS & CO.,
Machinists' Supplies

We carry a large stock of
TAP AND DIES FOR BICYCLE WORK.
GENUINE MORSE TWIST DRILLS,
NORTON EMERY WHEELS,
BULLDOG VISES, etc.

Send for catalogue.

Mention The Bearings

34-36 So. Canal St., CHICAGO.

LEATHER WORKING MACHINERY FOR BICYCLE MAKERS.

RANDALL & CO, - - - CINCINNATI, OHIO.

Mention The Bearings

ATTENTION!!! THAT IS WHAT OUR MEDALS ATTRACT...

We have made the designing of medals a study. The best kind for the least money. Send for prices.

G. S. ALEXANDER & CO., 119 Dearborn Street, Chicago,

MAKERS OF

Prize Medals, Class Pins, Society Pins, Club Pins.

Mention The Bearings

ORNAMENTAL AND LETTER ENGRAVING.

KEE ART BICYCLES

Our Boys' and Girls' Wheels in Bright Colors.

Something New. Great Sellers. Finest on Earth.

Prices, $40, $50, $60.

Only a few left. Secure the entire Agency at once.

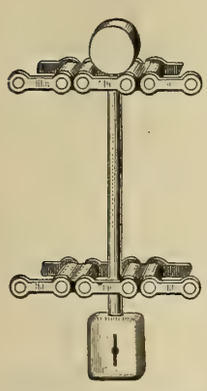
THE MOST ATTRACTIVE AND ARTISTIC TRIUMPH OF THE YEAR

Magnificently finished in maroon and gold, black, or coach blue.

Best for Riders and Dealers.

COSTS NOTHING TO INVESTIGATE.

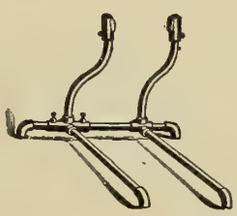
THIEF-PROOF LOCK.



WM. H. HART, JR.,

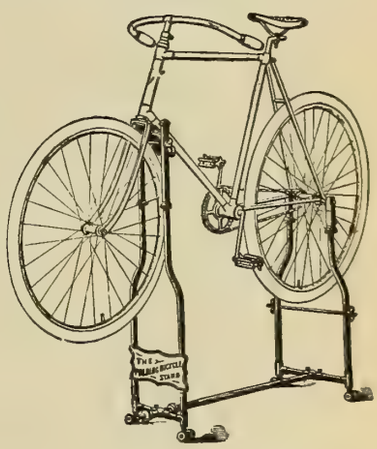
Patentee and Manufacturer of the

Patent Adjustable Bicycle Stands



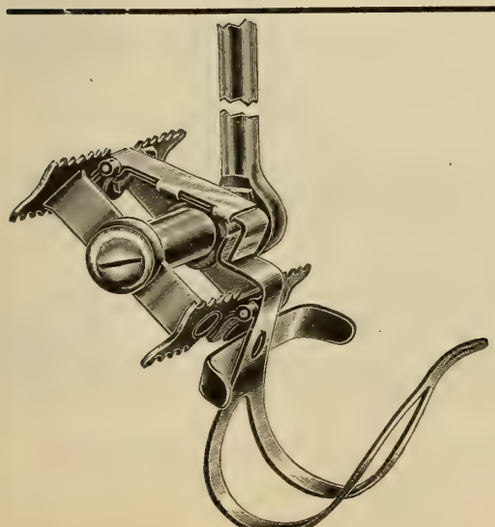
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242-246 CHESTNUT ST., PHILADELPHIA, PA.



Mention The Bearings

SIMPLEX AUTOMATIC TOE-CLIP



UNLOCKED.

THE ONLY PRACTICAL, COMMON SENSE TOE-CLIP EVER INVENTED...

The instant the foot is placed upon the pedal the clip flies up into position, where it locks firmly, and when the foot is removed from the pedal it turns with the Clip on the under side, the mechanism immediately unlocks of itself and is at once ready for further use.

The clip can easily be adjusted to fit almost any make of pedal. The construction is very simple, having no parts to become disarranged or get out of order.

PRICE PER PAIR $1.

THE SIMPLEX MFG. CO.,

47-49 CENTER ST., NEW YORK CITY.



LOCKED.

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Large tubing, barrel h
We want a live

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Chicago Office, 266 Wa

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Give your wheels ar
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THE MEYERCORD CO.,
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Prize Medals, Class Pins, Society Pins, Club Pins.
ORNAMENTAL AND LETTER ENGRAVING.
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With our

One-Piece Crank and Crank Axle

which does away with all cotter pins or connections.

Latest and Best. **Prices, $85 and $100.**

More valuable talking, buying, and selling points than any other.

Large tubing, barrel hubs, changeable-gear sprockets, adjustable handle-bars, and every modern improvement. We want a live agent in every town and postoffice. Write quick for special inducements—don't delay.

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DECALCOMANIA

CALL AND SEE US AT SPACE 364, SECOND FLOOR OF ANNEX, CHICAGO CYCLE SHOW.

BICYCLE NAME PLATES A SPECIALTY — BE UP TO DATE & ORDER DECALCOMANIA TRANSFERS The Meyercord Co. St. Louis, Mo. MAIN OFFICE Chicago. — SKETCHES FURNISHED FREE OF CHARGE

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See our STOCK FORM Frame Transfers.
Give your wheels an elite finish.
Do away with hand ornamenting.

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Machinists' Supplies

We carry a large stock of
TAP AND DIES FOR BICYCLE WORK.
GENUINE MORSE TWIST DRILLS,
NORTON EMERY WHEELS,
BULLDOG VISES, etc. Send for catalogue.

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LEATHER WORKING MACHINERY FOR BICYCLE MAKERS.

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ATTENTION!!! THAT IS WHAT OUR MEDALS ATTRACT...

We have made the designing of medals a study. The best kind for the least money. Send for prices.

G. S. ALEXANDER & CO., 119 Dearborn Street, Chicago,

MAKERS OF

Prize Medals, Class Pins, Society Pins, Club Pins.

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THE BEARINGS Cycling Authority America

KANKAKEE ART BICYCLES

Our Boys' and Girls' Wheels in Bright Colors.

Something New. Great Sellers. Finest on Earth.

Prices, $40, $50, $60.

Only a few left. Secure the entire Agency at once.

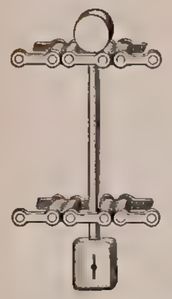
THE MOST ATTRACTIVE AND ARTISTIC TRIUMPH OF THE YEAR

Magnificently finished in maroon and gold, black, or coach blue.

Best for Riders and Dealers.

COSTS NOTHING TO INVESTIGATE.

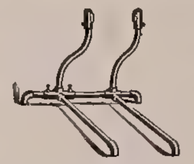
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WM. H. HART, JR.,

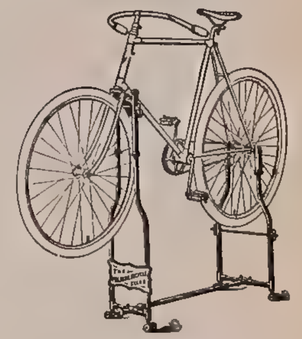
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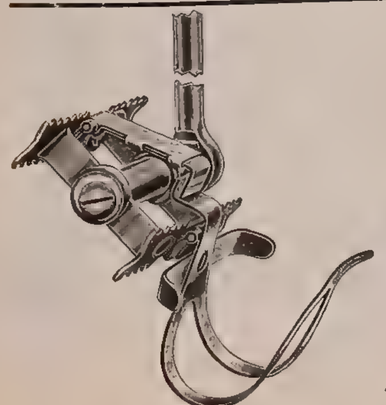


DEALERS WRITE FOR PRICES AND DISCOUNTS.

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Mention The Bearings



UNLOCKED.

SIMPLEX AUTOMATIC TOE-CLIP

THE ONLY PRACTICAL, COMMON SENSE TOE-CLIP EVER INVENTED...

The instant the foot is placed upon the pedal the clip files up into position, where it locks firmly, and when the foot is removed from the pedal it turns with the Clip on the under side, the mechanism immediately unlocks of itself and is at once ready for further use.

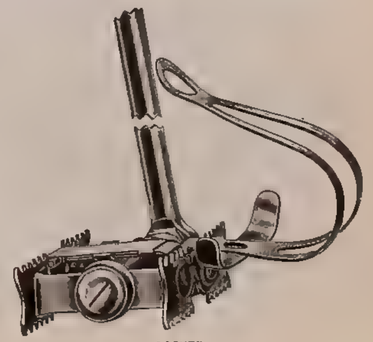
The clip can easily be adjusted to fit almost any make of pedal. The construction is very simple, having no parts to become disarranged or get out of order.

PRICE PER PAIR $1.

THE SIMPLEX MFG. CO.,

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Mention The Bearings



LOCKED.

The Ideal Automatic Carrier.

The only automatic, and most compact carrier made.

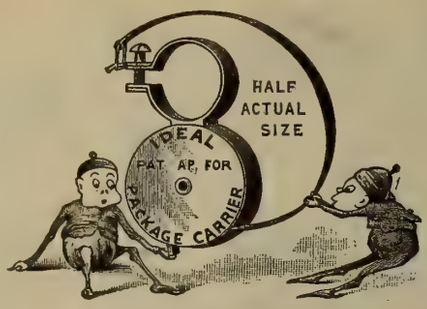


It weighs but a few ounces.

Will fit any size handle-bars.

Carries any sized and shaped package.

Mention The Bearings



It is substantial in all its parts.

Electros furnished free to jobbers upon application.

List, $1.50 a set.

Liberal discount to dealers.



A. F. Kleinschmidt, Manufacturer,

271 E. Washington St., Indianapolis, Ind.

NICKEL PLATING OUTFITS.

ZUCKER & LEVETT CHEMICAL CO.
OFFICES, 10.12.14 GRAND ST. NEW YORK. U.S.A.
WORKS, FLUSHING. N.Y.

SEND FOR CATALOGUE OF NICKEL & ELECTRO PLATING SUPPLIES & POLISHING MATERIALS

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain, Spanish. Felt wheels or in sheets. Muslin Puffs, Walrus, Leather wheels or hides, Oak-tanned Leather covered wheels. C.P. Cyanide of Potassium Fused Cyanide of Potassium. Rouges Compositions, Buffing Lathes,

Mention The Bearings

Marine Bicycle Enamel

takes the lead over all baking enamels for Toughness, Durability, and Brilliancy of luster. The same can be said of our Marine Wood Rim Finish.

We also manufacture a ***very superior*** Air Drying Enamel in colors, for repair shops and individual use, which we put up in small packages for retail purposes. Also, our Wood Rim Finish. We want a dealer in every town to handle these goods.

GRACE VARNISH COMPANY,

119-125 Larrabee Street, Chicago.

Sole Manufacturers of Marine Enamels.

Mention The Bearings

SECOND-HAND BICYCLES,

600 OF 'EM.

Every make and model from 1886 to 1896 in **a store,** 65x200 feet, makes **a Bicycle Show** worth seeing.

OUR LOW PRICES WILL ASTONISH YOU. WE BUY, SELL, AND EXCHANGE.

VISIT US.

MEAD & PRENTISS, 211 and 213 Monroe St., CHICAGO.

Mention The Bearings

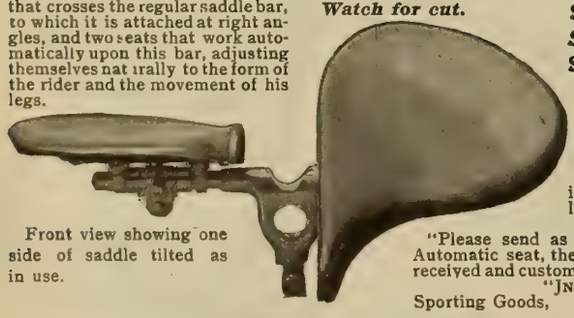
AUTOMATIC BICYCLE SEAT.

(PATENTED.)

A BOON FOR ALL RIDERS OF THE WHEEL.

It is composed of a Carrying Bar that crosses the regular saddle bar, to which it is attached at right angles, and two seats that work automatically upon this bar, adjusting themselves naturally to the form of the rider and the movement of his legs.

Will soon have cane seat. Watch for cut.



Front view showing one side of saddle tilted as in use.

SIMPLE.
SENSIBLE.
SCIENTIFIC.
HANDSOME.
HUMANE.
HEALTHFUL.

The following extract is taken from a rider's letter:

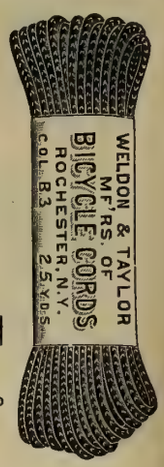
"Please send as soon as possible one Automatic seat, the other one was duly received and customers like it very much."
"JNO. M. HANSCOMB,
Sporting Goods, Ridgeway, Pa."

PRICE, $5.00. FOR SALE BY

AUTOMATIC CYCLE SEAT CO., GRAND RAPIDS, MICH.

Mention The Bearings





WE MAKE

Bicycle Chain and Dress Guard Lacing Cord

IN ALL STYLES AND COLORS.

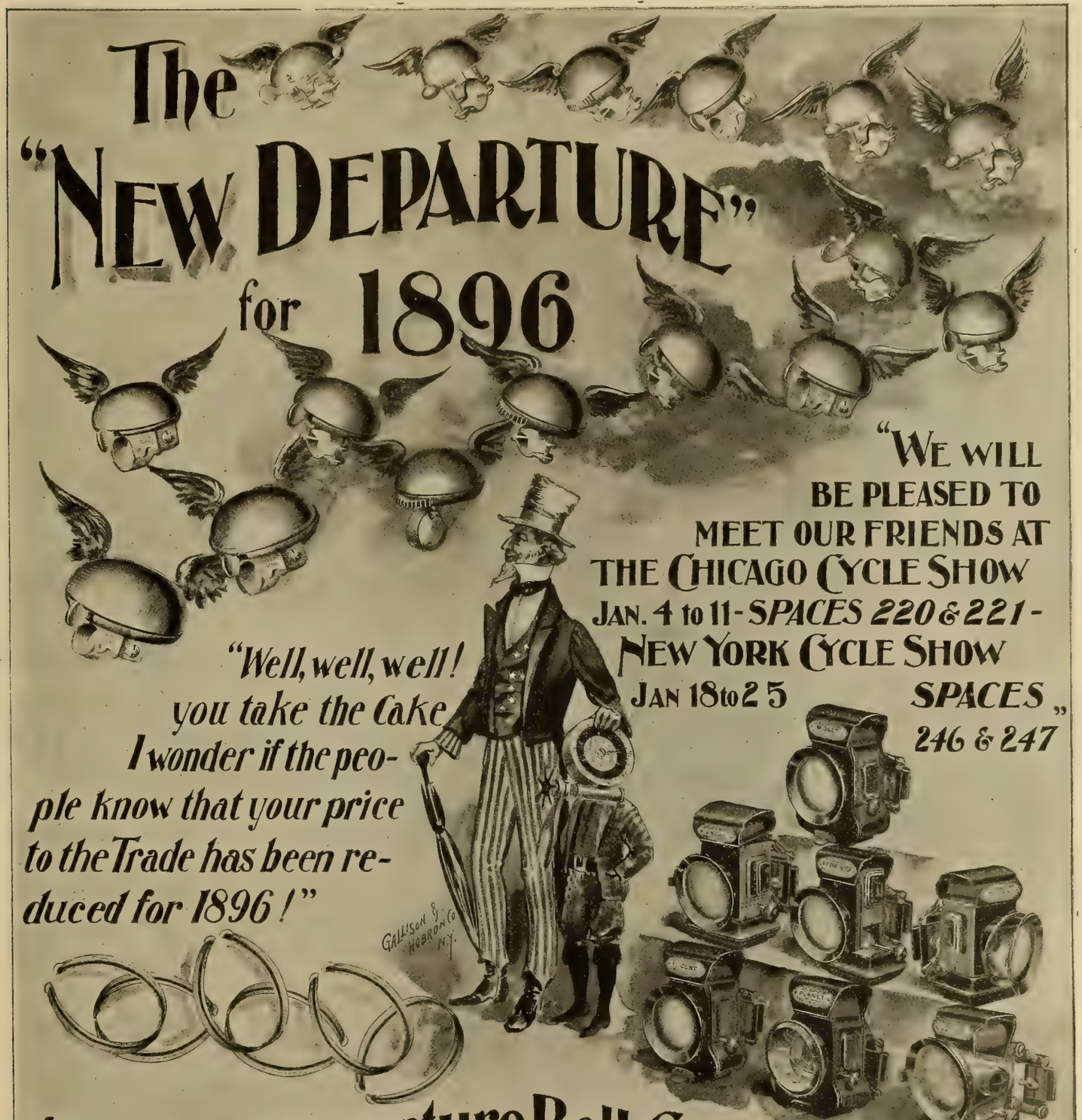
We also put up 25 yards in a bunch, enough for one wheel. One or two dozen in a box, assorted colors.

Write for samples and prices for 1895 and 1896.

WELDON & TAYLOR, - - ROCHESTER, N. Y.

Mention The Bearings

The "New Departure" for 1896



"We will be pleased to meet our friends at the Chicago Cycle Show Jan. 4 to 11 - SPACES 220 & 221 - New York Cycle Show Jan 18 to 25 SPACES " 246 & 247

The New Departure Bell Co; of Bristol, Conn.

Import the Lamps and make the balance.

SEND FOR CATALOGUE.

Electrotypes furnished free to dealers.

John H Graham & Co.
SELLING AGENTS
113 CHAMBERS ST. NEW YORK



Barr Cycle Clothing Co.,

MANUFACTURERS OF

Ladies' and Gents'

CYCLE SUITS,

CAPS, SWEATERS, STOCKINGS.

Racing Suits and Sporting Apparel of all kinds.

DEALERS WRITE FOR SAMPLES.

Barr Cycle Clothing Co.,

266 & 268 Wabash Ave., CHICAGO.

Mention The Bearings

The Name is Defender

.... The Wheel is a Beauty ....

TWENTY-ONE POINTS OF MERIT

Latest Barrel Hubs,
Large Tubing,
Combination Sprocket and Crank,
Humber Crown,
Mitis Metal Hanger,
Seamless Fork-sides, etc.

Write Us

DEFENDER CYCLE WORKS

84, 86, 88 Illinois St., Chicago

The name "Defender" is copyrighted, and we will prosecute any persons using it without our permission.

Mention The Bearings.

A CARD.

We have devoted our entire attention the past few months to the construction of the '96 Ariel that we might be able to show you something in the way of features that will be second to none. We have been so busy that we have not had time to tell our old friends and our many new ones the fine points of the wheel.

We now have a breathing spell, and at the Chicago show will be prepared to exhibit the finest wheel ever put on the market.

Don't forget—we will be at

SPACES 203 and 204, CHICAGO SHOW.

SPACES 182, 183, and 184, NEW YORK SHOW.

Come and see us.

ARIEL CYCLE MFG. CO.,

GOSHEN, IND.

Mention The Bearings

MADE LIKE A HOWARD WATCH. ✦ WE MAKE THEM BOTH.

E. HOWARD & CO., BICYCLES

MADE BY THE E. HOWARD WATCH & CLOCK CO. E.H.&Co. BOSTON NEW YORK CHICAGO

IN MINUTENESS OF DETAIL, CAREFUL CONSTRUCTION, AND FINE FINISH, WHAT CAN EXCEL A HOWARD WATCH OR CLOCK?

IT IS THE SAME WITH OUR BICYCLES!

At the Chicago show in space No. 200, and at the Madison Square Garden in space No. 194 you can see models of our wheels for both ladies and gentlemen, and you will find they have every feature which makes a wheel STRICTLY HIGH CLASS.

PRICE, $100.

CATALOGUES ON APPLICATION. ✦ AGENTS WANTED.

THE E. HOWARD WATCH & CLOCK CO.,

41 MAIDEN LANE, NEW YORK. 383 WASHINGTON ST., BOSTON. 34 WASHINGTON ST., CHICAGO.

Mention The Bearings

PIERCE CYCLES

TRIED AND TRUE

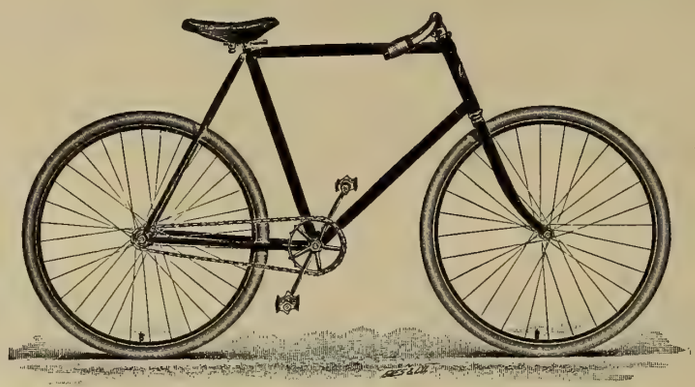
Money Makers!

Smart and Stylish

—Makes 'em Sell Well.

They're Finely Built

—Makes 'em Wear Well.



Pierce Model 10, $75.

A Desirable Agency.

THREE MODELS **$75.** *THREE MODELS* **$100.**

Fourteen sizes in all. Wide range in equipment.
Many valuable improvements. Write for art catalogue.
Exhibits: 319, 320, 321 Chicago Show; 60, 61, 62, 63 N. Y. Show.

George N. Pierce & Co.

New York Branch:
105 Chambers Street.

BUFFALO, New York.

Established 1865.

Holbrook, Merrill & Stetson, San Francisco and Sacramento, Agents for Pacific Coast Trade.

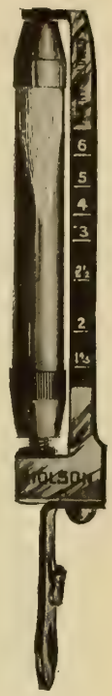


PIERCE TRIED AND TRUE CYCLES

HOLSON SPEED INDICATOR



THE INDICATOR THAT INDICATES ABSOLUTELY CORRECT



WEIGHT, 2 1-2 OUNCES.

We have good testimonials from some of the fastest riders in the country.

Write us immediately for prices.

See us at the Chicago Cycle Show, second floor annex.

HOLSON SPEED INDICATOR

838 CHICAGO STOCK EXCHANGE, CHICAGO, ILL., U. S. A.

GUNNING GUNNING GUNNING GUNNING GUNNING GUNNING

We Are in it, Too!

You will want our Highest Grade

The GUNNING $100

MEDIUM GRADES

ELGIN DIAMOND $75 ELGIN FAVORITE $65

We are "Gunning" for live agents.

Elgin Sewing Machine & Bicycle Company,

Branch Office, 364 Wabash Ave., Chicago. Main Office and Factory, ELGIN, ILL.

Write for terms and prices, mentioning paper.

GUNNING GUNNING GUNNING GUNNING GUNNING GUNNING

STERLING SWEATERS

(PATENTED.)



HIGH GRADE.

The only kind for fine bicycle trade. Sterling sweaters make a reputation for the man who sells them, because of their quality, finish, and many exclusive features. As one of our customers has said, ***"Quick as a Wink"*** you can see the catchy qualities of the Sterling Sweater. There's a something superior about them which hits the eye, first glance. Put a Sterling beside some other make, and that superior something stands up like a sore thumb. The

DOUBLE COLLAR,

which holds its shape, knit to the sweater with a knit shoulder;

DOUBLE CUFF,

on a shaped fashioned sleeve makes a neat, perfect fitting wrist;

DOUBLE BOTTOM,

which holds its elasticity, and rolled under or over stays in place, are special features of the Sterling.

Everything "Up to Date" in the 1896 line for ladies and men, boys and girls. Standing and sailor collars, lace front, frog fastenings, turtle necks, hoods for skating, etc. All staple colors and line of fancy golf mixtures.



During the Cycle Show Mr. Austin will be at the Palmer House from 2 to 5 P. M. each day, Room 548, where he will be pleased to welcome every live Cycle Agent who comes to the Show.

DIMICK & AUSTIN, 78 Chauncy Street, Boston.

Mention The Bearings

WATCH US.
New styles every issue.



"NORFOLK"

LARGEST MANUFACTURERS OF CYCLE CLOTHING IN THE WORLD.

F. M. TAYLOR & CO.

ADAMS and MARKET STS., CHICAGO.

We are displaying on our DAYLIGHT floor nearly 2,000 styles in cycle suitings for ladies' and gentlemen's wear. ***Tailor-made garments at popular prices.***

THERE ARE OTHERS, BUT NONE SO GOOD.

Exclusive styles furnished the jobbing trade. Electrotypes upon application. Send for catalogue, samples, and prices at once, and get posted on largest "up-to-date" line in the world.

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...WELL-BUILT BICYCLES...

CHIEFTAIN
$100.

Strictly high grade.
Tempered tool steel bearings.
Drop forged frame joints. Three height frames.

MARVEL
$60.

High in grade; low in price.
Large tube frames. Barrel hubs.
Three height frames.

PEARL
$35 TO $50.

For boys and girls.
Weldless steel tube frames.
Wheels 20, 24, 26 inch.

LIVE AGENTS WANTED

WM. H. COLE & SONS,
BALTIMORE, MD.

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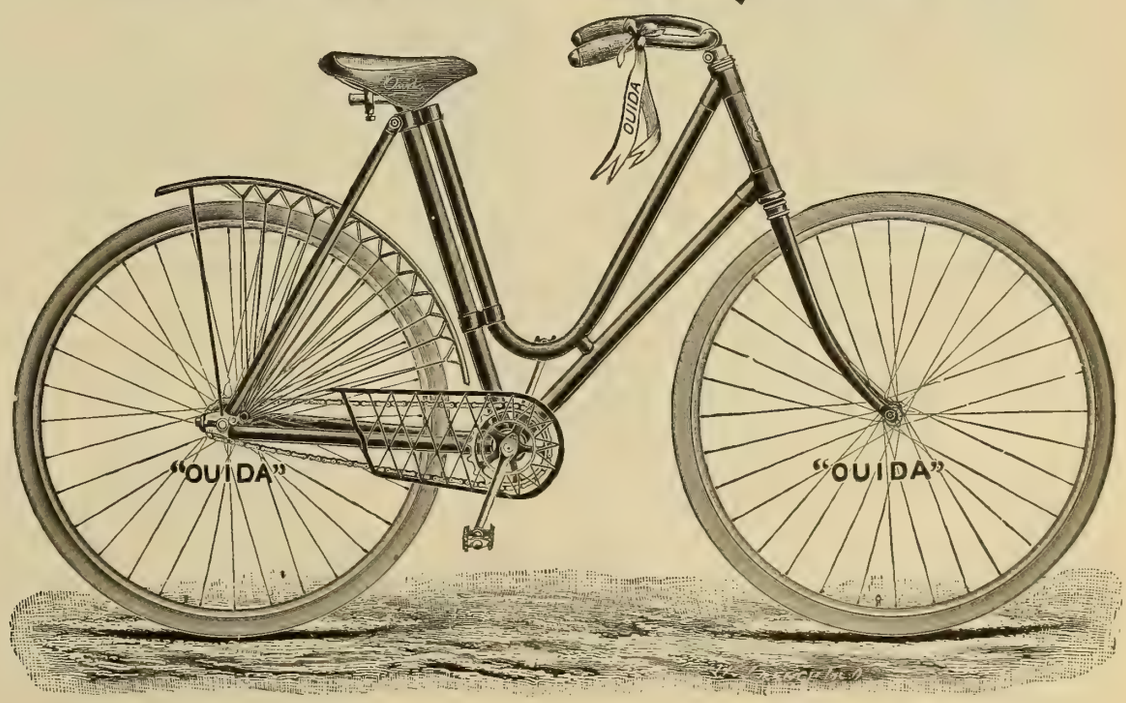
The "Ouida" Wheel!!

Very Light
(20 pounds)

Very Strong

and

Very Graceful

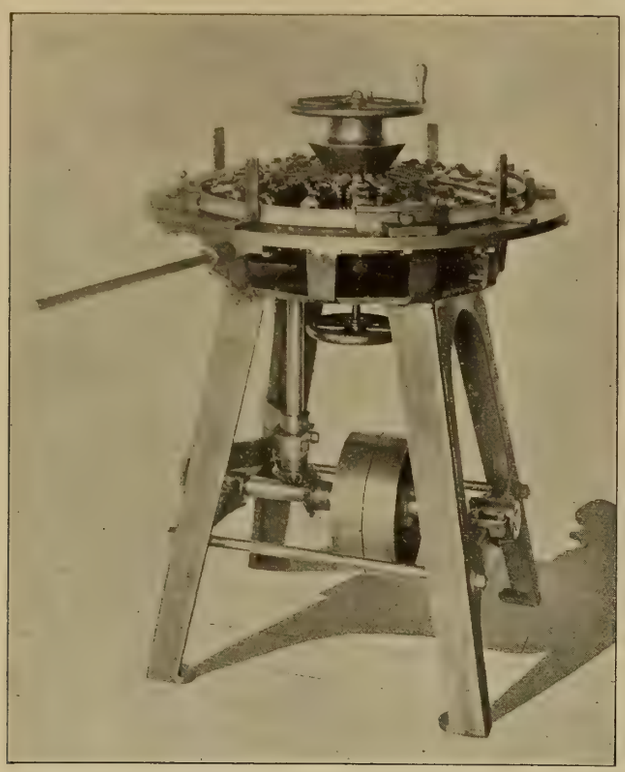


Special features designed exclusively for ladies.

Address **Toledo Mfg. Co., Toledo, Ohio.**

Chicago Cycle Show, Spaces 92-93.
During New York Cycle Show, Park Ave. Hotel.

Mention The Bearings



RIM DRILLING MACHINES
WHEEL TURNING MACHINES
HANDLE-BAR BENDING MACHINES

Write for catalogue and prices.

Mention The Bearings

SCHLUETER MFG. CO., Cincinnati, Ohio.



Mammoth "Hot Blast" Brazer

(FOR GASOLINE)

Most powerful machine made for brazing and forging any metal from 1-4 inch to 4 inches in diameter.

BRAZES ANY BICYCLE JOINT IN ONE MINUTE.

Produces two solid blue flames 1½ inches in diameter of such intense heat as can not be obtained from any other similar tool or from gas, coal, etc. Can be charged in a few minutes, and burns 14 hours with one pumping.

Has an adjustable muffler or hood, which can be raised and lowered or extended horizontally to accommodate all kinds of work.

LIST PRICE, $35.00.

WHITE MFG. COMPANY,

Sole Manufacturers,

40-42 State St., Chicago, Ill.

Mention The Bearings

"A Little Better Than Any Other."

The Champion

Highest Grade Possible.

CHAMPION CYCLE CO.,

30 W. Randolph St., Chicago.

STILL IN NEED OF FEW GOOD AGENTS.

Mention The Bearings



HERE IT IS, ...THAT # *CYCLOID...*

GET ONTO ITS SHAPE, EH!

None Better. Few as Good. *23 Pounds.* ***$100.***

BIG TUBING. BARREL HUBS. FLUSH CONNECTIONS.

Something to blow about. Something that'll sell.

Apply for exclusive agency now.

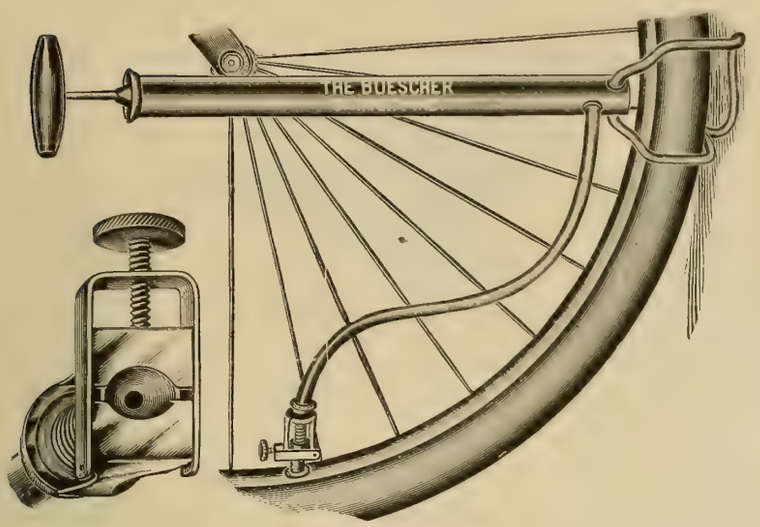


Studley & Jarvis, Grand Rapids, Mich.

P. S.—S. & J. Bicycles are good Bicycles.

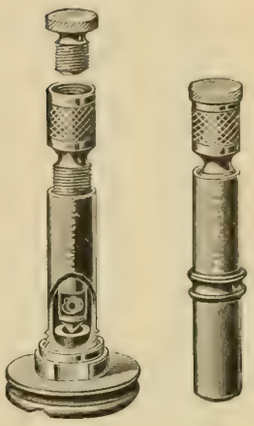
Mention The Bearings

THE BUESCHER PUMP.
THE STANDARD PUMP.



No other so easy to inflate.
No spring to get out of order.
When all others fail you, try it.

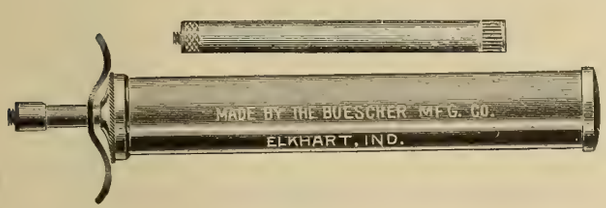
AN UNLEAKABLE VALVE.



THE BEST GOODS AND BEST VALUES IN
PUMPS,
TOE-CLIPS,
VALVES,
LAMP BRACKETS,
etc.

QUALITY will retain your old customers and make you new ones. Our goods are in the hands of the leading jobbers throughout the country. Examine them before ordering. If your jobber fails to show you them, write us.

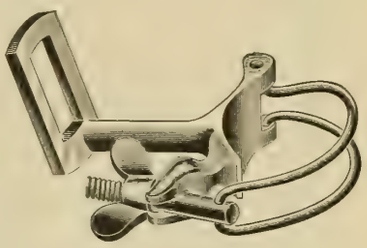
Samples submitted upon request. Electros furnished for cataloging.



The Buescher Mfg. Co.

ELKHART, IND.

We have adequate facilities for making specialties of all kinds. Correspondence solicited.

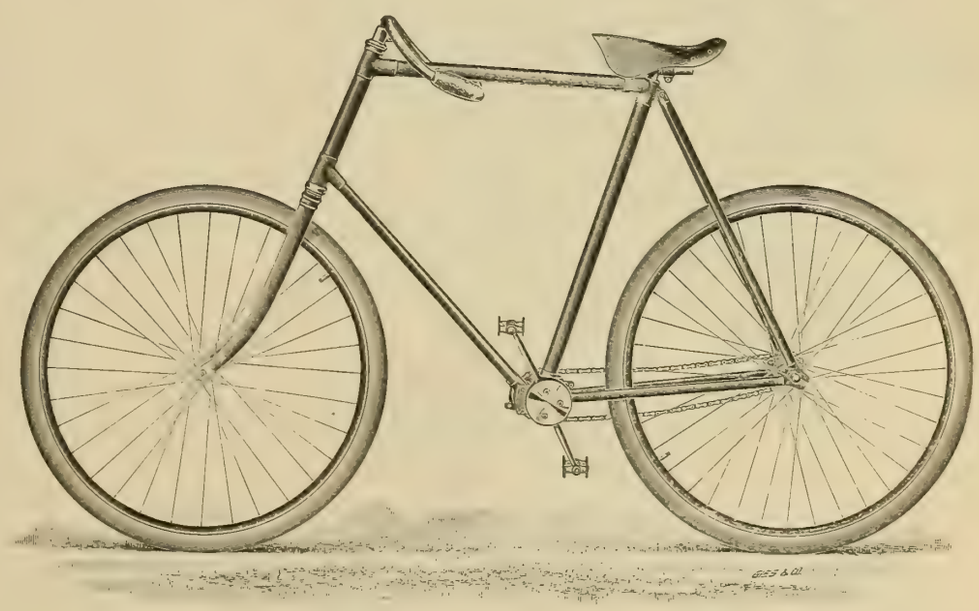


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The Lindsay

THE WORLD'S WONDER!

The most perfect gear ever produced. We get greater speed with the same power by producing a more perfect gear. Send for catalogue and look into the merits of this gear.



The Lafayette,

A strictly high-grade wheel. The best bargain on earth for $85.00.

These wheels will be on exhibition in Space 98, at the Chicago Cycle Show.

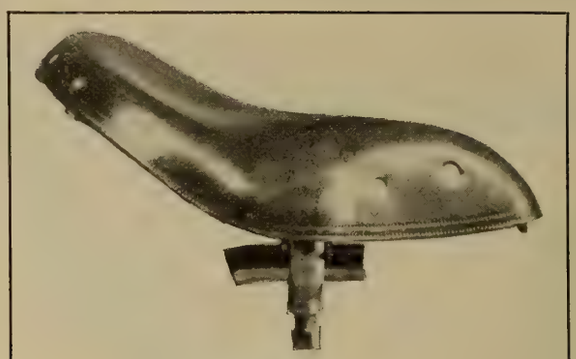
MANUFACTURED BY THE

Lindsay Bicycle & Mfg. Co., Lafayette, Ind.

Mention The Bearings

A Peach!

...SUPERB



MODEL T.

P. & F. Saddles

NEW LADIES' MODEL...

Reading Nickel-Plating & Electrical Co.

MAKERS,

READING, PA.

GENERAL AGENTS:
G. A. Boyer, Cleveland, Ohio.
Packer Cycle Co., Reading, Pa.
E. P. Chesbro & Co., Willimantic, Conn.
A. A. Taylor, First Nat'l Bank Bldg., Chicago.

Mention The Bearings

Bicycle Material and Supplies

WE ARE PREPARED TO QUOTE PRICES ON '96 CONTRACTS ON THE FOLLOWING GOODS. ☞

If you are in the market for any of these goods, write us for prices before placing contracts.

ADJUSTABLE HANDLE-BARS
CORK GRIPS
CORKALINE GRIPS
With black or fancy tips
COTTER PINS
COASTERS FORKSIDES
FORGINGS
FRAME PARTS
LAMPS NIPPLES
PEDALS REPAIR KITS
SPOKES
SPROCKET WHEELS
STEEL TUBING
TIRE CEMENT TIRE LACING
TOOL BAGS
WOOD RIM WASHERS
WOOD RIMS
WOOD RIM CEMENT
WOOD DRESS GUARDS
WRENCHES

Chicago Tip & Tire Co.

152 and 154 Lake Street,
Chicago, Ill.

Mention The Bearings.

WE WILL MEET YOU

At Space 301 Annex,
Tattersall's,
Chicago, Jan. 4 to 11.



At Space 301 Annex,
Tattersall's,
Chicago, Jan. 4 to 11.

KNICKERBOCKER CYCLE MFG. CO.
413 BROADWAY, NEW YORK.

Wheels for the People

APOLLO $75
VESPER $50

HIGH-GRADE JUVENILE WHEELS

CYCLOE AND FAIRY

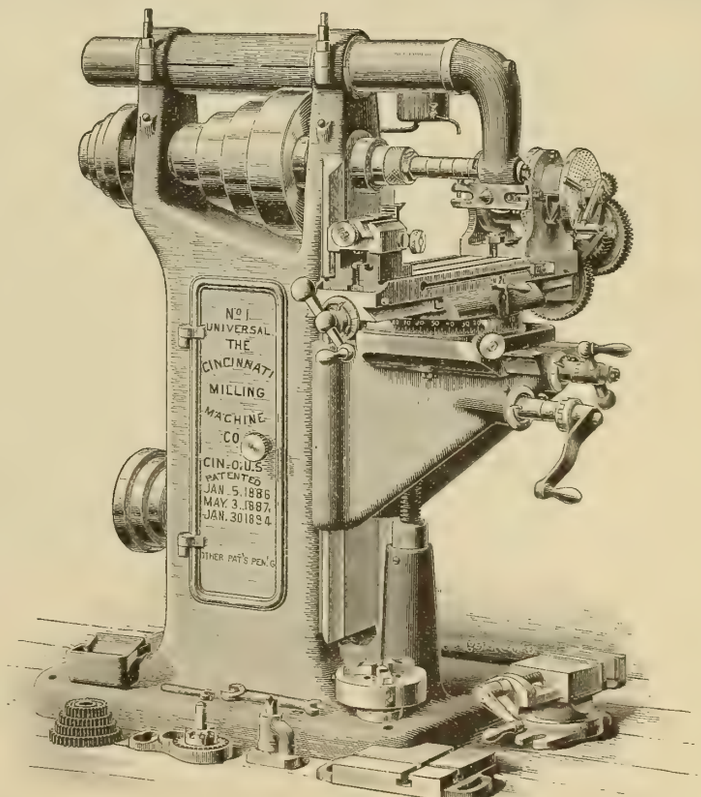
BICYCLE SUNDRIES.

Call and see us at Space 49, Chicago Cycle Show.

E. K. TYRON, Jr., & CO. - Philadelphia, Pa.

Write for catalogue---ready Jan. 1.
Mention The Bearings

PRENTISS TOOL & SUPPLY CO.,
Machinery for Bicycle Manufacturing.



NEW YORK. 62 South Canal Street, Chicago. CHICAGO.
Mention The Bearings

SEE

The Liberty

THE WHEEL
OF THE AGE.

AMERICA'S REPRESENTATIVE BICYCLE,

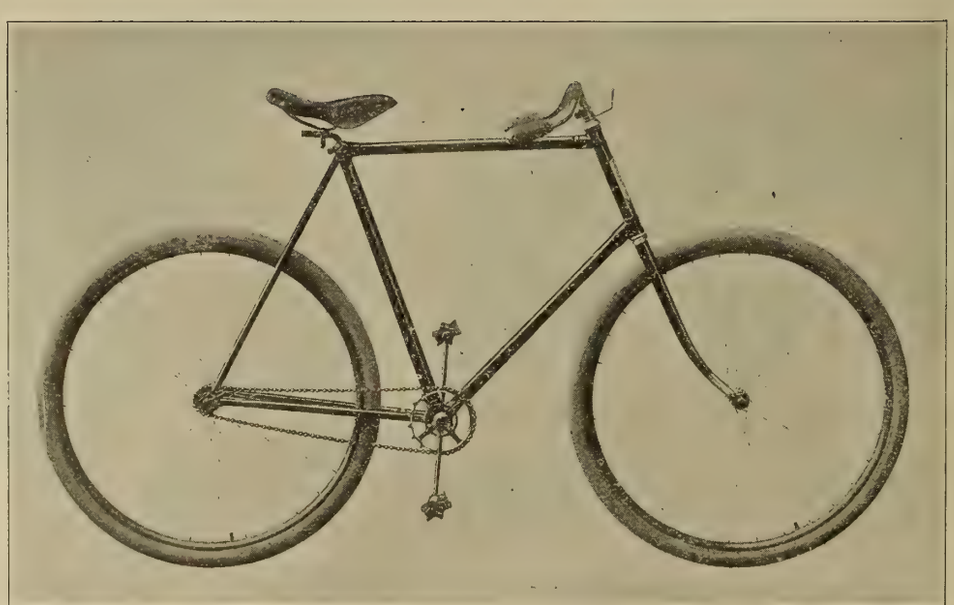
AT THE CHICAGO CYCLE SHOW,
SPACES 211, 212, AND 213.

NEW YORK SHOW,
SPACES 156, 158, 160, AND 162.

LIBERTY CYCLE CO.,
4 WARREN ST., NEW YORK.

Mention The Bearings

Phoenix Bicycles.



Pretty Bicycles

are all right if you want something pretty to look at, but there is a world of satisfaction in knowing that you have a wheel that will stand the racket on all roads—under all conditions. The Phoenix will do it.

See our catalogue for specifications of the 1896 wheel.

Stover Bicycle Mfg. Co.,
Freeport, Ill.

Mention The Bearings

SPACE 148

THE... SHERMAN

THE SHERMAN CYCLE CO.,
133-139 South Clinton Street,
Chicago.

You will be surprised when you see it and hear the price.
If you can't come, write us and we'll tell you about it.

Mention The Bearings

SUNOL HERCULES AND STELLA BICYCLES

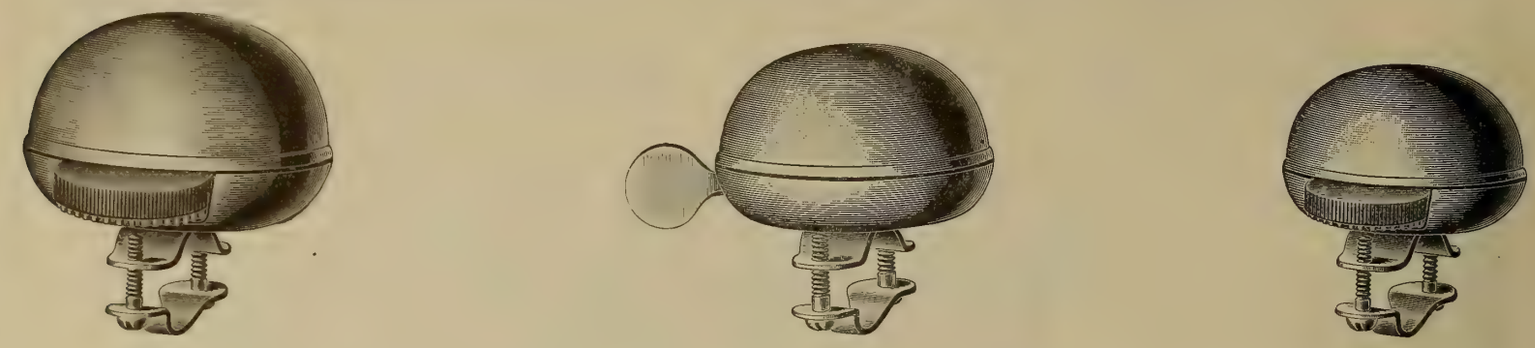
... YOU ...
CAN SEE THEM ALL
AT THE
CHICAGO
SHOW

SPACES 11, 12, 13, SOUTH SIDE,
TATTERSALL'S BUILDING.

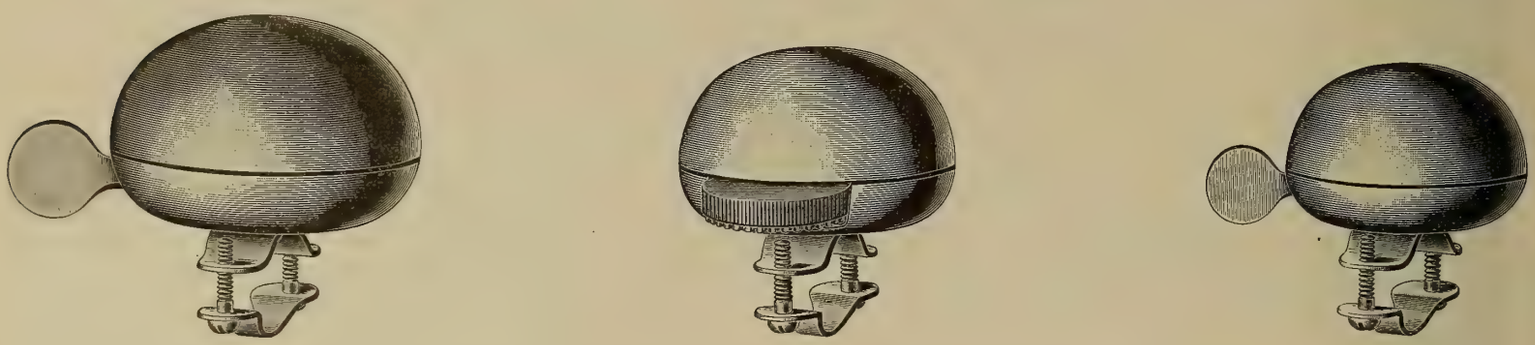
The McIntosh-Huntington Co.
CLEVELAND, OHIO.

Mention The Bearings

Chicago Show, Space No. 378. New York Show, Space 332 and 333.



CORBIN BELLS



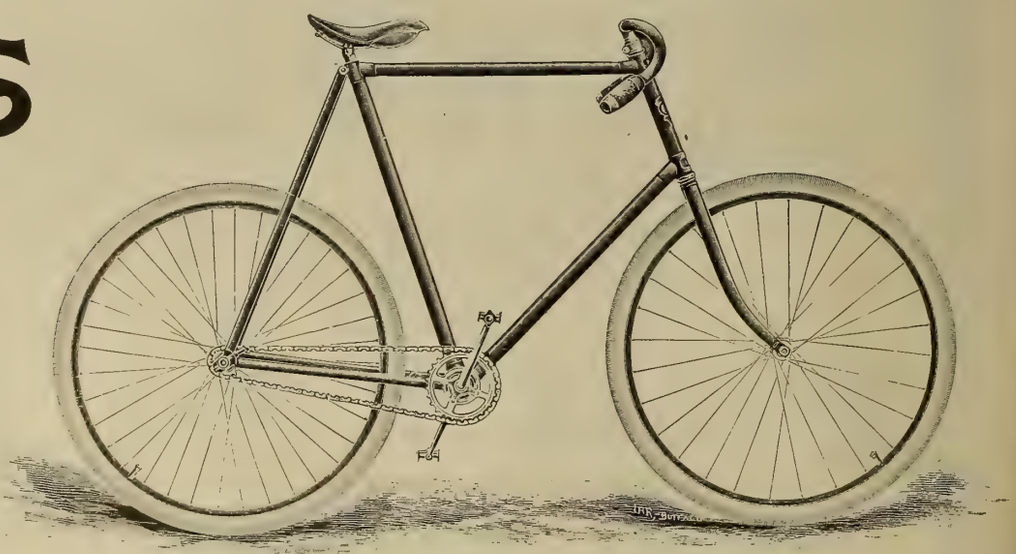
For Catalogue address, P. & F. CORBIN, New Britain, Conn.

Mention The Bearings

EVER SEE A BISON?

Not a four-legged beast of the plain, but our celebrated Buffalo

BISONS



They grow handsomer every year. Age does not weaken them, nor do they lose their strength; neither do they gain in weight. They have developed just enough to bring them right up to date. And this year our '96 Bisons are our pride. You would fall in love with them. Every one does.

We will have them at the cycle show in New York.

Send for Catalogue.

SEYFANG & PRENTISS,

Manufacturers,

New York Cycle Show, Space 310.

Office and Factory, 451-455 Washington St., BUFFALO, N. Y.
Salesroom, 561 Main St.

Mention The Bearings

Do you know
that the

Photos of all the Racing Men

Can be secured in Album Form,
64 for $7.50, and all fine heavy cabinets?

Send 15 cents for sample photograph and circular, giving list of photos from which to select for album, to

NATIONAL CYCLE NEWS BUREAU,

F. ED. SPOONER, Prop. 1387 Jackson Boulevard, CHICAGO.

Don't contract for your '96 wheels until you have investigated the merits of the

WHEELER.

PRICE, $85.00.

The peer of any wheel on earth. Strictly high grade in every particular and embodies more points of excellence than any wheel on the market. Our patent detachable crank shaft is by far the best thing out and is the only crank shaft that can be taken out and replaced in a moment without disturbing the adjustment of the bearings in the least.

Watch this space for cut. Agents wanted in unoccupied territory. Advance sheet now ready; catalogue will be ready soon. Write us.

The Defiance Bicycle Co.,
DEFIANCE, OHIO.

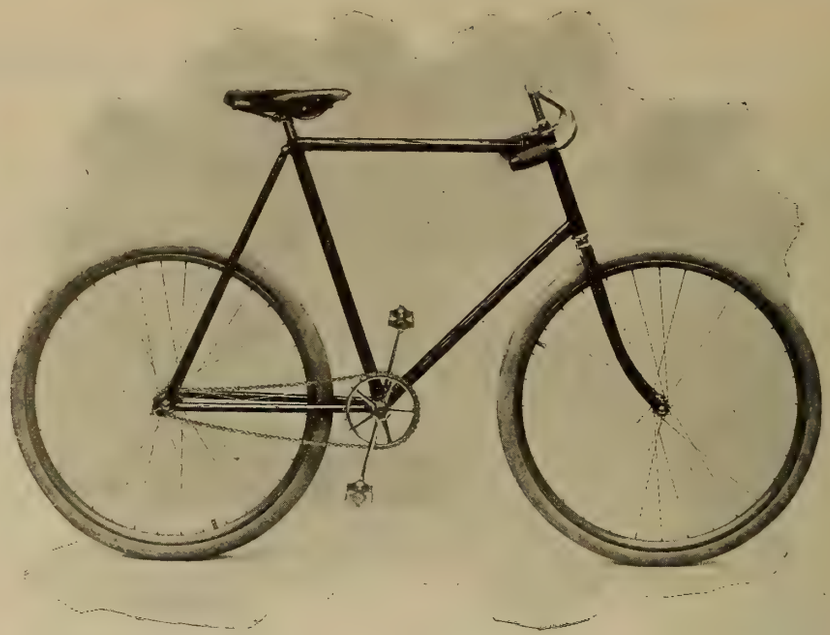
OUR 1896 MODELS READY TO SHIP.

.....PEER

SPEED STRENGTH
DURABILITY

Price, $85

Equal to any $100
wheel on the market.
Order samples and be convinced.



LOOK FOR LADIES' WHEEL IN NEXT ISSUE.

Dustproof barrel hubs; tool steel bearings; forged steel sprockets; best 1⅛-inch tubing. All other material used the best that can be bought, and only skilled workmen employed.

Over twenty-one years' experience in manufacturing high-grade vehicles and wheels is guarantee of perfection in our production.

Agents Wanted for Exclusive Territory.

A. & F. MEYER CO., Buffalo, N. Y.

MENTION THE BEARINGS

THE

TRUMAN

MECHANICALLY PERFECT.
WORKMANSHIP SOUND.
CONELESS BEARINGS.
SUMPTUOUS FINISH.
ARTISTIC LINES.

A WHEEL FOR EVERY ONE.
NO EXPENSE SPARED IN CONSTRUCTION.

But none wantonly wasted in racing teams, brass bands, and hullaballoo. You pay for full value in the wheels themselves. KATS READY.

ADDRESS (CABLE OR MAIL) TRUMAN, TOLEDO.

Mention The Bearings

THE JORDAN SPECIAL FOR '96.

LARGE TUBING

BARREL HUBS

TAPERED CONNECTIONS

SPECIAL FINISH



LOUIS JORDAN,
71 Randolph St.,
Chicago.

Mention The Bearings

Stormer Bicycles

$60
$65
$75

IT WILL PAY YOU TO SEE THEM.

One of our '96 features will be a **WRITTEN GUARANTEE** with every machine.

ACME MFG. CO.,

READING, PA.

G. A. BOYER, Cleveland, Ohio, General selling agent for Ohio, Indiana, Michigan, New York, western Pennsylvania, and northwest West Virginia.

Mention The Bearings

The Wonder of the 19th Century

"THE WORLD CONQUEROR."



"THE SWELL OF AMERICA."

These are the terms ascribed to our CLIMAX by ***enthusiastic riders*** and ***the trade.***

AGENTS, secure a bonanza. Your name on our books will open a revenue far in excess of your expectations.

Our Sundry line is complete, comprising the latest and best novelties.

See Us at Chicago Cycle Show, No. 245.

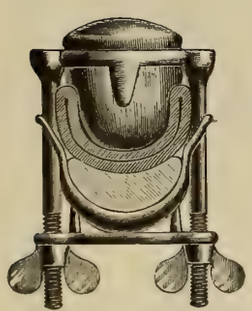
CLIMAX CYCLE CO., Chicago, Ill., U. S. A.

Mention The Bearings

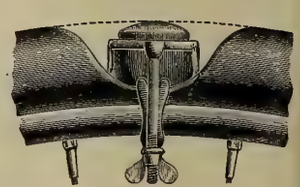
Main Office, 196 La Salle Street.

Something Bearing on Punctures.

They come when least expected to the best.



The Pneumatic "Corker"



will close any puncture in any pneumatic tire. Hope and luck fail the improvident rider, while those having a "Corker" are provided for in the time of need.

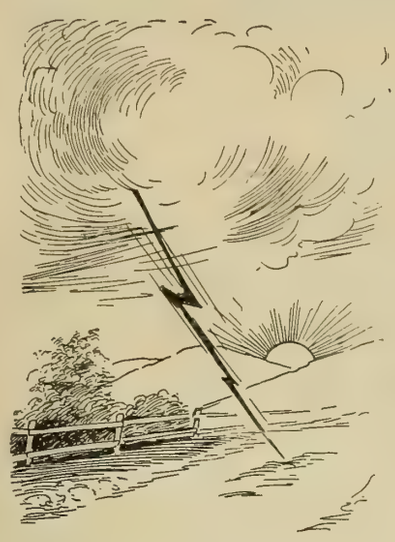
No chance about it. It is the only device known to the trade that effectually helps the rider out.

For agencies and prices, address

Anson Searls, Newark, N. J.

The rubber ball is placed over the puncture. The air from the tire inflates the ball, taking the place of depressed tire at the injured point.

Mention The Bearings



"Lightning Never Strikes Twice In The Same Place."

But the improvements that continue to appear year after year on

The Warwick....

Place it foremost in the ranks of high-grade bicycles. Always progressive. The wheel that is "Built on Honor," endeared to its riders by its Dustproof Bearings and other incomparable points of Perfection.

The Wheel with Vermilion Rims,

As bright as the rays of the setting sun, has this name plate ☞



Write for agency if you wish to represent THE Bicycle for '96.

Warwick Cycle Mfg. Co., Springfield, Mass.

Mention The Bearings

$100.00 REWARD

for every ounce of cast metal found in the construction of the

S. AND F. SWELL NEWPORT BICYCLE.

IT'S A HUMMER



IT'S A COMER

MODEL B.

Large Mannesman Tubing. **Tool Steel Barrel Hubs.** **Barrel Crank-Hanger.**

All turned parts finest quality tool steel. Strongest crown head in the world. Every machine fitted with S. & F. patent adjustable handle-bar. ANY position obtainable without dismounting or the use of a wrench.

I. A. Manning & Co., 128 California St., San Francisco, California Agents; The Frasse Co., 19 Warren St., New York, Metropolitan Agents; E. H. Clowes & Co., 715 E. Main St., agents for the two Virginias; Joseph Schwartz, 821 Perdido St., New Orleans, La., agent for Louisiana and Mississippi.

Snyder & Fisher Bicycle Works,

Little Falls, N. Y.

Write for Catalogue and Trade Discounts. **Mention The Bearings.** Space 266. New York Cycle Show.

Gold Dollars for 75 cts. Gales Wheels for $75.

$100 Worth for $75.

When a manufacturer asks $100 for his wheel, does not the feeling come to you that he could afford to sell it at $75, and then be ahead? Price influences many, but the economical man will look into it when he can save $25, and get equal value.

THE GALES 1896, NEW IDEAS $75

1⅛-inch tubing, barrel hubs, patent chain adjustment, dustproof bearings, detachablc sprocket, one-piece crank and axle, patent steering adjustment, ball holders in all bearings, guaranteed tool steel bearings with large balls.

MANHATTAN---24 inch, $40; 26 inch, $50; 28 inch, $60---Up to date. Medium grade.

GOTHAM---24 inch, $45; 26 inch, $55---Finest juvenile line made.

SCHOVERLING, DALY & GALES - - 302 Broadway, New York.

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YOU WILL NOT HAVE TO

Hunt

long for the best finished, nattiest, most popular

SADDLES

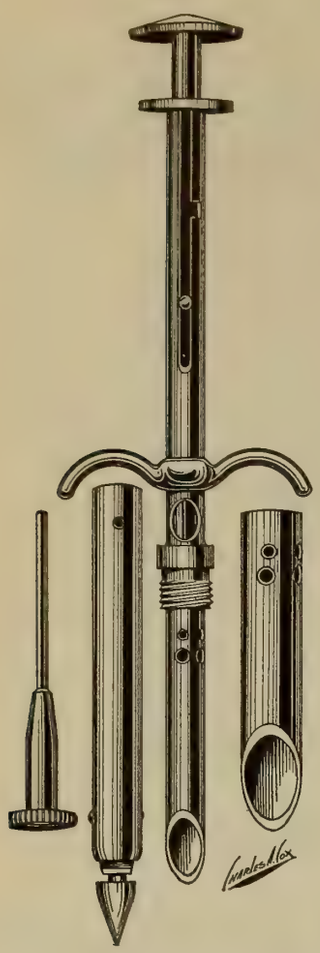
at the Chicago Show, for they will be exhibited at Spaces Nos. 25, 26, 27, 28.

R. B. McMullen & Co.,
CHICAGO and NEW YORK.

HUNT MFG. CO., Westboro, Mass.

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AVERY AVERY AVERY



PATENT APPLIED FOR.

Attention!

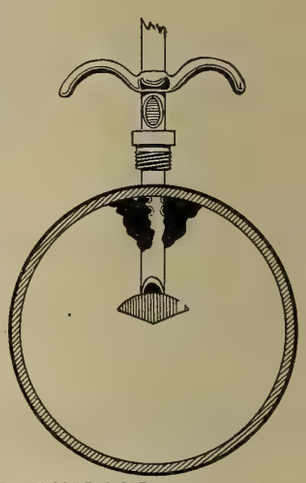
TIRE MAKERS
DEALERS
WHEELMEN.

THE PROBLEM OF REPAIRING PUNCTURES IN SINGLE TUBE TIRES SUCCESSFULLY SOLVED

The point of repair tool, with rubber plug and cement inside, is inserted through the puncture, as illustrated, a downward pressure on the plunger forces the cement through small holes, and pushes the head of rubber plug out from point. A withdrawal of repair tool pulls the shank of plug through the puncture, and leaves the head thoroughly imbedded in cement inside of tire.

Complete repair kit, put up in leather pouches, with extra point (for large punctures), rubber plugs, tube of solution, and cutter attachment.

SEE THOSE HOLES? They do the business. AIR-TIGHT REPAIRS MADE IN 1 MINUTE.



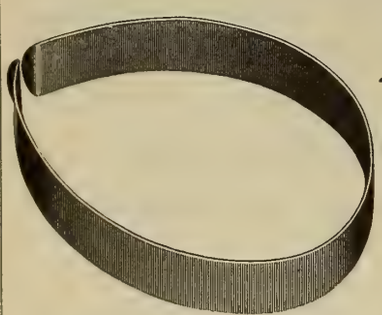
RETAILS FOR $1. LIBERAL DISCOUNT TO THE TRADE.

SYME MANUFACTURING CO.,

ROOM 900, 46 VAN BUREN ST., CHICAGO.

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Get our prices on



Hartford Trouser Guards.

We can furnish 1 or 1,000,000 pairs, blued or enameled. In envelopes blank, or with your name on, or in bulk.

We Are Looking For Big Deals.

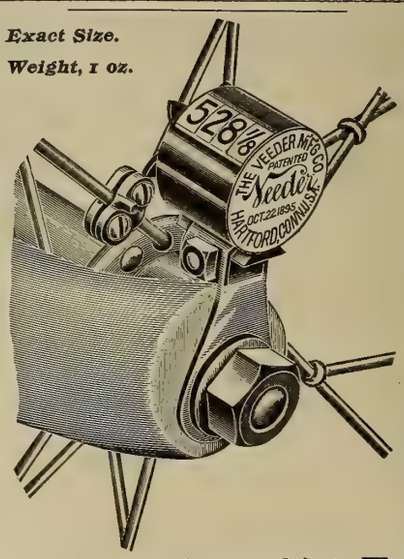
The Cycle Supply Co.

Western branch—
317 Superior St., Cleveland, Ohio.

HARTFORD, CONN.

Dustproof. Waterproof.

Exact Size.
Weight, 1 oz.



To customers who have been waiting—We can mail

Sample Veeders

by Jan. 10, and can ship in quantities by Jan. 25. They are worth waiting for.

THE VEEDER MFG. CO. - - Hartford, Conn.

Mention The Bearings

A Smiling Face,

the sign of contentment, and a Relay Bicycle are analogous. You never saw a Relay Rider with anything but a countenance beaming with joy, the natural result of riding a machine which is noted for its easy-riding qualities, as well as for having special features—and important ones—to be found on no other.

We shall be pleased to send you our '96 Catalogue—an artistic one.



Relay Special. List, $100.



RELAY MFG. CO.

READING, PA.

Mention The Bearings

DID YOU EVER

think while plodding along in life's narrow way that you could make it broader, longer, happier, be healthier, save money and time, and make business a pleasure by using a bicycle?

We take pleasure in showing you one that is built with that end in view.



WARNER SPECIAL ROADSTER. 22 LBS. $100.

YOU NEED ONE—Let us hear from you.

George Webb Alexander, San Francisco, Cal., Agent for Pacific Coast
Pape & Weber Carriage Co., St. Louis, Mo., Southwestern agents.
Marks Bros. Saddlery Co., Omaha, Neb., Agents for Nebraska and S. Dakota.

Space 66, Chicago Cycle Show.

D. D. WARNER CO., MFRS.,

MADISON, WIS.

Mention The Bearings

Are You Going to the Cycle Show?

Whether you do or not,

Our Colored and Translucent Enamels will interest you.

We believe they are the most beautiful enamels made.
That is why we call them the

"Best" Cycle Enamels

We have many colors in stock. We can give you any shade you wish, either in colored, translucent, or black enamels, if ordered in quantities.

Let us send you Sample Colors on Tin.

You can then test their elasticity and durability by bending.

We will exhibit in Booths 40 and 41 at the National Cycle Exhibition, Tattersall's, in conjunction with John Caldwell & Co. Our cycle representative, Mr. John P. Stanton, will be in constant attendance.

HEATH & MILLIGAN MFG. CO., 170-172 Randolph St., Factory, 90-116 Seward St., **Chicago.**

THE MUNGER



Sold in Chicago by

Alex. H. Revell & Co.,
Wabash Ave. and Adams St.

Graham Cycle Co.,
601 W. Madison St.

They were looking for a wheel to sell to the elite of Chicago, and found it.

MUNGER CYCLE MFG. CO.,

Chicago Cycle Exhibition, Stall 77.
New York Cycle Exhibition, Stall 338.

INDIANAPOLIS, IND.

S&P

Bicycle Tires

A horse with poor feet--no horse.
A bicycle with poor tires--no bicycle.

And what they have to do with cycling pleasure.

The TIRE is the bicycle. On its merits depend the comfort and enjoyment to be derived from the sport. If one cares for his anatomy he should look well to the shoeing of his steed of steel. You need to ride to appreciate our single tube and the L. C. Smith double-tube detachable tires, which we assure you

"Are All Right."

Our puncture-preventing strip will save hours of walking, and many injured feelings. It is resilient, light, and can be applied to any of our tires.

Spaulding & Pepper Co.

Makers of guaranteed tires.

Chicopee Falls, Mass.

S&P

S&P

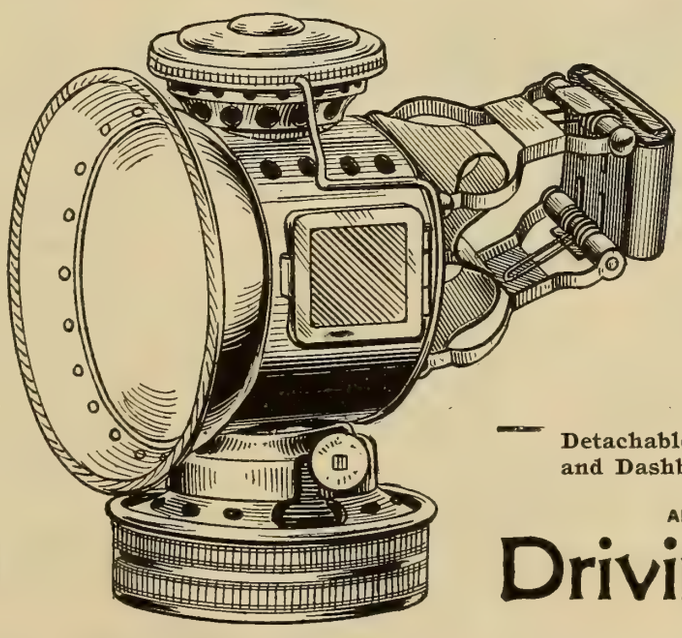
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The 20th Century Bicycle Headlight

IS DECIDEDLY.....

The Light

FOR 1896



Burns Kerosene. Keeps Lighted.

An extra Ruby front glass and a fine gossamer hood or cover given with each Headlight, season 1896.

Detachable Bicycle Spring and Dashboard Attachment

ALSO GREAT AS A

Driving Lamp

Aluminum, 6½ oz., $5.00; Bronze, 8½ oz., $4.50; Nickel, 9 oz., $4.00.

Chicago Show No. 297.

BETTS PATENT HEADLIGHT CO., 10 Warren Street, N. Y.

New York Show No. 300.

Mention The Bearings

GOOD WHEELS

AND PLENTY OF THEM

There are WHEELS and wheels (this is an axiom). Some people in this country have 'em in their head, a bad kind to have. OURS are not that kind. Others ring the changes on the song, "The best wheel made," etc. *ad infantum* (this means that such ads are only appreciated by infants). Now, we are modest in this respect, we are. Our bicycles are simply GOOD BICYCLES. They are made of the best material good United States money can buy, by competent, experienced, expert workmen (no prison labor in ours), in well equipped, modern factories. We do not experiment with experiments at the expense of our friends, and exploit none but those wheels of reputation, long tried and approved by that most sure test, actual service. As to finish, style, and appearance—those qualities that, being readily apparent, appeal directly to a purchaser's taste—we confidently believe our

HALLADAY, ARIEL, WORTHINGTON, HARVARD, and ADELBERT.

models to be the peer of any, and superior to the majority.

ABOVE ALL, we have them NOW, thousands of them. Not in our head, but STORED IN OUR WARE-ROOMS READY FOR SHIPMENT. "Quick deliveries, and all you want" is our motto (everybody must have a pet phrase, you know). Write

THE GEO. WORTHINGTON CO., = = Cleveland, Ohio.

Mention The Bearings

Demorest Bicycles

Neighbor, why not let a Demorest wheel work for YOU next season? A substantial reduction in price, with our '96 improvements, makes the Demorest wheel the most desirable wheel in the market

WE MAKE A SPECIALTY OF BUILDING FRAMES.....

complete, or in part, according to specifications. We guarantee them to be first class in every particular.

For '96.

They "tire" you never.
They "chain" you forever.
They "rivet" your affection.
They "clinch" your admiration.
They "grip" your regard.
They "saddle" your sorrows.
They "inflate" your good nature.
They "brake" your bad habits.
They "head" you in the right direction.
They "lever" die than get left.
They "bar" the cobwebs out of your think tank.
They "pin" your faith.
They "crown" your joys.
They "spoke" well of him, because he rode a "Demorest" wheel.

DEMOREST MFG. CO.

WILLIAMSPORT, PA.

Mention The Bearings

IDE WHEELS,

THE ORIGINAL AND ONLY

...HIGH-ART BICYCLES...

(W. A. Parker, five miles 10:19 4-5, Waco, Texas, December 14, on the road.)

First-class dealers ***only*** wanted in all unoccupied territory. Write for terms and prices.

Chicago Cycle Show, Annex, Spaces 314-315-316.
Also at Great Northern Hotel, Parlors 12 and 14, where our agents are cordially invited to make their headquarters.
New York Cycle Show, Spaces 324-325.
Denver Cycle Show, Spaces 43 and 52.

F. F. Ide Mfg. Co., Peoria, Ill.

Mention The Bearings

Vanguard

"We gave it the name

VANGUARD

because it is a

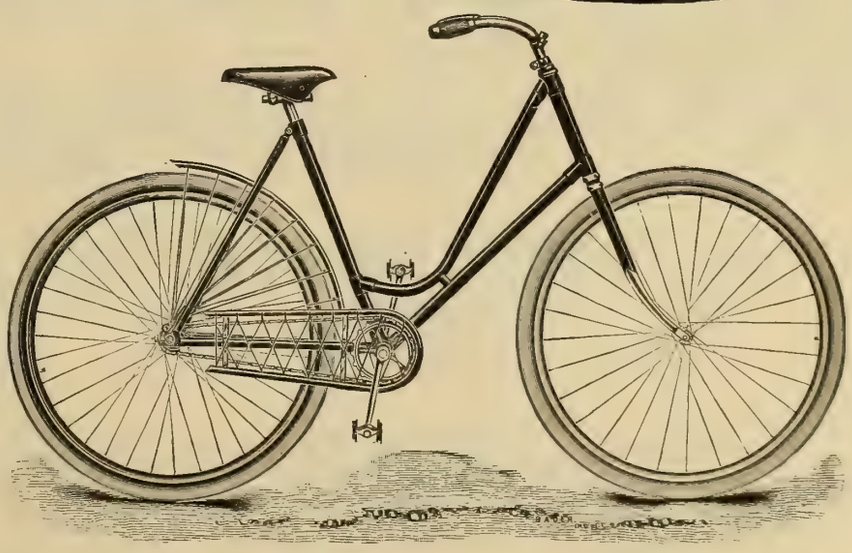
LEADER."

The name is significant, and all who have seen the wheel say it is **in the front rank.**

We have made a most careful study of the needs and requirements of lady cyclists in the construction of our

LADIES' VANGUARD.

We guarantee every wheel to be first-class and **we can make good our promises. Try us and see.**



Chicago Cycle Show, Space 291.

Vanguard Cycle Co., Indianapolis, Ind.

Temporary Address, 24 S. Pennsylvania St.

Mention The Bearings

WE MAKE WHEELS TOO!

"Eldredge"

and.....

"Belvidere"

STRICTLY HIGH GRADE.

National Sewing Machine Co.

BELVIDERE, ILL.

....OUR AGENTS....

Herman Boker & Co.	New York City.
Supplee Hdw. Co.	Philadelphia, Pa.
E. W. Walker & Stutz Co.	Goshen, Ind.
The McIntosh-Huntington Co.	Cleveland, Ohio.
Phillips & Buttorff Mfg. Co.	Nashville, Tenn.
Morley Bros.	Saginaw, Mich.
Meyer, Bannerman & Co.	St. Louis, Mo.
C. E. Armstrong & Co.	Clinton, Iowa.
Marshall-Wells Hdw. Co.	Duluth, Minn.
Rector & Wilhelmy Co.	Omaha, Neb.
Young Brothers Co.	Salt Lake City, Utah.
Dunham, Carrigan & Hayden Co.	San Francisco, Cal.
Gleason & Schaff	Chicago, Ill.
Bigelow & Dowse Co.,	Boston, Mass.
Stauffer, Eshleman & Co.,	New Orleans, La.

Mention The Bearings

Don't contract until you have fully investigated the 1896

NORWOOD

fitted with

PURPLE RIMS.

Catalogue furnished on application. The Norwood is strictly high grade and up to date. Our prices are very interesting, and agents are fully protected. Discounts to dealers only.

SCHLUETER CYCLE MFG. CO.

WELLMAN, PECK & Co., 201-203 Market St.,
San Francisco, Cal., Pacific Coast Agents.

CINCINNATI, OHIO.

Spaces 322, 323, and 324 Chicago Cycle Show.

Mention The Bearings.

Mr. Dealer:



Here's a pointer for you

Nothing Finer in the cycle line
than——————

EMPIRE STATE "999"

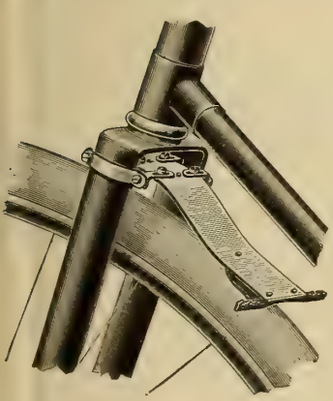
Manufactured by
F. X. MULLER & CO.,
1453 to 1459 Niagara St., Buffalo, N. Y.

General Distributing Agents
S. A. McKENNEY & CO.,
142 E. Main St., Rochester, N. Y.

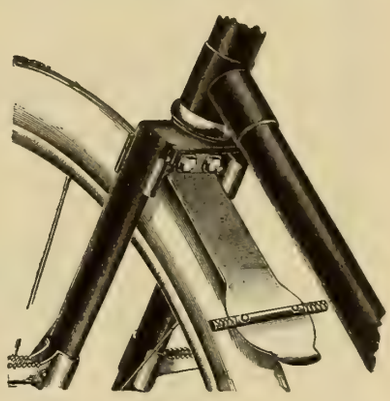
Write them for Catalogue—they are now ready.

Mention The Bearings

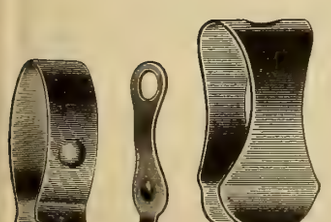
We are out for the Manufacturers' trade on



Lamp Brackets
Foot Brakes and
Oil-Hole Covers



BELLS AND OTHER SPECIALTIES WILL COME LATER.



SAMPLE CARD FREE.

Bevin Bros. Mfg. Co.,

East Hampton, Conn.

You will make a mistake if you do not get samples and prices from us before ordering elsewhere.

Mention The Bearings

We will pitch our tent and stack our arms at Stand No. 126, Tattersall's, —January 4-11—Glad to see friends.

Telegram Cycle Mfg. Co.

OF MILWAUKEE, WIS.

Mention The Bearings

REMEMBER!

THE

DURYEA

Is the Only Detachable Single-Tube Tire in the Market.

CHICAGO AGENTS—

Ralph Temple Cycle Co., 204 35th St., facing Grand Blvd.

☞ Send your tires to the above address to be repaired.

PARANITE SINGLE TUBE

LEADS ALL OTHERS

STRICTLY HIGH GRADE AND FULLY GUARANTEED. Insist on having PARANITE TIRES.

THE INDIANA RUBBER & INSULATED WIRE CO.

JONESBORO, IND.

Mention The Bearings.

ADD ANOTHER

to the seven wonders of the world.
The last is the

1896 GLOBE BICYCLES

They sell at sight and lead all others.

AGENTS: If you are prepared to push a leader, write for unoccupied territory.

C. K. STARR, 51 and 53 Second St., New York City,
Distributing Agent for New York.
STILLMAN G. WHITTAKER, West Somerville, Mass.,
Distributing Agent for New England States.
EASTERN WHEEL WORKS, 90 Chambers St., New York City,
Distributing Agents for New York City.
G. A. BOYER, 317 Superior St., Cleveland, O.,
Distributing Agent for Ohio, Indiana and Michigan.
KOSTER & CO., Erie, Pa.,
Distributing Agent for Western Pennyslvania.

GLOBE CYCLE WORKS,

BUFFALO, N. Y.

Mention The Bearings

Because Business is Good

don't think you cannot make it better. Dealers—don't be satisfied because you are succeeding fairly well; your business can be increased 100 per cent. Why not?

Depend on it, you will never reach the limit of success till you are handling

"Imperial Wheels"

In Large Quantities.

That's just what other dealers are doing all around you.
Imperials are the best sellers in the field.

Remember our booths at Chicago Cycle Show are 227 and 228.

AMES & FROST COMPANY,
CHICAGO.

MENTION THE BEARINGS

LEAD THE WORLD

BIG 4 SUNDRIES

Why?

Because they are popular.
Because they possess merit.
Because all the leading manufacturers, jobbers, and dealers handle them, and all the riders demand them.
They are popular
Because they embody ideas abreast of the times.

Send for catalogue, electros and discounts.

SHONE HANNA M'F'G. CO.
ROCHESTER N.Y.

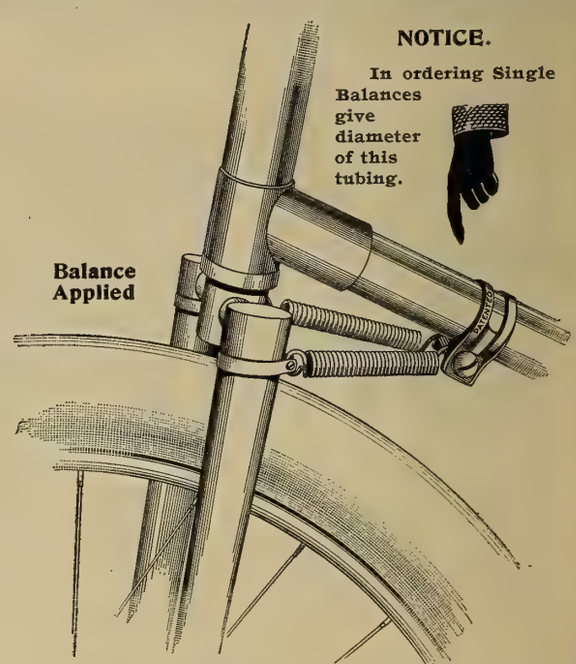
G McTaggart '95

Mention The Bearings

The Automatic Bicycle Balance

THE GREATEST INVENTION YET...

Easy to ride with "hands off."
Will balance the wheel to perfection.
Prevents accidents, as it keeps the wheel straight ahead.
Greatly increases the pleasure of riding, especially on rough roads.
Corners and circles can be turned with steadiness and safety.
Gives one confidence in their wheel.
The rider does the pumping and the Balance does the rest.



Weighs only 2 ounces.

Entirely Nickel Plated. **PRICE, $1.**

Single balances expressed on receipt of price, or C. O. D. with privilege of examination.

ADJUSTABLE TO ANY BICYCLE.

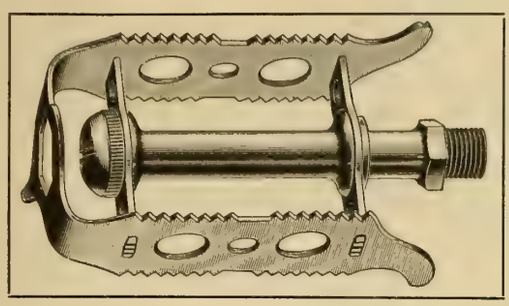
Write for descriptive circular and trade prices.

Manufactured by **BICYCLE CHAIN LIGHTNING CO., New York City, U. S. A.**

P. O. Box 1568. Office, Spalding Bldg., 29, 31, & 33 W. 42d St.

Mention The Bearings

Sorry we can't show in this issue electros of our men's and ladies' combination



Kensington Pedals....

They are American beauties and no mistake.
See cuts next week and be convinced.

CAN MAKE DELIVERIES NOW.
WRITE US.

Spaulding Machine Screw Co.

Buffalo, N. Y.

Mention The Bearings



WITH THE EXPECTATION of supplying a practical and substantial tire for those who wish an excellent article, we have entered into the manufacture of a tire, reinforced with springs imbedded and vulcanized with rubber, substantially as fabric is now introduced into the construction of most tires. The advantage of our tire is that it can be used without air if desired and still have the easy riding qualities of tires depending upon air for resiliency; air is a secondary consideration in the use of these tires.



These tires have been undergoing practical tests every day for several years that their practicability and serviceability might be assured and positively demonstrated before being offered to the public.

We should be pleased to have you investigate the merits of our tire, confident that it will accomplish all and more than we speak for it.



THE BEEBE TIRE MFG. CO.

We will show you a good thing in Space 288, Chicago Cycle Show.



Mention The Bearings

Space 68

is easily found at the

Chicago Cycle Show

and in it you will find courteous gentlemen, who will be pleased to show you the merits of

Crown Cycles

Some of our agencies:

S. Stroock & Co., New York City.
H. C. Martin & Co., Buffalo, N. Y.
Peabody-Whitney Co., Boston, Mass.
T. B. Rayl & Co., Detroit, Mich.
Perkins & Richmond, Grand Rapids, Mich.
Armour C. Anderson, Denver, Colo.
Holly, Mason, Marks & Co., Spokane, Wash.
Pape & Webber Carriage Co., St. Louis, Mo.

Pacific Slope Representatives:

Hughson & Merton, 109 California Street, San Francisco, Cal.

Made by

Crown Cycle Co.

La Porte, Ind.

Mention The Bearings.

METEORS

NOT IN THE SHOW BUT IN THE SWIM.

FULL LINE ON EXHIBITION AT

345 WABASH AVE., CHICAGO.

CALL AND EXAMINE THEM. STRICTLY HIGH GRADE.

SOME TERRITORY STILL UNASSIGNED.

Variety will please you.
Styles will charm you.
Quality will satisfy you.
Prices will ASTONISH you—
and PRICE TALKS.

METEOR CYCLE CO.,
345 WABASH AVE.,
CHICAGO, ILL.

Mention The Bearings

THE NAME HUNTER

Never was put on anything that wasn't first class. That name has stood for simple, plain, unvarnished integrity, and hence it is put on the

Hunter Cycles

Ask for the agency if you are in the market for a thoroughly high-grade wheel.

Hunter Arms Co.

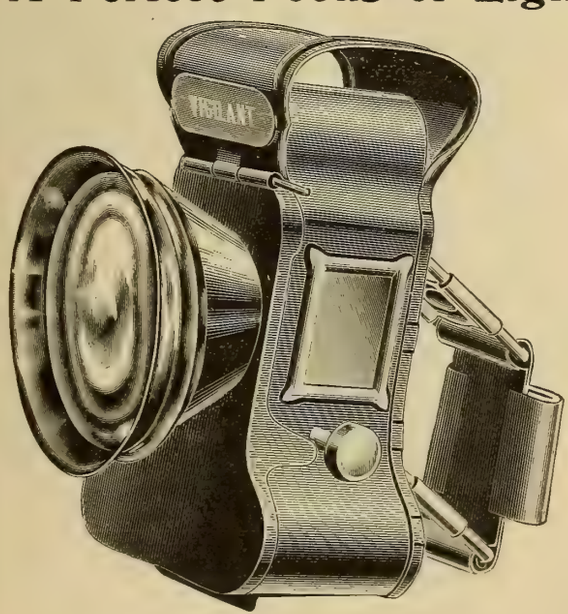
Fulton, N. Y.

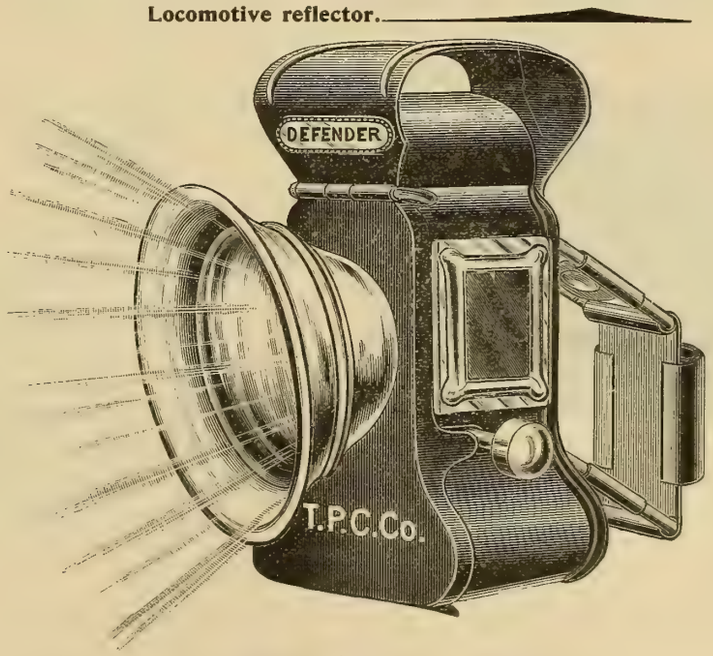
Chicago Cycle Show
New York Exhibition } We will be there

Mention The Bearings

The Greatest Illuminating Power.
A Perfect Focus of Light.

Light high-grade lamps. Nickeled slide side light.
Nickeled collar and rim. Nickeled back clamp.
Locomotive reflector.



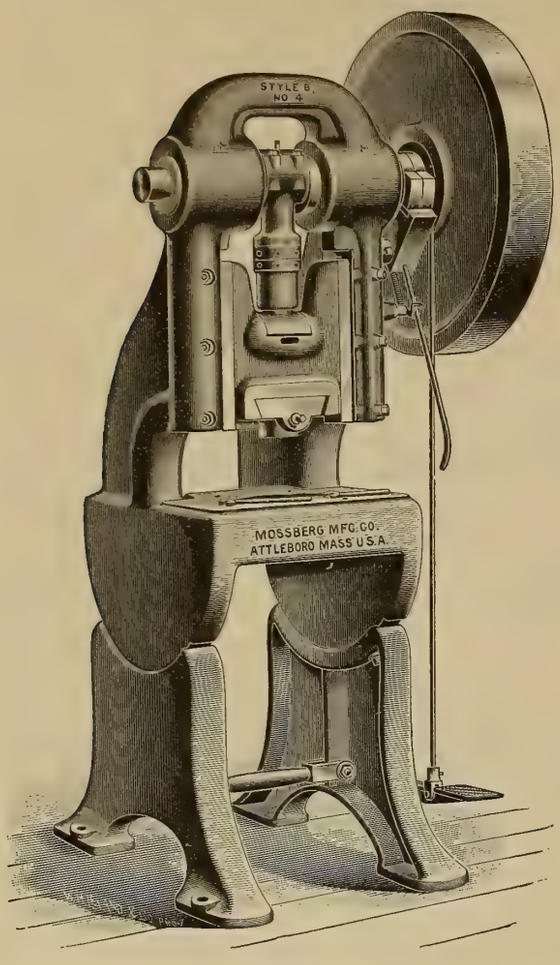


VIGILANT and the DEFENDER

We have the most perfect and extensive line of lamps on the market. Write for catalogue and price lists.

THE POND-COTTLE COMPANY, 26 and 28 W. Randolph St. CHICAGO.

Mention The Bearings



PATENTED.

POWER PRESSES

FOR BICYCLE MANUFACTURING.

No. 4, STYLE B—Single-Acting Power Press.

Cutting stroke	1½ in.
Distance from bed to slide when down	5¾ in.
Distance from center of slide to upright	6 in.
Distance between die bed bolts	13½ in.
Opening in bed (regular)	4x9 in.
Diameter of balance wheel	30 in.
Face of balance wheel	4¼ in.
Weight of balance wheel	430 lbs.
Total weight	2,300 lbs.
Space occupied	38x40 in.
Height over all	72½ in.

Estimates cheerfully given on all classes of PRESSES fitted with complete tools and Automatic Feeds; also

SPECIAL MACHINERY.

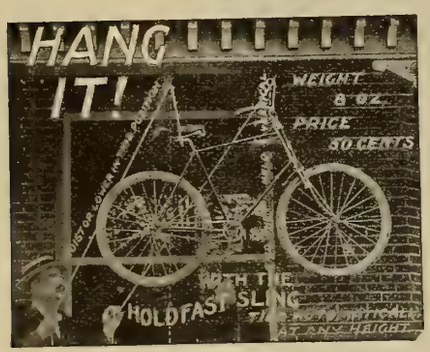
MOSSBERG MFG. CO., ATTLEBORO, MASS.

Mention The Bearings

TIE Co UNADILLA, N. Y.,

MANUFACTURERS OF THE

HOLDFAST LUGGAGE CARRIER



With this device a bicycle can be hung at any height for cleaning, show, or storage. The device is complete and ready for use by putting two screw eyes in the ceiling.

No. 104—Price, 50c.



A pair weigh less than one-half ounce, occupy very small space—you can always have them with you. Easily and quickly applied. Do not hold trousers so close to leg as spring guards, making them much cooler. They are well liked.

No. 13—Price, 5c. a pair.



SIMPLE, STRONG, LIGHT, EFFECTIVE.

Weight, 1⅞ ounces. Always with you. Then the price!

No. 4.	Glazed Braid	25c.
No. 400.	Silk Covered Braid	50c.
No. 40.	All Silk Braid	75c.
No. 404.	All Silk Braid, Silver Plated Stays and Ties	$1.
No. 440.	All Silk Braid, Gold Plated Stays and Ties	$1.

OUR EXHIBITS—Space 239 Chicago Cycle Show.

Space 244 New York Cycle Show.

Mention The Bearings

Call and see us. We can interest you....

Niagaras

Space 91

Chicago Cycle Show.

Buffalo Wheel Co., - Buffalo, N. Y.

Mention The Bearings

HANGERS COMPLETE, or the ONE-PIECE CRANK AXLE FORGINGS MACHINED,

SUPPLIED TO MANUFACTURERS.

THE FAUBER PATENTS

COVER ONE-PIECE CRANK AXLES OF EVERY PRACTICAL CONSTRUCTION!

PATENTED IN

United States, England, Germany, France, Austria, Belgium, Canada.

PATENTS APPLIED FOR.

DESCRIPTION:

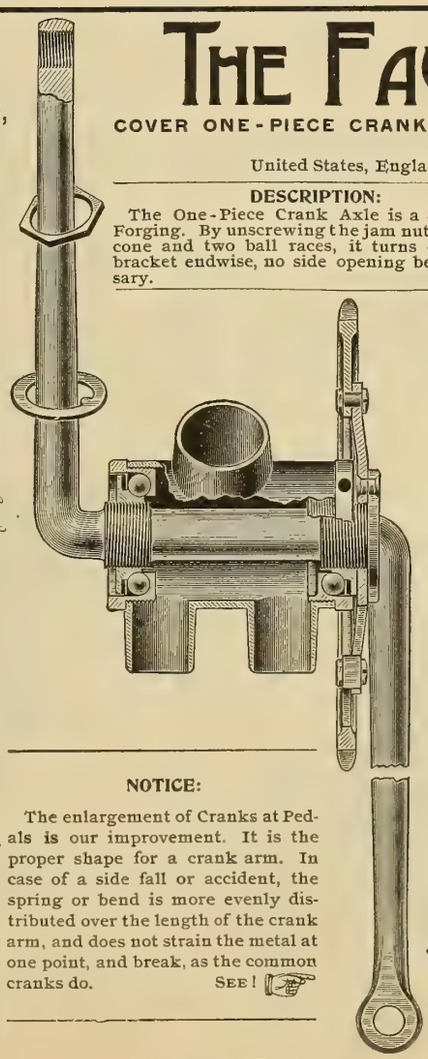
The One-Piece Crank Axle is a Steel Drop Forging. By unscrewing the jam nut, adjusting cone and two ball races, it turns out of the bracket endwise, no side opening being necessary.

THOUSANDS SOLD FOR 1896!

No Keys or Corners to Catch Trousers or Skirts of Riders.

Bearings on Sprocket Side under Pull of Chain.

FAUBER CRANK AXLE



FAUBER CRANK AXLE

Eight Less Pieces

No Loose Cranks

Turning 4 Screws takes Axle Out, in a Minutes Time. No Hammering and Defacing Parts.

Narrow Tread, with Ball Races Wide Apart.

NOTICE:

The enlargement of Cranks at Pedals is our improvement. It is the proper shape for a crank arm. In case of a side fall or accident, the spring or bend is more evenly distributed over the length of the crank arm, and does not strain the metal at one point, and break, as the common cranks do. SEE!

Riders and Purchasers

If the One-Piece Crank Axle you buy in any Bicycle bears this Trade Mark, and Fauber Patent dates, it is not an infringement, and in case of breakage from defects in material will be exchanged for a new one. In a break resulting from accident, and not defects, it will be exchanged for $1.50.

W. H. FAUBER

Manufacturer

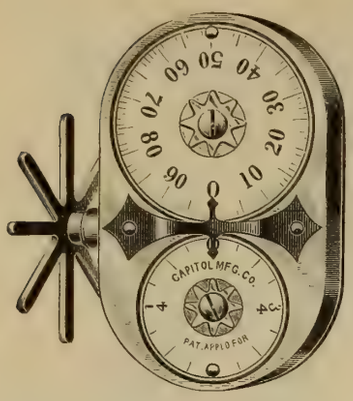
32 East Van Buren St., CHICAGO.

Mention The Bearings

...1896...

Climax Ten Thousand Mile Cyclometer...

Price Popular.



Front view, facing rider, easy to read from saddle.

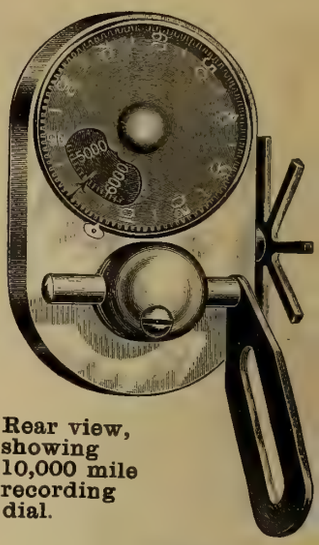
With Independent, Adjustable Trip Indicator and Fractional Mile Dial.

The only complete Cyclometer made, Fully guaranteed, and if in need of repair, **repaired free of charge.** Keeps track of trips and day runs without figuring or bookkeeping, and has a total indicating capacity of **Ten Thousand Miles.** Total record can not be tampered with, but can be set back when wanted.

Regardless of all these features, the instrument has fewer parts than any other, does not get out of order, and is absolutely correct, small, and durable,

MADE FOR 26, 28, AND 30 WHEELS.

Attaches to the right side, leaving the left for the lamp bracket.



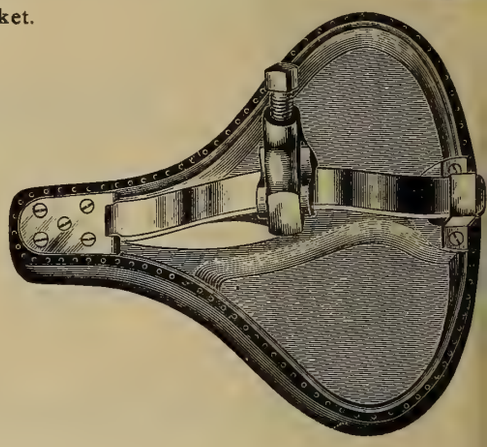
Rear view, showing 10,000 mile recording dial.



Standard Rubber Cushioned Spring Saddle.

With solid supporting frame made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong, and comfortable, attractive, and a perfect seat. Made for ladies and men.

Price, $4.00.



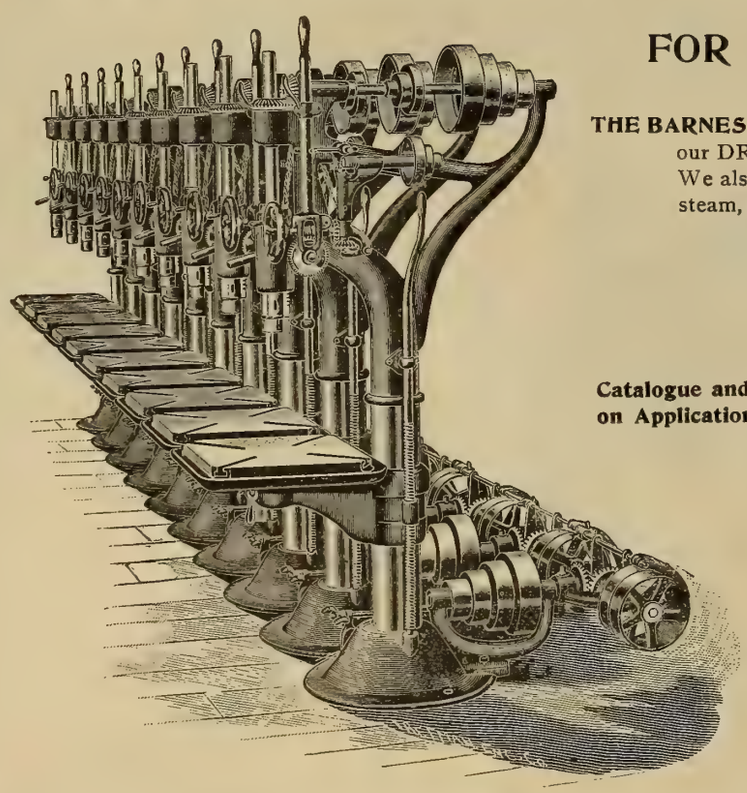
Capitol Mfg. Co.

125-137 Rees St., - - -Chicago, Ill.

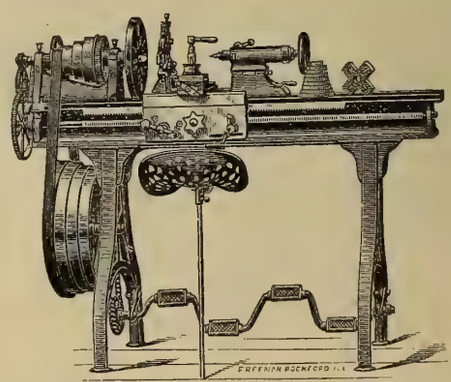
Mention The Bearings

BARNES' DRILLS AND LATHES

FOR BICYCLE WORK



THE BARNES DRILLS—that tells the story. Means that the factory furnished with our DRILLS has the best equipment in this direction that money can buy. We also make a line of small screw-cutting lathes for either foot power or steam, especially adapted for bicycle repair work.



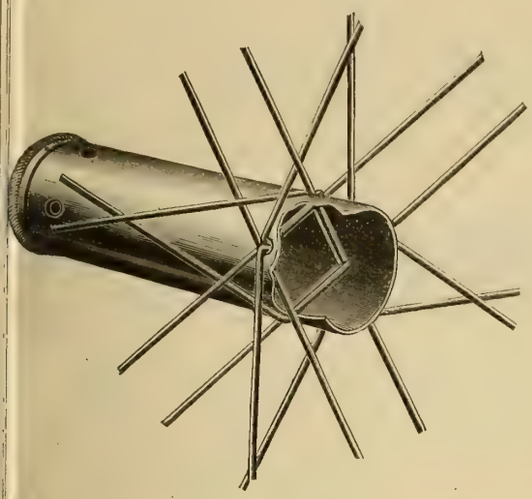
Catalogue and Prices on Application.

W. F. & JOHN BARNES CO.

Mention The Bearings

255 Ruby St., Rockford, Ill.

THE NEW BOLTE TUBULAR HUB



FIRST: It is simple in its construction and lighter and stronger than any other.

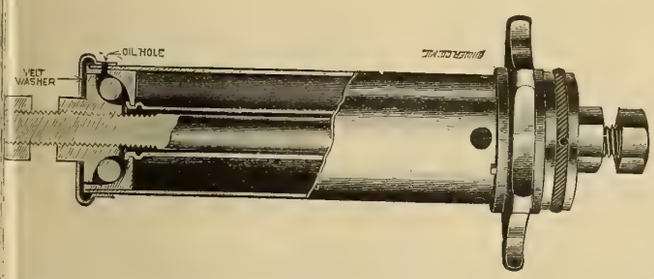
SECOND: Oiling directly on bearing and absolutely dust proof.

THIRD: Best material and workmanship in hubs, cases, and cones.

FOURTH: Only eight spoke holes, thus leaving metal where it is most needed.

FIFTH: It gives a good wide spread to the spokes and firm brace to the rim, preserving, nevertheless, a narrow tread.

WE ARE PREPARED TO MAKE CONTRACTS FOR ANY QUANTITY.
SEND FOR SAMPLES AND QUOTATION.
WHEELS COMPLETE FURNISHED ON APPLICATION.



BOLTE CYCLE MFG. CO.

We shall be at space No. 196 at the Nationa Cycle Exhibition in Chicago, January 4-11.

186, 188 & 190 E. WATER ST.
MILWAUKEE, WIS.

Mention The Bearings

A SUN AMONG THE PLANETS.

Olympic BICYCLES

Adults,
$65
$80
$100



Juveniles,
$40
to
$55

'96 MODELS NOW READY.
THEY ARE THE ENVY OF ALL BEHOLDERS.

OLYMPIC CYCLE MFG. CO.

Send for an Olympic book.

New York Office, 35 Liberty St.

New York Cycle Show, Space 268.

OLD FORT WOOD RIMS

WITH OLD FORT INTERLOCKING JOINT.

Finish and quality unexcelled.

MUD AND CHAIN GUARDS EYELETED.

OLD FORT MFG. CO.,
FORT WAYNE, IND.

Sales Agents:
THE JOHN GRANT CO., Chicago, Ill. W. C. BOAK, Buffalo, N. Y.

Bicycle Manufacturers

Who are putting cyclometers on their wheels this season will make no mistake if they supply

THE AMERICAN

TEN THOUSAND MILES AND REPEAT.

The Best Seller on the Market.

—

Insist on Receiving Our Registered Guarantee with every American



Easily read from the Saddle.

Requires no Care.

Price, $2.00

BE SURE THAT YOU RECEIVE OUR REGISTERED GUARANTEE WITH EVERY CYCLOMETER.

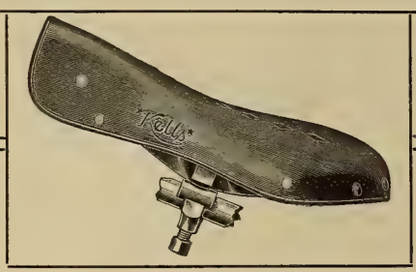
THE AMERICAN CYCLOMETER, MODEL B, is not a dinkey toy, too small to be of any use it does not get out of order if you run it backward, like others that are being put on the market. A cyclometer, though built like a watch, if too small can not be depended on. The AMERICAN tells you the small fractions of a mile; others do not. *The American leads; let those who can, follow*

CUTS NOW READY FOR 1896 CATALOGUES.

AMERICAN CLOCK CO.

14 AND 15 TREMONT ROW, BOSTON, MASS.

Mention The Bearings

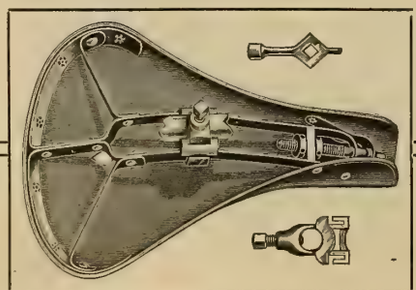


THE KELLS SADDLE

CORRECT IN SHAPE.
IMPROVED TIGHTENER.
CLIP AND BRACE. NEW DESIGNS.
SELECTED STOCK.
STRAIGHT POST.

THE KELLS MFG. CO., CLEVELAND OHIO

Sole Agents: The A. L. Moore Co.,
New York, Cleveland, Chicago.



Mention The Bearings

QUALITY AND PRICE

These are what you will have to consider to do a successful business in '96.

PRICE AND QUALITY CONSIDERED,

THE 1896

AMERICAN

will be a revelation to trade and riders. Cleverly designed and exquisitely finished, it will be a mount to be proud on, and one that will stand up under any and all conditions.

We still have some Territory to assign.

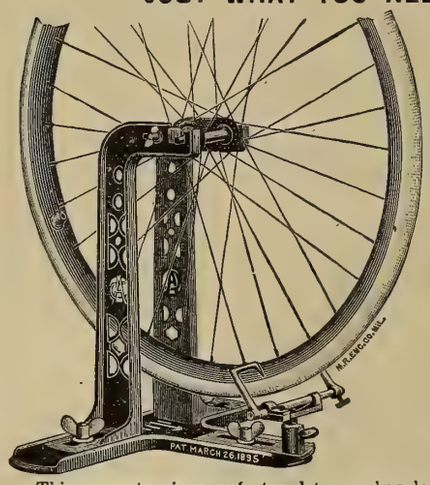
Write quick to

American B. H. O. & Sewing Machine Co., S. W. Cor. 20th St. and Washington Ave., Philadelphia, Pa.

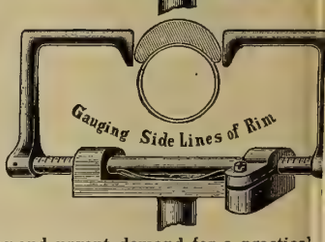
Mention The Bearings

WHEEL REPAIR STAND WITH TRUEING DEVICE.....

JUST WHAT YOU NEED!







This apparatus is manufactured to supply a long and urgent demand for a practical device to repair and true up a bicycle wheel. The new machine bears so many points of excellence that it has proven itself a complete and perfect wheel repair stand—a tool which should have its place, not alone with the repairer, but with every store where cycles are handled. Time is a factor in the busy season, therefore use our stand and your repair work can be done quick and correct.



PERFECT NIPPLE GRIP

THE BEST GRIP EVER PRODUCED.

SURE GRIP.

Fits every nipple. Does not wear off the corners

Write for circulars.
Electrotypes on application.

A. DUDLY MFG. CO.,
Menominee, Mich

Wood Rims

of the highest quality, made from seasoned elm and ash by experienced wood workers. Warranted to give complete satisfaction.

For terms write to

The Keystone Wood Rim Co.

HAMBURG, PA.

MENTION THE BEARINGS

Braddock Bicycle Specialties for 1896.

Beware of imitations. It costs no more to get the best.

- Bicycle Belt Hose Supporter.
- Bicycle Shoulder Brace Supporter.
- Bicycle Side Supporter.
- Bicycle Skirt Holder for Short Skirts.
- Bicycle Skirt Holder for Long Skirts.
- Bicycle Suspensory.

We manufacture a line of supporters for the bicycle trade exclusively. We do not sell to department stores. Write for our 1896 catalogue. Electrotypes furnished for your catalogue.

We would like to see you at the Cycle Show, Space 103.

Fee, Edgerton & Co.

Pontiac Bldg., 358-366 Dearborn St., Chicago, Ill.

Mention The Bearings

Lexington Hotel

Cor. Michigan Boulevard and 22d Street, Chicago.



500 Rooms. Absolutely Fireproof.

One of the most perfect hotels in the world. Cost of building and equipment, $1,500,000.
Within six blocks of the Tattersall's Building, where the cycle show will be held, and one mile nearer than any other first-class hotel.

HEADQUARTERS FOR CYCLE MEN.

Rates on the American Plan **$3 Per Day** **and upward.**

E. A. BACHELDOR, Proprietor.



Clifton House

CORNER MONROE ST. AND WABASH AVE., CHICAGO.

Wheelmen's and Manufacturers' Headquarters

During the Cycle Show

CARS PASS THE DOOR FOR TATTERSALL'S.

AMERICAN PLAN.
$2.00, $2.50, AND $3.00 PER DAY.

GEO. CUMMINGS HOTEL CO., Props.

GEO. CUMMINGS, PRESIDENT.

Mention The Bearings.

Waters' Special Frames.....

Waters' Special Built-up Wheels

ACKNOWLEDGED THE BEST
FOR HIGH-CLASS TRADE.

We furnish you frames and all parts, or assemble for you and put on your name-plate. Why not build up a trade and reputation for your own wheel under your own name-plate, instead of building up trade and name-plate for some one else; besides, save a large margin and get a better bicycle. Our parts make a bicycle, large tubing, up to date, very handsome, very highest grade, runs easily, continues to run easily, keeps out of the repair shops, and builds up your trade.

We Sell all Material and Supplies from Tubing to Rim Washers.

GET OUR PRICES AND CATALOGUE.

F. S. WATERS & CO., 155 W. Washington Street, CHICAGO, ILL.

Mention The Bearings





Oak Leather Saddle Tops.

A full line made from selected hides which are tanned and finished by us expressly for this purpose. We offer them cut, molded, and finished ready for saddles, and either in

Black, Russet, or Colors.

Being manufacturers of these in connection with other leather specialties enables us to utilize all offal ourselves to the obvious advantage of ourselves and customers. Write us.

George Oberne & Co., Tanners,

...Chicago, Ill....

Also Leather Polishing Wheels
Leather Strips for Polishing Wheels
Cut Leather of all kinds



Office, 401 N. Halsted St.
Telephone—North No. 892.
Chicago Cycle Show, Space 99.

Mention The Bearings

"FAMOUS"
CYCLE SUNDRIES.



Repair Outfits,
Chain Graphite,
Lantern Oil,
Lubricating Oil,
Cements,
Enamels,
Polish, etc.



Manufacturers of the popular

BOSTON CYCLE OIL AND ALADDIN LANTERN OIL.

Send for our New Catalogue—Now Ready.

New England Mfg. Co., Office, 276 Wabash Ave., Chicago.

Mention The Bearings

Do you want to build bicycles?

We can supply you with

Ball Heads, Bottom Brackets, Machined Forgings,

in fact, a complete set of fittings ready for brazing. Write for quotations.

We are headquarters for every description of cycle material and supplies, and can make prompt shipments and attractive prices.

Sales agents for:
MORGAN & WRIGHT.
THE SNELL CYCLE FITTINGS CO.
THE INDIANA NOVELTY CO.
THE BONSILATE BOX CO.
BUTLER & WARD.
H G. SHEPHARD & SONS.

Toledo Cycle Supply Co.,
Toledo, Ohio.

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SUNDRIES SUNDRIES

The leading house
for Sundries in the United States.

Agents for

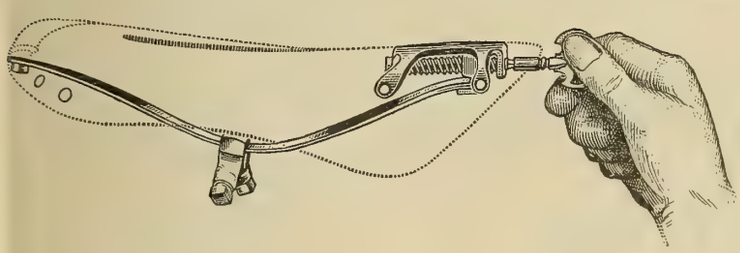
Powell & Hanmer.....LANTERNS
Standard Tube Co.....TUBING
New Departure Bell Co.....BELLS
Bevin Bros. Mfg. Co.....BELLS
Standard Watch Co.....CYCLOMETERS
G. W. Cole & Co.....3 in 1

Manufacturers of
Acme Repair Kits, Liquid Cement, and Rubber Solution.
Jobbers of everything in Bicycle Sundries.

Schoverling, Daly & Gales,
302 Broadway, - - - - New York.

SUNDRIES SUNDRIES

Mention The Bearings



When worth, wit, and comfort combine
To give point to an ad written in rhyme,
The rhymster can not be fairly called addled
Because he takes for his theme the bicycle saddle.

The bicycle saddle built by Shoe
Is good for him and is good for you.
It is built for service, is stretched by a screw.
Get on to it, if you want to go through.

The Shoe Saddle is made by yours truly,

W. W. Shoe, 428 Walnut St., Philadelphia, Pa.

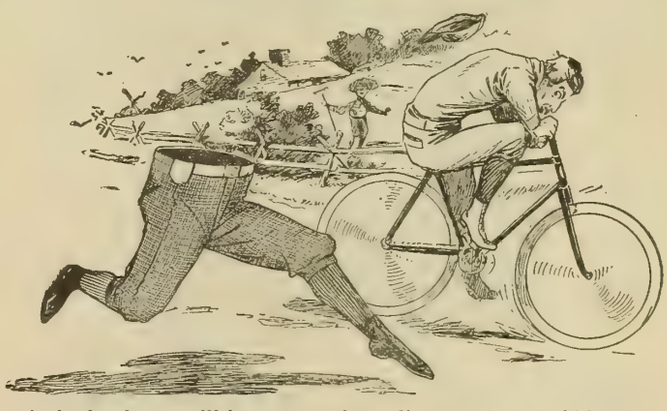
Mention The Bearings

There is a Destiny that Shapes our Ends—

and there is a bicycle trouser that shapes to the human form with the utmost ease, grace, and comfort. It is the

Shauer Patent Self-Supporting Trouser

THEY ARE CATCHING THE RIDER.



A single glance will impress an intending purchaser of bicycle apparel that the patented feature in our pants is of immense merit. We are the largest and exclusive manufacturers of Bicycle Clothing in the United States, including caps, hose, and sweaters. Our styles are exclusive and prices correct.

This registered trade-mark on each pair pants.



CHICAGO
SELF-SUPPORTING
PANTS CO.,
Fifth Ave. and Jackson St.
CHICAGO.

Mention The Bearings

"ATHLETE,"
Medium Grade
$75
IS WORTH $100.

"MODEL C,"
Highest Grade
$100
IS WORTH MUCH MORE.

1896

ROCHESTERS

are a revelation.

ROCHESTER CYCLE MFG. CO.,
ROCHESTER, N. Y.

Our capacity is trebled.
Our orders are even Larger.
We are working nights.

Oh! My!
Ain't we busy!
There is a reason for it.

Mention The Bearings

ZIMMY

Cycles

ASK TO SEE A "ZIMMY."
EASIEST RUNNING WHEEL IN THE WORLD.....

Zimmerman Mfg. Co.

FREEHOLD, N. J.

G. M. SHIRK, Agent for Illinois and Indiana.
BIDDLE HDW. CO., Agents for Eastern Pennsylvania, South Jersey, Delaware, and Maryland.
W. G. SCHACK, Agent for Buffalo, N. Y.
THEO. ROTHE, Agent for Boston, Mass.
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BROWN & BERRY, Agents for Mississippi.

Mention The Bearings

When you find timid people who want to learn to ride and are afraid to try, you can catch them every time with

THIS.

The Greatest Wheel Seller on Earth.

Easily Adjusted.

Quickly Detachable.



Very popular and a ready seller.

Promotes the sale of wheels, as it opens up a new field.

Splendid roadster and coaster.

No strain and no dismounting.

Ajusts itself to uneven roads.

THE RIESS COUPLER.

1896 MODEL NOW READY FOR SHIPMENT.

The Bicycle Coupler Mfg. Co., Galion, Ohio.

SPECIAL REPRESENTATIVES:
CHICAGO CYCLE COUPLER CO., Chicago, Ill.
THE CYCLE COUPLER CO., Kansas City, Mo.
A. F. SHAPLEIGH HARDWARE CO., St. Louis, Mo.

Mention The Bearings.

Puncture Proof Bicycle Tire



Our tire prevents punctures
No repair outfits necessary.

NO PUNCTURES TO REPAIR.

Catalogue and sample section of tire free upon application.
Address,

The Puncture Proof Tire Co.

QUINCY, ILLINOIS.

Mention The Bearings

A FINE LOT OF SECOND-HAND MACHINERY.

Comprising a large lot of fine machinery from the Schuyler Electric Co., of Middletown, Conn.

The entire equipment of the Lightning Check Punch Co., of Brooklyn, N. Y.

And a large consignment from a prominent manufacturing company in New York City.

There are Engine Lathes, 14 to 25 inch swing, many of the best makes; Drill Presses, 10 to 40 inch, light and heavy; Planers, Shapers, Screw Machines, Milling Machines, Gear Cutters, Profilers, Speed Lathes, Fox Lathe, Power Presses, Grinding Machinery, etc.

Write for complete list No. 16 E.

THE GARVIN MACHINE CO.

Also 51 N. 7th St., Philadelphia, Pa.

LAIGHT & CANAL STS., NEW YORK CITY.

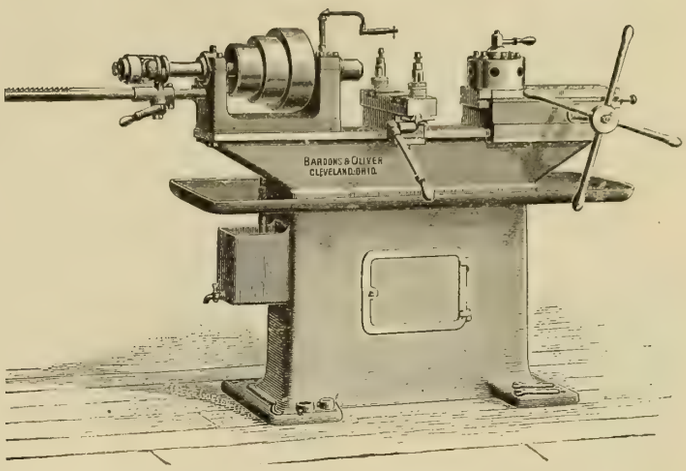
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OUR EXHIBIT CAN BE FOUND AT

14 SOUTH CANAL STREET, CHICAGO,

Where we shall be pleased to show a general line of

BICYCLE MACHINERY



HILL, CLARKE & CO.,

156 Oliver St., Boston, Mass. 14 So. Canal St., Chicago, Ill.

Mention The Bearings

THE

RALPH CYCLE LOCK.

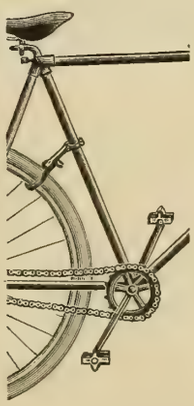
Weighs but Two Ounces.

...THE ONLY PERFECT BICYCLE LOCK MADE...

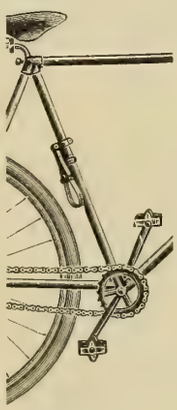
Always Attached to Wheel.



½ Size.



Method of attaching.



Lock when riding.

CAN NOT TARNISH. **MADE OF ALUMINUM.**

This lock can be either bolted or riveted to the frame. Even if a bicycle thief should have time to unbolt the lock from the frame he would be unable to operate the wheel, as the strong steel spring can not be detached without unlocking it or destroying the wheel. . . . .

Agents and Jobbers are requested to correspond with

RALPH CYCLE LOCK CO.,

801-802 Western Union Bldg., Chicago, Ill.

Mention The Bearings

The Holmes Co.

Manufacturers



***BICYCLE, ATHLETIC,* and *BATHING SUITS, SWEATERS, STOCKINGS,* etc.**

SEND STAMP FOR CATALOGUE.

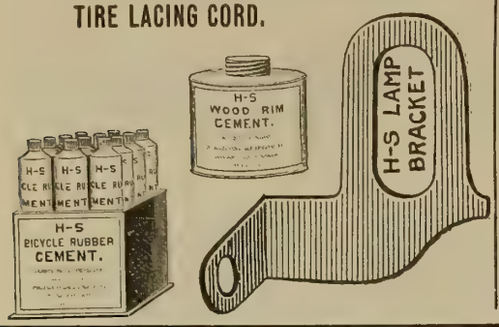
109 Kingston Street,

BOSTON, MASS.

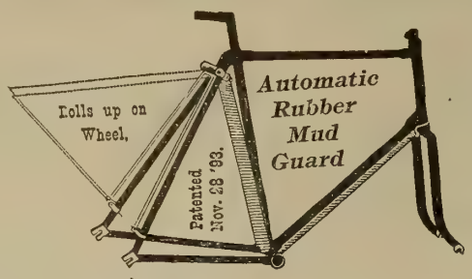
Mention The Bearings

WRITE TO **THE HALL-SHONE CO. (INC.), ROCHESTER, N. Y., U. S. A.**
FOR BICYCLE ACCESSORY CATALOGUE, DISCOUNTS, AND ELECTROTYPES.

SOLE SELLING AGENTS FOR
HUTCHINSON'S DRESS-GUARD AND
TIRE LACING CORD.



EQUIP YOUR WHEELS WITH
H-S RUBBER MUD-GUARDS

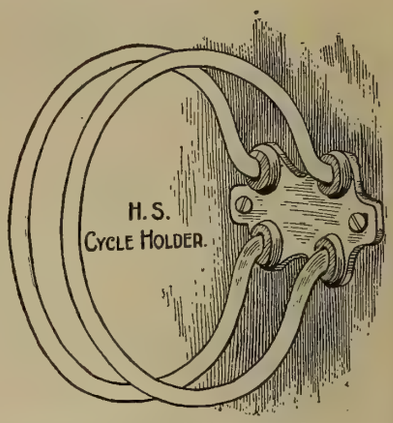


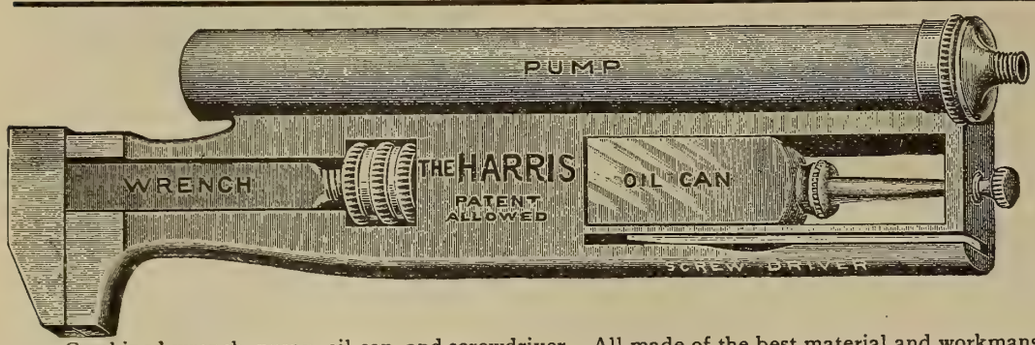
Fits any wheel. All parts guaranteed
Mention The Bearings

A Big Success

For Stores, Clubs, and Residences.
LIST:
Nickeled 50c
Enameled 35c

PATENT APPPIED FOR.





Attention, Cyclists!

The Harris Combination Wrench

Combined wrench, pump, oil-can, and screwdriver. All made of the best material and workmanship, forming a compact, attractive, light, and handy article.

Discount to the trade. Write for descriptive circular. Electrotypes on application.

Manufactured by the Bicycle Wrench Mfg. Co., 988 First Ave, New York City.

Mention The Bearings

Chicago Show, Space 65.
New York Show, Space 11.

Light Cycle Co.

Of Pottstown, Pa.



We want your address, that we may convince you we have the best wheels to sell or ride at the best price. We honestly believe we can be of service to you.

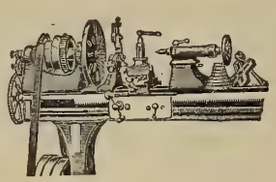
The nasty wheel broke and I am in such pain,
But how are my breeches? Oh, please look again!
There is something gone wrong, for the people all laugh;
Perhaps they are torn, for I feel such a draught.

This is one of the many calamities in store
For those who insist on getting more than they pay for.
We only give a hundred cents' worth for a dollar,
But you get that every time you deal with us.

Mention The Bearings

BICYCLE REPAIRERS

BARNES LATHES



If you visit the Cycle Show, don't fail to see our display at 83 Randolph St.

If you don't attend, send 4c. in stamps for our illustrated catalogue (100 pp.) of Barnes Lathes, Star Lathes, Tools, Vises, Blowers, Forges, etc., that are especially adapted for Bicycle Repair Work.

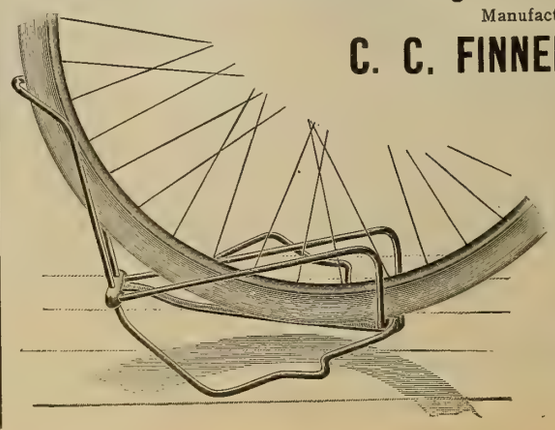
THE WILKINSON COMPANY

Mention The Bearings

83 RANDOLPH ST., CHICAGO.

The Diamond Cycle Stand

Manufactured by
C. C. FINNERAN & CO.,



PAINESVILLE, O.

PRICE, $1.00

Liberal discount to dealers. Write for further information.

Unsurpassed for Lightness, Strength, Durability, and Self-Adjustment to any Size of Tire or Wheel.

Patent allowed.

GUIDE TO ATLANTA AND THE COTTON STATES AND INTERNATIONAL EXPOSITION

CITY · TICKET · OFFICE · 230 · CLARK · ST

DEARBORN · STATION · POLK · AND · DEARBORN · STS



The CHICAGO & EASTERN ILLINOIS RAILROAD

IS THE SHORT LINE TO ATLANTA AND THE SOUTH

SENT FREE UPON APPLICATION TO CHAS. L. STONE, GENL. PASS. AGENT, CHICAGO.



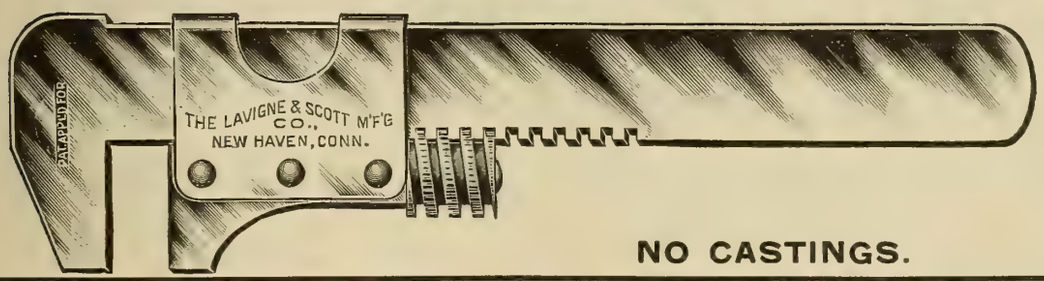
All brass, nickel plated. Burns kerosene oil. Weight 12 oz.

"The Pathlight"

Don't buy a lamp which requires a special oil. "The Pathlight" burns plain kerosene oil, which can be had at a moment's notice in any part of the world. **Price, $4.50;** discount to jobbers on application. Send for electrotypes for your '96 catalogue.

THE PLACE & TERRY MFG. CO., 215 Centre St., New York.

"FEATHERWEIGHT" WRENCH

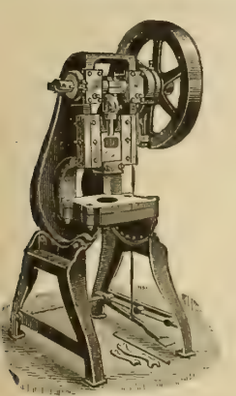


NO CASTINGS.

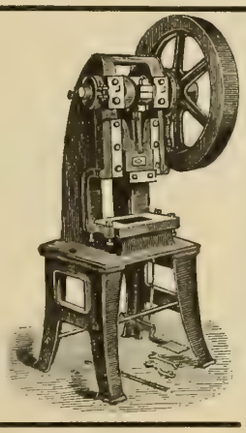
WEIGHT, 4 3-4 OZ.
THICKNESS, 3-16 IN.
1 1-4 IN. OPENING.
HIGHEST NICKEL.
HARDENED JAWS.
BOTH JAWS STEEL.

SEND FOR PRICES.

THE LAVIGNE & SCOTT MFG. CO.
Mention The Bearings.



The Toledo Machine & Tool Co.
501-505 Superior St.,
TOLEDO, OHIO.
Manufacturers of
Presses, Dies & Special Machinery
for the manufacture of
BICYCLE PARTS
and all kinds of fittings.
DROP FORGINGS AND TRIMMING PRESSES.
Send for catalogue.
Mention The Bearings





WHY DO ALL **BICYCLISTS** CHEW
RICHARDSON'S
KOLA GUM
BECAUSE IT MAKES HARD RIDING EASY!
A sample package will be mailed on receipt of 5 cents in stamps by the Kola Chemical Co., of Cleveland, Ohio, originators of
Mention The Bearings — KOLA CHEWING GUM.

You know what Ball Bearings are. This chain has them. . . . It's what you have been looking for. It will fit your wheel. With it you can ride easier and faster.



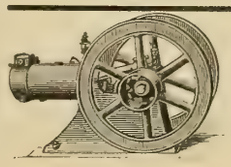
FANNING BALL-BEARING CHAIN Pat. Apr. 2, 1895.

Beats any bicycle chain in the world. Price, **$1.08 per foot.** Special terms t. the tradeo Agents wanted.

Write to **Fanning Ba'l-Bearing Chain Co., Keokuk, Ia., U. S. A.**

CLEVELAND BAG FACTORY,
THE ROOT & McBRIDE CO.,
CLEVELAND, OHIO.
Mention The Bearings

Manufacturers of
Bicycle Envelopes for Shipping and Storing Wheels.
Best and cheapest method for packing for shipment.
Send for samples and prices.



ARE YOU LOOKING FOR A GOOD ECONOMICAL POWER?
If so, a **PIERCE GAS OR GASOLINE ENGINE** is what you want. Cheapest power in the world to operate; can be started in a second; requires no engineer, there's no ex pense when not in use. For information and prices address
PIERCE ENGINE CO., - - 23-27 Racine St., Racine, Wis.
Mention The Bearings

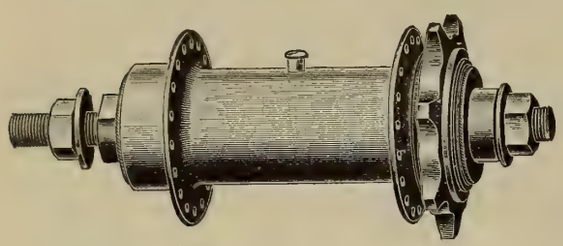
Wynnewood Bicycles...

at $40, $50, $60, and $75 can not be beaten for the money. Catalogues describing them ready January 1. We still have some unoccupied territory. Good agents wanted. Sole United States agents for Miller's Lamps. Headquarters for sundries . . . . . .

A. M. Scheffey & Co., 92 Reade St., New York City.

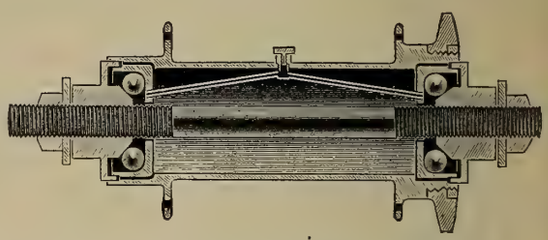
Mention The Bearings

THE GARDNER HUB.



HUBS

SEE THAT OILER?



See those recessed cups and cones? Two drops of oil will lubricate the bearings. Oil in barrel lots for barrel hubs don't apply to these. No dust can get in the bearings because there is no communication with them from the outside. These two points will sell your wheel, but there are others—solid shells, three-point bearings, cups ground in the hubs, quarter-inch balls in front hub, etc. Write for them.

JULIUS HEINEMANN & CO.

Manufacturers of Watch Tools and Special Machinery.

193-197 VAN BUREN STREET, CHICAGO, ILL.

Mention The Bearings

U. S. CYCLOMETERS (MODEL '96)

DETACHABLE ODOMETERS and LAMP BRACKETS For Carriages

10,000 MILES. WEIGHS 1 1-4 OUNCES. ONE INCH LONG.

Attaches on right side. Repeats or may easily be set. Reads plainly from saddle. Made for 20, 22, 24, 26, 27¾, 28, 30 to 46 inch wheels. Has an entirely new register action, a train of positive gears, simple and very strong, taking place of pawl system used in '95.

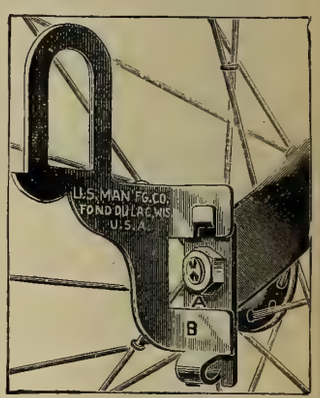
GUARANTEE. Every U. S. cyclometer guaranteed accurate. Should it get out of order accidentally or otherwise, will be repaired or replaced free of charge.

SEND FOR ELECTROTYPES AND PRICES.

U. S. MANUFACTURING CO., FOND DU LAC, WIS., U. S. A.

Canadian Agents—Rice Lewis & Son, Ltd., Toronto, Ont.

Mention The Bearings



U. S. Detachable Lamp Bracket.
Bracket "B" instantly removed with lamp, leaving only the small clip "A" attached under axle nut.



RED CROSS VULCANIZER

FOR TIRE REPAIR WORK.

OLD TIRES MADE INTO NEW ONES.

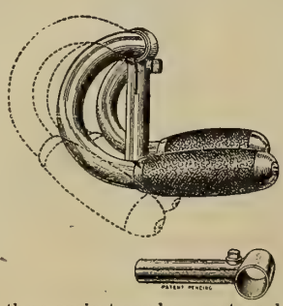
We have at last discovered a way for the average repair man to successfully vulcanize rubber without the great skill and details that have always been considered necessary in all work of the sort. Our system in this respect is something entirely new and novel, doing away with all the old ideas of vulcanization, and striking on an entire new line. Our method is so easy and the Vulcanizer so simple, that the average boy can operate it as successfully as the most experienced repair man. It matters not how badly the tire may be punctured, snagged, or torn, it can be repaired as good as new. Hose-pipe tires repaired as quickly as double-tube tires.

Send for full description and price to the trade.

Manufactured by ARLINGTON U. BETTS & CO., TOLEDO, O., U. S. A.

Call on us at { Space 43, Chicago Cycle Show, and Space 263, New York Cycle Show. } Mention The Bearings.

Ideal Adjustable Ram's Horn Handle-Bars.



The simplest, lightest, and most effective bar on the market. Nothing to get out of order, it is very neat; nothing bungling, and looks like a stationary bar. We make these in several styles and to fit any machine or any width, and can be adjusted in 10 seconds. With stems 3, 4 and 5 inches long. Made out of one solid forging, nothing to break or get unbrazed. The clamping is entirely friction. can not get out of order. It is far above all corrugated bars. It is pronounced by the trade to be the best bar in the market, and is used by some of the best manufacturers. Weight from 15 ounces up. We also make stationary bars of all kinds. Price of handle-bar complete, $4 00; ram's horn bars, $4.50 each. We sell the stem separately to the trade, which can be fitted on any bar by brazing a collar on bar and slipping on stem after it is nickeled. Liberal discount to the trade.

TO WHOM IT MAY CONCERN—This is to certify that we are prepared to give a guarantee to all users of the Ideal adjustable bars to absolutely protect them against any loss, cost, or damage arising from suits by rival manufacturers on the ground of infringement of patent.

IDEAL PLATING CO., 3 APPLETON STREET, BOSTON, MASS.

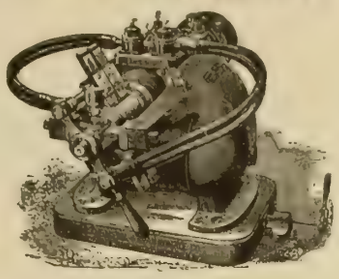
Anglo-American Cycle Fittings Co., Wholesale agents for United States outside of New England.

Mention The Bearings.

DOWN TO A SCIENCE—AND THE BENEFIT OF 75 YEARS' EXPERIENCE.

WE CAN EQUIP YOUR PLANT WITH

COMPLETE
Nickel Plating
OUTFITS

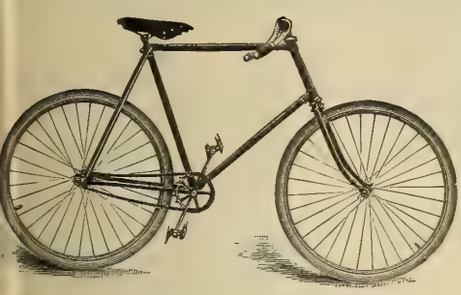


WE FURNISH EVERYTHING IN

POLISHING LATHES,
BUFFS and
WHEELS

THE HANSON & VAN WINKLE COMPANY,
CHICAGO. NEWARK, N. J. NEW YORK.

Imitators? theyare plenty Some imitating our name, Some imitating the style of our advertisements Some imitating the style of our lantern.—— There is only one Best; its name is the "Search Light" now made for both Cycles and Carriages. Correspondence Solicited Bridgeport Brass Co. Mfrs., Bridgeport, Ct.



NEW WHEEL.
HAVEN 'T YOU SEEN IT?

A POSTAL CARD WILL BRING OUR CATALOGUE.

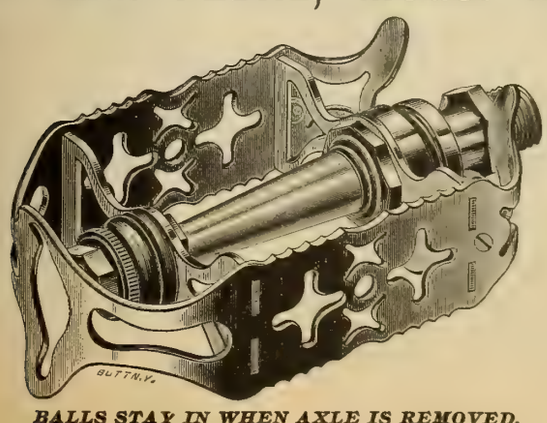
MANUFACTURED BY NEW HAVEN CHAIR CO. THE NEW HAVEN NEW HAVEN CONN.

RUSSELL GARDNER,
Traveling "Agitator."

NEW HAVEN CHAIR CO.
NEW HAVEN, CONN.

Mention The Bearings

Our GEM PEDAL, Model No. 2



BALLS STAY IN WHEN AXLE IS REMOVED.

Made and sold by
Warwick & Stockton Co.,
Newark, N. J.

Makers of
The GEM Goods in
Pedals, Chains, Hubs, etc.

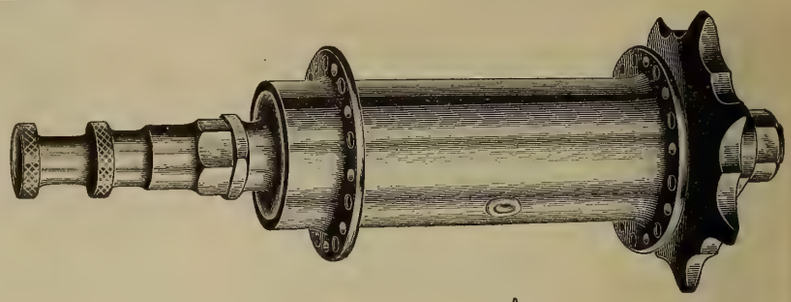
AGENTS: Very Cycle Co., Boston, Mass.
Sharpless & Watts, Philadelphia, Pa.
Baker & Hamilton, San Francisco, Cal.

MENTION THE BEARINGS

OUR NEW BARREL HUB

ABSOLUTELY TRUE.
POSITIVELY NO BRAZING.
TOOL STEEL CUPS AND CONES.
THREE-POINT BEARINGS,
making it the easiest and lightest running hub in the market.

WRITE FOR PRICES. WE GUARANTEE DELIVERY.



DODSON MFG. CO.,

Bicycle Material.
Chicago Show, Space 67.

233 E. Randolph St., Chicago, Ill.
Mention The Bearings

SEE that new-patent oiler flush with the barrel

THE WALES MFG. CO.

Manufacturers of the .....

Peerless Cork Bicycle Handles

Manufacturers of **Cork Specialties**
Jobbers in **Bicycle Supplies....**

69-83 Purchase St. - Boston, Mass.

Agents for

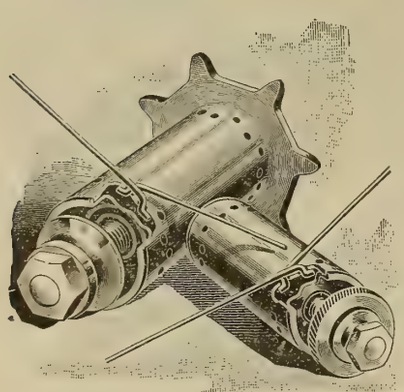
Chicago Stamping Co., U. .S WHEELS.
T. V. Johnson & Co., SADDLES.
Billings & Spencer, WRENCHES.
Place & Terry Mfg. Co., PATHLIGHT LANTERN.

Mention The Bearings

...CHICAGO

CULLMAN TUBULAR HUB

SYRACUSE



CULLMAN TUBULAR HUB CO., 626-630 Kirk Bldg., Syracuse, N. Y.

They Roll Along. They Float on Air.

We use a big hub; we increase spread of spokes.
Strongest, lightest, simplest, neatest.
We save weight; we save dirty corners.

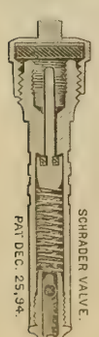


Snell Cycle Fittings Co., Sole Agent, **Toledo, Ohio.**

Mention The Bearings

SCHRADER UNIVERSAL VALVE

TRADE MARK.



SIMPLE AND ABSOLUTELY AIR TIGHT.

MANUFACTURED BY **A. SCHRADER'S SON,** ESTABLISHED 1844
32 ROSE STREET, NEW YORK.



Used by the Following Tire Makers:

Pope Mfg. Co.	American Dunlop Tire Co.	New York Tire Co.	Mechanical Fabric Co.
Hartford Rubber Works Co.	Revere Rubber Co.	Eastern Rubber Mfg. Co.	Manhattan Rubber Mfg. Co
N. Y. Belting & Packing Co.	Newton Rubber Works	North American Rubber Co.	United States Tire Co.
Combination Roll and Rubber Co.	The Diamond Rubber Co.	The Indianapolis Rubber Co.	

JOBBERS AND DEALERS are requested to purchase from above firms.

Mention The Bearings

We also make the Palmer Valve exclusively for the B. F. Goodrich Co. and for the Palmer Pneumatic Tire Co.



Wood Rim and Rubber Cement

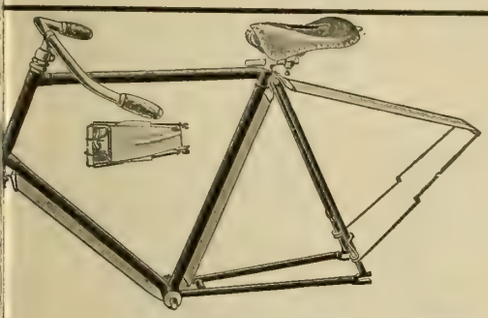
The universal favorite.

No more creeping of tires, no more patches falling off, if these cements are used. No matter where you may be located, riders will find you if you carry the Harper Crown Brand.

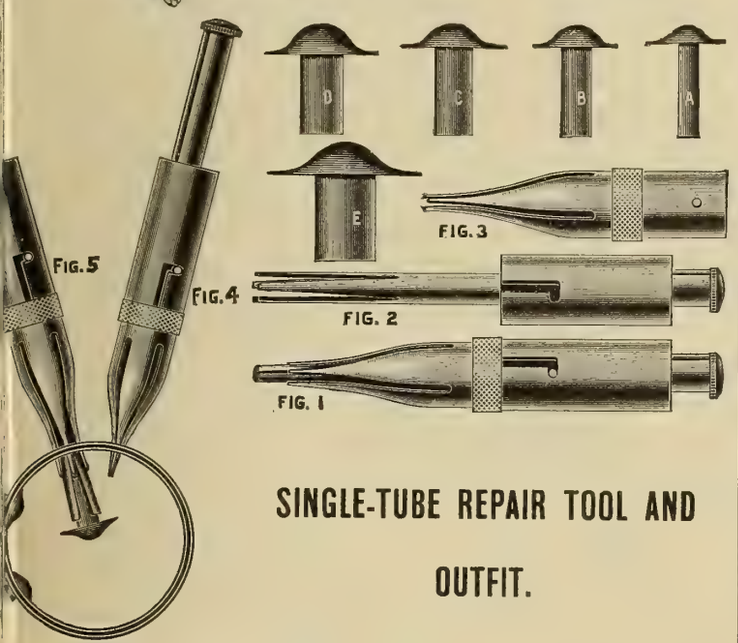
Special Discounts to the Trade. Write for Price List.

Harper Mfg. Co., 20 S. 6th St., Minneapolis, Minn.

Mention The Bearings



FOLDING BICYCLE MUD-GUARDS.



SINGLE-TUBE REPAIR TOOL AND OUTFIT.

Space 313. Chicago Cycle Show.

. GRISWOLD CO., - - Washington Heights, Chicago.

Mention The Bearings



BICYCLE FITTINGS

Fork-Crowns, Frame Connections, Tees, Crank Hangers, and all sheet metal specialties like DUST CAPS, PEDAL PLATES, FERRULES, and WASHERS.

We are prepared to make, on orders for quantities, all kinds of sheet steel stampings such as

Steel Ball Bearing Cases.

Drawn from special cold-rolled steel, made to our order and hardened by experts, which renders them equal if not superior to any made.
Do not carry goods in stock or issue a catalogue, but will be pleased to furnish estimates on samples or drawings of anything in our line,

WORCESTER FERRULE & MFG. CO.

100 Beacon St., Worcester, Mass.

Mention The Bearings

ARE YOU INTERESTED?

THE CHICAGO BORAX SCALE DISSOLVENT

will remove borax scale from brazed joints in from **five to fifteen minutes, with absolutely no damage to the metal.**
We should like to tell you more about it.

SIDWAY MFG CO., 32-40 S. Jefferson St., CHICAGO.

Mention The Bearings

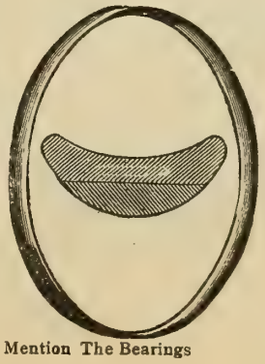
NIPPLES

Mention The Bearings

SPRINGFIELD MACHINE SCREW CO.
Springfield, Mass.

THE BEST WOOD RIM

Is the one that **will stand the greatest strain, keep true the longest, and is least affected by changes in atmosphere.**



The "Lord Wood Rim"
IS JUST THAT ONE.

Every rim guaranteed against breakage. No matter how broken, **we replace them free. What other wood rim maker dares do this?**

T. A. LORD, Mfr.,
PROVIDENCE, R. I.

W. W. Whitten Cycle Mfg. Co.
Sole Selling Agents,
PROVIDENCE, R. I.

Mention The Bearings



Light in Weight.
Light in Price.
Best on Earth.

Have you received electrotype for your catalogue?

GEO. HILSENDEGEN, Manufacturer,

Mention The Bearings

DETROIT, MICH.

THE WALTHAM CYCLOMETER

The most complete registering device upon the market, and the only one that registers ***daily*** rides and at the same time keeps the record for ***season*** work, all upon the same dial and without computation of figures or effort of memory.

This is accomplished by having hands corresponding to the hands of a watch. The hour and second hands keep the season record and cannot be changed. The minute hand may be set back to zero at will. The Waltham is made in a thorough manner and contains fewer parts than any other cyclometer. The instrument has a clear white dial with large black figures, and can be read easily (not theoretically) from the saddle. Fully guaranteed.



Regis'ers 1-100 to 2,000 miles.

Price, $2.00

BOX 3550.

WALTHAM METER CO., Boston, Mass.

Mention The Bearings

Bicycle Manufacturers!

SOMETHING YOU HAVE BEEN LOOKING FOR.

A wood rim that meets all requirements, stands all tests, and has been adopted by the leading bicycle manufacturers in this country, AT A MODERATE COST.

We are in position to furnish rims from 20 to 28 in. diameter. Send for samples and prices.

HOME RATTAN COMPANY,

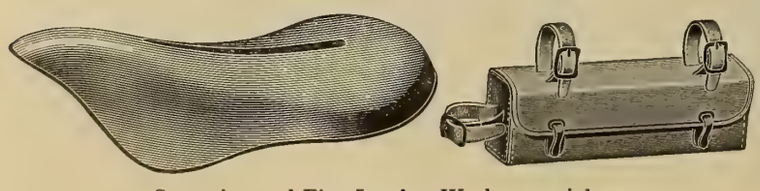
209 Canal St., NEW YORK. Wells & Sigel Sts., CHICAGO.

Mention The Bearings.

HENRY A. BROWN,

MANUFACTURER OF

High-Grade Bicycle Saddle Tops AND TOOL BAGS.



Strapping and Fine Leather Work a specialty.

54 Taylor Street, - SPRINGFIELD, MASS.

Mention The Bearings



FOR BICYCLES.

Equal in strength and finish to the American or English drawn; the crease is brazed, giving increased strength. Do not get this tubing confused with the common brazed, as it is fully equal to the best drawn in the market. It is made from the finest pickled and cold rolled steel, made especially for this purpose. Provisions are made for saddle posts by reinforced nipples.

SEND FOR SAMPLES AND PRICES.

The Toledo Tube Co., Toledo, Ohio, U. S. A.

Mention The Bearings

BROWNIE CHILD'S SEAT



Can be attached securely to the bicycle in five seconds without the aid of clamps, bolts, or straps. Can not injure the tubing or enamel. It is adapted to carry little babies, or children until they are eight years old.

Weighs 28 ounces. Frame. 5-16 steel spring wire. Seat, veneered board. Fits all modern bicycles except drop frames.

Price, $2.50.

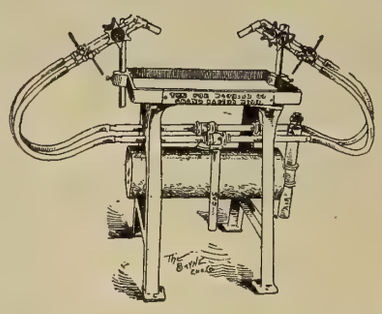
KALAMAZOO CYCLE CO., Kalamazoo, Mich.

Manufacturers of

The Kalamazoo Parcel Carriers, Child's Seats, Baby Carriers, Mail Carriers, and Trouser Guards.

Space 326, Chicago Cycle Show. Mention The Bearings

A FORGER!!



If successful must necessarily have the very best tools and equipment.....

OUR BRAZING FORGE

will enable you to braze your frames and **braze them right.** Uses common illuminating gas —therefore keeps the joints clean and free from foreign matter which is so troublesome in oil forges. Get our prices and circulars.

FOX MACHINE CO., MAKERS OF THE FAMOUS FOX BICYCLES.....

Mention The Bearings **240 N. Front St., Grand Rapids, Mich.**

Spaces 14 and 15, Chicago Cycle Show. Space 36, New York Cycle Show.

BELLS! BELLS! BELLS!



First in Quality.
First in Quantity.
First in the Estimation of the People.



Read and be convinced.

BIGELOW & DOWSE, Boston, Mass.:
We are pleased to advise that, having handled a large quantity of your Cycle Bells this year, we have found them to be very satisfactory goods in every respect and have had no complaints whatever from them in any way. We recommend them as being first-class goods and hope to use a large quantity of them the coming year.

LAYMAN & CAREY CO,, Indianapolis, Ind.:
The Bicycle Bells that we have sold of your make have been very satisfactory, and have been well liked by the trade. The tone is very good and the workmanship is at high standard, we not having had a single complaint in any way, which is a satisfaction to us, as some bells we have handled have been returned on account of getting out of order.

THE MCINTOSH-HUNTINGTON CO., Cleveland, Ohio:
We are pleased to advise you that we have sold your bells with a great deal of satisfaction during the present season, and, so far as we can learn, that they have been liked by the dealers to whom we sold them equally as well as those of any other manufacturer.

N. N. HILL BRASS CO., East Hampton, Conn.

Mention The Bearings

WE RECOMMEND

Smiths' Wooden Rims and Guards

Garford and Hunt Saddles.

Have few equals and no superiors.

DIAMOND TIRES

For that reason we recommend them to our trade

"A. & M." Wrenches.

Indianapolis Chains.

And all our regular lines.

ROGER B. McMULLEN & CO.

139 Lake St., Chicago. 309 Broadway, New York City.

Chicago Cycle Show. Spaces 25-26-27-28.
New York Cycle Show, Spaces 232-233-234-235

Mention The Bearings.

MUD-GUARDS

CHAIN-GUARDS

RIMS

Our new joint is stiff as solid wood. Soak the glue out if you like—stiff as ever.

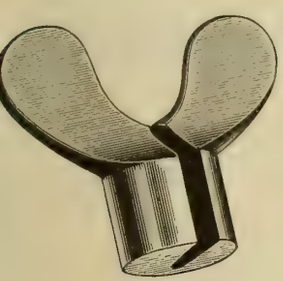
BEAUTIFUL FINISH

Send for Prices and Samples.

WILKINSON MFG. CO.
BINGHAMTON, N. Y.

Mention The Bearings

The Clifford Nipple Grip



PATENT PENDING.

The handiest grip ever produced.
Made of the very best steel.
Will fit any size nipple in use.
Can be used very rapidly.
If you want to make money, use and sell this grip.

Retail, 25 cents.

Write for circulars.
Prices quoted on application.

Manufactured and sold by

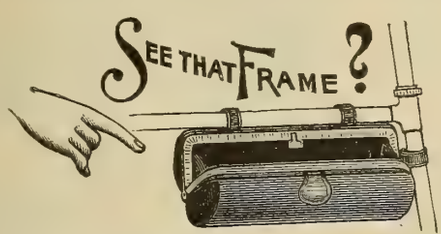
CLIFFORD & LUNDY, 312 National Avenue,
MILWAUKEE, WIS.

Mention The Bearings

Our Space at the Chicago Cycle Show is No. 33.

Reed & Curtis Machine Screw Co.

Mention The Bearings.



Patent applied for.

Notice the peculiar construction of this seamless, blocked tool-bag, which is held by a metal frame.

It opens easily without touching straps or buckles, and allows direct access to the tools.

SEND FOR CATALOGUE AND SAMPLES.

THE CHAMPION MANUFACTURING CO., 424 Broome St., NEW YORK

Watch for advertisement in next number.

Mention The Bearings

FOR SALE.

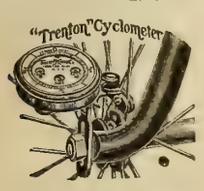
ONE-HALF MILLION FEET BICYCLE TUBING.

All popular sizes for '96 wheels carried in stock.

Address
GARRATT-FORD CO., Importers,
276 Franklin St., BOSTON, MASS.

Mention The Bearings

"NOT CHEAPEST, BUT BEST."



Trenton Cyclometers

If you want an instrument on which you can depend, which you can conscientiously recommend, get a "Trenton."

They are light, strong, accurate, and not likely to get out of order, and fully guaranteed. Ask to see them. Seeing is believing. You will then want no other.

TRENTON WATCH CO., Trenton, N. J.

Mention The Bearings

Manufacturers and Jobbers,

Make no contract for your

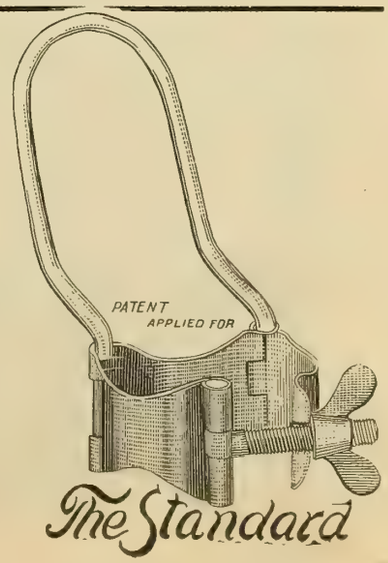
HEAD LAMP BRACKETS

Until you get our prices. The other fellows ain't in it. Send for electrotype for catalogue.

Whayne Mfg. Co.

LOUISVILLE, KY.

Mention The Bearings



CALIFORNIA in 3 Days

The Pacific Express

Leaves Chicago at 10.30 p.m. daily. Through Palace Sleeping Cars Chicago to Denver and Portland, with through Sleeping Car accommodations to San Francisco and Los Angeles, and through Tourist Sleeping Car Chicago to California.

Chicago Ticket Offices:

208 CLARK ST.

and Passenger Station, Wells and Kinzie Streets.

...VIA...

The Overland Limited

All meals served in Dining Cars.

Palace Drawing-room Sleeping Cars leave Chicago daily at 6.00 p. m., and run through to San Francisco and Los Angeles without change via

THE NORTH-WESTERN LINE

CHICAGO & NORTH-WESTERN RAILWAY.

FOR FINE

DROP FORGINGS

ADDRESS

INDIANAPOLIS DROP FORGING COMPANY,

INDIANAPOLIS, IND.

Mention The Bearings — Now ready for business.

A. W. A. A. A. A. A. In the A. W. A. A.

American Wheelmen are Assured Against Accidents in the American Wheelmen's Accident Association.

An accident association made up of wheelmen. For particulars address, C. F. WATSON, Secy., Westfield, Mass.

GEO. M. HENDEE, Pres. D. EDWARD MILLER, Vice-Pres.

Mention The Bearings



Gymnasium Outfits.

Why not buy your gymnasium outfit of the manufacturers. We can give you bottom prices on everything you need in this line. Send for samples of cloth for pants, every pair made to your measure.

209 gray turner pants, strips on side.....$2 50
4 1-2 oz. flannel gymnasium pants, seven colors. 2 75
6 oz. flannel gymnasium pants, seven colors. 3 25
8 oz. flannel gymnasium pants, seven colors. 3 50
1-4 sleeve shirts, cotton.....50cts., 75cts., 1 00
1-4 sleeve shirts, worsted.....$1 25, $1 75, 2 75
Belts 25cts. to $1 00. Shoes 50cts. to $3 00.

Send 3-cent stamp for 80-page catalogue telling all about these goods.

S. B. Call, 229 Main Street, Springfield, Mass.

Mention The Bearings

YOU SEE THEM EVERYWHERE

The bicycle plates that we make. Open work. If you want something original, we are at your service.

S. D. CHILDS & CO,
Artists at Cycle Plates,
CHICAGO.

Mention The Bearings

IS YOUR WHEEL RUSTY?

R. R.



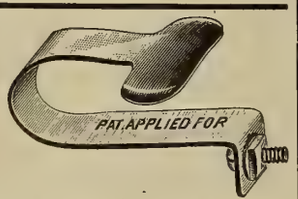
REMOVES RUST... POLISHES NICKEL, STEEL and BRASS.

Contains no acid.
Send 6 cents for sample. Dealers free for business cards
Electros furnished for catalogues.

Mention The Bearings. G. W. COLE & Co., 111 Broadway, New York.

THE

Favorite Toe-Clip



Made of tool steel, and in different sizes to fit the shoe. It is the strongest clip on the market. Jobbers and dealers write for prices.

Weight, 3 ounces. Price, 75 cents.

HAGMANN & CO., 1042 Van Buren St., Chicago, Ill.

Mention The Bearings

CLUB PINS AND PRIZE MEDALS CHARMS JEWELS ETC.



Send for Designs and state the events

JOHN HARRIOTT, 3 Winter St., Boston, Mass.

Mention The Bearings



In your '96 catalogue be sure to list the

Chicago Grip.

1 and 2 1-2 inch cuts furnished without charge.

Avery & Jenness,
6245 Oglesby Ave., - - CHICAGO.

FAT PEOPLE.

Park Obesity Pills reduce your weight 15 pounds a month. NO STARVING, wrinkles, or injury. NO EXPERIMENT, positive relief. Price $2 by mail prepaid, particulars (sealed) 2c.

PARK REMEDY CO., BOSTON, MASS.

EVERY JOINT IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR NEEDS NO OIL and is FRICTIONLESS

THE MORSE



ROLLER JOINT CHAIN.

The PITCH is not only made TRUE but STAYS TRUE.

MANUF'D BY MORSE MFG. CO. TRUMANSBURG, N.Y.
SEND FOR CIRCULAR.

Mention The Bearings

GOOD
BETTER
BEST

THREE DEGREES OF EXCELLENCE.

We have attained the third degree in making name-plates that are noted for their

ORIGINALITY AND SUPERB FINISH

Correspond with us.

C. H. HANSON, 44 Clark Street, CHICAGO, ILL.

WE MAKE

SOUVENIRS FOR THE CYCLE SHOW

MEDALS, BUTTONS, ETC.

Mention The Bearings

The Best Steel Screw-Driver made

Used and indorsed by the leading manufacturers of the United States.....



Send for sample, prices, and discounts.

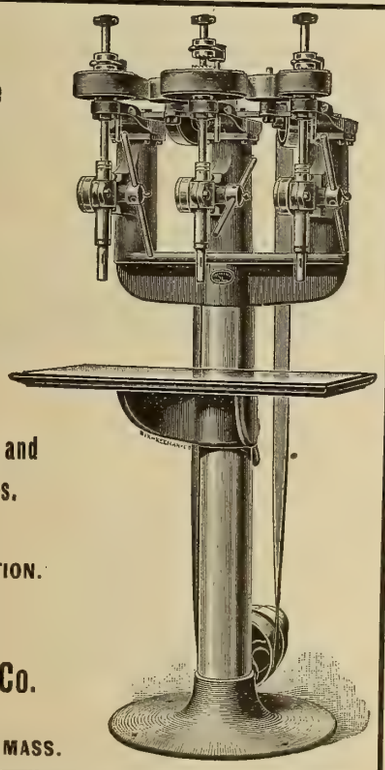
Send for Catalogue.

Also manufacture Bicycle Stands, Saddles, and Lamp Brackets.

L. M. DEVORE, Freeport, Ill.

Mention The Bearings

We manufacture the finest sensitive Drill made for Bicycle Work in one, two, and three spindles.



CATALOGUE ON APPLICATION.

The Geo. Burnham Co.
24 Hermon St.
WORCESTER, MASS.

Cafe Brauer

Formerly Winter's Cafe,
Cor. State and Van Buren Sts.

Has Reopened at 231 State St.

Near Jackson St.

RANKIN TOE CLIPS

Are standard. For ladies and gentlemen. Made in five distinct patterns.



RANKIN TOE CLIP, NO. 5

Toe can be ADJUSTED to fit any style shoe.

PRICE 50 CENTS.

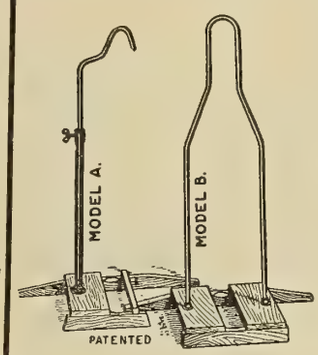
Liberal discounts to the trade. Send for 1896 list.

Manufactured by

THE RANKIN TOE CLIP CO.

124 MATHEWSON ST., PROVIDENCE, R. I.

THE PITTSBURG STAND



IS THE BEST.

SIMPLE, STRONG, PORTABLE, CHEAP.

For use in salesroom, clubhouse, or home.

PRICE, $1 EACH.

For sale by leading bicycle dealers.

Manufactured by

WM. M. JUSTICE & CO., Pittsburg, Pa.

Liberal discount to the trade.

Mention The Bearings



RIDING THE RAILROAD!

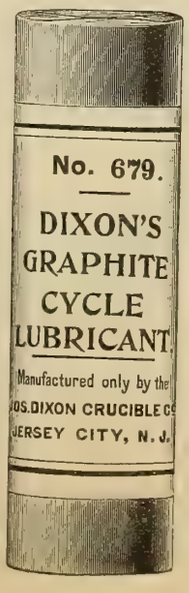
For 50 cents will send full directions and diagrams for bolting two bicycles together for railroad use. Is a perfect success; creates a sensation!

25 MILES an HOUR

is easily made. Any carpenter can make frame.

CHAS. W. COCHRAN, Wabash, Ind.

Mention The Bearings



SAMPLE FREE

To dealers who send business card.

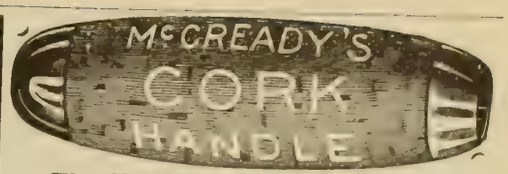
Wheelmen who can not obtain it from their dealers will never regret sending 15 cents for sample.

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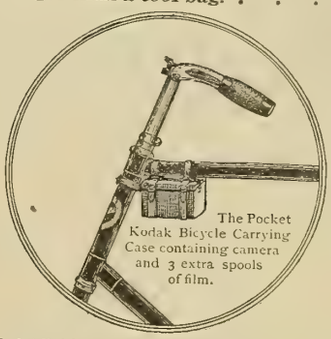
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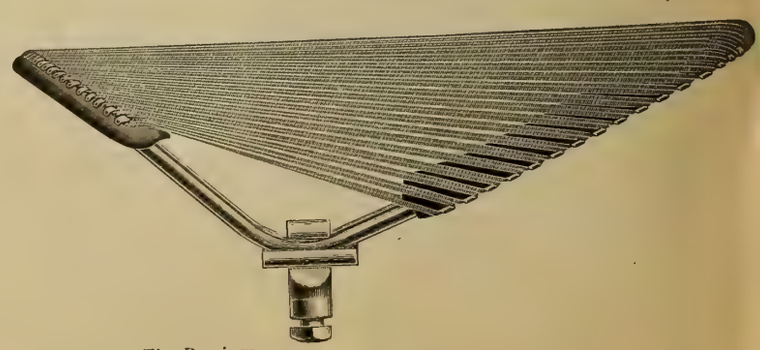
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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 25
CHICAGO, JANUARY 16, 1896.

DEFEAT FOR MICHAEL.

France's Idol easily Beaten by Lumsden, the Veteran—The "Little Wonder" Quits at half Distance.

PARIS, Jan. 3.—A 100-kilometer match between Lumsden and Michael took place last Sunday at the Velodrome d'Hiver, and resulted in a clean victory for the old Scotch rider. Michael quit at the forty-ninth kilometer, just when his opponent had lapped him for the third time. The "little wonder" thus forfeits his claim to being invincible, which his long series of victories had given him a right to. His defeat was unexpected and caused general surprise. The public had become so accustomed to seeing its little favorite come out victorious on all occasions, that it seemed impossible for him to lose a race. The ease with which this stripling usually bowls over all comers had made him a sort of hero in the public's eyes, and his knock-out last Sunday by a man old enough to be his father caused much sympathy for the youngster. On this occasion "Jimmy" showed poor form. He had bad luck from the start; punctures and accidents to his machine made him lose a lot of ground, and for the first time since he started riding, it was noticed that he had great difficulty in keeping up with his pacemakers.

Lumsden Rode a Splendid Race.

Michael's poor showing does not lessen a particle the merit of Lumsden's victory. The hardy Scotchman rode a splendid race. He had but few pacemakers at his disposal, all the best teams having been engaged by the little Welshman, and on more than one occasion he had to ride alone. Several of the pickups were poor and he was continually yelling out to his men for faster pace. At fifty-one kilometers he got inside record and remained there for sixteen kilometers. Lumsden then slackened up and finished in the rather poor time of 2:24:12.

The usual 900-meter handicap preceded the match; the entries were numerous and included several crack riders. Dary, who started from the 37½ mark, had no difficulty in winning the first heat. Bouhours (37½) made a fine show in the following heat. He passed his opponents one after the other and was leading the field when the straight was reached. In spite of a plucky challenge from Hennocque and Ninov he kept ahead and crossed the tape with a couple of feet to spare, in the fast time of 1:09⅘. Domain (50) and Bocquillon (82½) had a hard fight for first place in heat number three, the former just managing to get home by a few inches. Dumond (20) and Jallu (100) were the first two to enter the straight in the next heat, and it looked as if the former would win, when Grosjean (77.50) came rushing up on the outside and shoved in ahead of the other two.

"High Gear" Fossier Bobs up Again.

The fifth heat included H. Fossier, the big-geared man, who started from the 77½ mark. It took him some time to get under way, but he was close upon the leaders in the backstretch, and, putting on a tremendous spurt, he passed them one after the other and won with a comfortable margin. F. Henry (67½), a new rider, won heat number six. Only ten meters separated him from the limit man, who was slow in starting, thus allowing him to catch up rapidly. He immediately went to the front and romped in an easy winner.

The last heat but one resulted in a very clever win for Renaux (60) who slipped away while Briey and Fiorillo were watching each other. In the eighth heat Lesna (35) closed with the leaders on the last corner, but he could not get through, and Croissy (60) pushed in ahead of the bunch a few inches, Rouquette taking second place. The final included Domain(50), Renaux (60), H. Fossier (77½), Dary (37½), Bouhours (37½), Grosjean (77½), Croissy (60), and F. Henry (67½). The field closed in the backstretch and Domain started through the bunch, followed by Renaux. Both men fought hard down the homestretch, Domain winning by a small margin. H. Fossier pushed up in the bunch and finished a good third.

France's First Quintuplet.

No time was lost in getting ready for the match. A quintuplet, the first seen on a French track, caused rather a sensation. Lumsden was the first to put in an appearance, wearing the Scotch colors. Michael's costume was light blue, with the Welsh coat of arms embroidered on the back. Messrs. Simpson and Plummer watched the race from the enclosure. The handicap having occupied over an hour, it was past 3 o'clock when the start was given.

As usual, Michael was the quickest on his feet, and was the first to catch on to the pacemakers. At the fourth lap, the front tire of his quad exploded, causing the latter to slacken up to avoid a spill. Lumsden shot by him, and before his opponent could settle down to work again he had secured a good lead. The first kilometer was covered in 1:24⅕, the second in 1:15. It was not until five kilometers had been reached that Michael began to make up the lost ground. A second explosion took place, the "little wonder's" pacemakers being again the victims. "Lummy" increased his lead to half a lap. He was, however, poorly paced, and Michael soon reduced the gap which separated them to a few yards. At the fourteenth kilometer the latter had to change machines, owing to a flat tire, and it was some time before he settled down to work again. The Scotchman shortly afterward lapped him. He was continually crying out for faster pace, but his pacemakers, who were changed only every six laps, were not equal to the task.

Michael had a fresh triplet or quad every two laps, which was a big advantage. At the twenty-seventh kilometer the little Welshman's chain—the new Simpson lever—became locked and he had to change machines, losing thereby nearly 200 meters.

"Lummy's" defective pacing prevented him from gaining a second lap, and his opponent gradually reduced the distance to one lap. A tremendous cheer went up as he went to the front, but the old Scotchman was not to be done, and, leaving his pacemakers, he tacked on to the youngster's back wheel for the next six or eight laps. Just before the fortieth kilometer was reached, Michael again changed machines, the chain, as in the first instance, refusing to run smoothly. Lumsden took advantage of the accident to secure a second lap on his opponent. A triplet manned by Garin-Testout-Baraguin came a terrible smash at one of the corners. Garin took a header in the soft sand, which saved his neck. He was carried away in a fainting condition. Lumsden was thus deprived of his best pacing team, and his lead gradually dwindled down to one and a half laps. Forty-five kilometers, five hundred and eighty-three meters were covered in the first hour. Record, Stocks 46.711 kilometers. Michael then began to show signs of fatigue, and made no further attempts to make up the lost ground. Lumsden lapped him for the third time and rode the first half of the race in 1:05:55. Michael threw up the sponge at this point and retired to his cabin. The public hooted a little, but when it became known that the old Scotchman was inside record time they calmed down. Lumsden continued to ride well until the sixty-eighth kilometer was reached. He then slowed up considerably, and completed the distance at his ease, as the time (2:24:12) will show.

A return match between Michael and Lumsden will take place on January 26, over a distance of fifty kilometers.

ANOTHER TRANSCONTINENTAL TOURIST.

POMONA, CAL., Jan. 8.—The national circuit was to have ended in this city on December 6, last, but the proposed third-of-a-mile track was not built here in time, so the meet was off here and Redlands had the honor of ending the circuit. The Ponoma Bicycle Club is now looking up the national circuit of 1896, and wishes to have a date, if the circuit begins in California next April, as has been suggested. A new quarter-mile track has been completed and that would probably be used.

Another transcontinental wheelman arrived here today. His name is James Hethernton, and he left Belvidere, Ill., about ten weeks ago. His mount is a Belvidere, with Morgan & Wright tires. The route taken was a new one for these across-the-continent riders. As usual, hundreds of miles were run over railroad ties. He headed for St. Louis from Belvidere, and then to Vinita, in the Indian Territory. At Guthrie he rested a day and then took a bee line to Kingfisher and the Panhandle. Then, as straight as he could, he rode to Albuquerque. From Albuquerque to within forty miles of this city, all the riding was on railroad ties, following the Santa Fé to Ash Fork, Ariz., then south to the Southern Pacific and along that line to within four miles of Riverside.

RACING MEN ACTIVE.

New Teams Being Formed—Crackajacks Preparing for an Invasion of Europe—News from the Coast.

Willie Windle will not race again, but the old-time champion recognizes the real good of a team for the booming of a wheel and will place a team in the field at the outset of the season. This with the Smalley, the March-Davis, the Combined Gear, and several others, will give fully twenty teams for the circuit another season. The outlook for racing was never better in fact. It is very probable that Arnold, Schwinn & Co. will have out a B team for the national circuit, this in addition to the professional team, headed by John S. Johnson. The latter team will be in Europe until the 1st of August.

It now seems that all the old-time teams will stick, and makers are taking a sensible view of the case when they decide to send men of the second grade to good training grounds, there to make them champions, developing the latent talent by months of good systematic work. Several of the medium-grade men of last year are already in preparation for a trip to California to prepare at their own expense for the coming season. Will Evans left the past week for San Diego to join and train with the Crimson Rim team at San Diego. He is going on at his own expense.

Men Not Yet Signed.

The make-up of other new teams is not definitely known. Information of Clinton R. Coulter comes through his old trainer, E. H. Tellam, this week. Coulter is now on the coast and will postpone his marriage for a year and will spend it on the racing path. Coulter feels that misfortune has given him a set-back this year, and that a season with a reasonable amount of good luck will tell a different story. Ziegler, Cooper, Bald, Titus, Murphy, Cabanne, and others have received very flattering offers. The Stearns and Syracuse teams have practically been formed of material now in the record-breaking camps in California. Cabanne, Titus, and Murphy are building hopes—and these hopes are not without good foundation—that the National Assembly will reinstate them on hearing the true facts of the case. Titus, Sullivan, and Spalding went over the complete proofs submitted by the Racing Board and in the hands of Fred Gerlach, the Chicago representative, recently.

Titus will Appeal to Gideon.

Titus is reported to have made a statement that is much like that given under oath by Murphy and Young. In effect this is that he did try to have the racing so shaped that Cabanne could win the mile open in his own city, but that nothing was done. Mr. Spalding has advised the man to throw himself on the mercies of the Racing Board and the National Assembly and to abide by their actions. It is thought that Cabanne and Murphy will take a similar position in the matter. Sterling Elliott, it is said, will speak in favor of the men at the National Assembly.

Next Year's National Circuit.

The proposed national circuit for next season, which has been discussed in these colums, namely, starting and finishing in southern California, and embracing Arizona, New Mexico, Texas, and the south on the way to the Atlantic coast, the embarking on boat for Waltham at Savannah in the latter part of May, and the following of the circuit in somewhat abbreviated form, as it was this year, back through the west and into California for record breaking in the fall, attracts much attention. This circuit would mean less traveling than during the past year by more than 3,000 miles, would extend over more territory, and cover many more points.

Will Join the Circuit.

A representative of San Antonio was in the show, and at once said that he would make application for dates as outlined, and that he would see the representatives of other cities in his state and see that they made application. Tuscon and Phoenix in Arizona have made, or will shortly make, application, New Orleans is in line, and Nashville and Louisville representatives in the show say that their cities will at once go out for dates in line as laid out.

Placing all these items together frames a circuit for another season, and seems to set eternally at rest the report that the teams will be disbanded and that there will be no national circuit another season. The rumor that the Cycle Board of Trade would recommend the abolishment of Class B, and the establishing of two classes of professionals, has been discussed this past week. It is said that one class of professionals will ride for cash and will receive in lieu of the actual money, medals redeemable at the close of the season with the chairman of the Racing Board. These medals will be practically certificates of deposit. Whether there is anything in the scheme or not it is open to argument.

Does Away with Divisible Prizes.

It removes the possibility of the divisible prize at the finish of a race, which has always been the objection to professionalism, and which has always framed the claim that races would be fixed. There would not be the same incentive to shape a race if the prize could not be divided at once, for if the men had to wait until the close of the season for a division, claims on the chairman of the Racing Board for any part of the winnings of a fellow racing man would be tacit admission of guilt. This class of pros would be the makers' class and the clean out-and-out pros would be the other class—that is the difference. One gets his money at once, the other does not, but both race for the cash, and in some senses the difference is the same as that now existing between Class B and professionalism.

Will There be an Invasion?

Is there to be an invasion of Europe? is a question that is being asked in these days of rumors and counter rumors. John S. Johnson will go abroad, that is a certainty, and Johnny never goes alone—or, rather, Johnny and Tomec never go alone. Eck somehow manages to bring around him a number of men who travel with him and follow in his footsteps, knowing full well that where he is there will be good cash waiting for their hunting. Johnson and Tomec are the magnets that draw men from all over to their side and make up aggregations every season. All of the men who returned to Chicago with Eck from El Paso are looking for the chance to go abroad, and many will go whether they sign on this side of the water or not. These men have laid by their earnings during the past year, and will spend them in an attempt to gain more gold over the water. Pat O'Connor says that he has worked hard this season, and that with the money laid by he will take the trip abroad in the chances of making more. Weinig, the big fellow from Buffalo who never raced in Class B, but jumped clear over from A to professionalism, says that he will cross the pond. Several others of the party are arranging some sort of a scheme with Eck by which that great promoter will take them across the water.

Kennedy may Flop.

Kennedy, one of Chicago's crack B men, may be a member of the Eck party, as he is in the employ of the World people. Bald is contemplating a trip across the pond, and Macdonald and Titus have long been reported to be making the arrangements. Banker, who has made his fortune in Europe racing in past years, will no doubt return, and with all these prominent men going, it is not at all unlikely that Europe may see them in the spring and early summer, and, on the other hand, there is constantly being brought the reports to these shores that men of the other side are coming to America to race for large prizes, that their prizes are far too small to make the game a paying one, and so forth. Should the noted American riders cross the ocean, there can be no doubt that good money would be put up for them to ride for and this would not bar the foreigners.

Rigby Called Home.

Frank Rigby arrived last week from San Diego. Rigby was one of Shafer's record-breaking party. The cause of his hasty visit to Chicago makes an interesting tale, which dates back to the fall of last year, when Rigby resigned his position with H. A. Lozier & Co. to go on to Sprinfield and through the eastern portion of the national circuit. Rigby rode so well at Springfield as to attract the attention of several makers and he received many liberal offers. One of these was from E. C. Stearns & Co., and this he partially accepted, allowing the matter to rest until in the regular course of events he should reach Syracuse. When in that city at the charity meet, he again did well. Previous to the meet he had refused to sign the contract offered him by E. C. Stearns & Co., but after the charity meet Mr. Stearns asked him not to sign with any firm until he had notified him. and to this Rigby agreed. Shortly after "Rags" was taken sick and was laid up for six weeks. During that time Shafer came to see him and he turner himself over to Shafer's care, in other words, threw his chances in with the trainer, and so wrote to Stearns & Co., advising them that their dealings would have to be with Shafer after that time. The matter rested in this shape, and when Shafer made his deal for record-breaking on the coast he took Rigby along with him, but without a contract for his services from any company, so Rigby says. E. C. Stearns & Co. claim a verbal agreement with him and have made trouble on that account. Rigby has been lying idle for some time, while considerable telegraphing was going on. He finally decided to come east and be on the spot at the shows, providing things should so shape that he could not sign with either company. That is the way that things stand now, and Rigby may not go back to the coast.

Record Breakers in Good Shape.

Rigby brings back very encouraging reports of the work at San Diego. He says that the track is very fast, and is now in perfect shape. It is perfect summer weather all the time, and the men are working hard and enjoying themselves at all times. They have organized yachting crews and go daily for a sail on the bay. The crew of Captain Stone has proven victors in many of the scrub races. Rigby says that everything around San Diego and Coronado Island is shaped to give them the best time possible. The Hotel Josephine suits the men to a dot, and the meals are first-class. The entire party has been very quiet since its arrival, and has created a very good impression.

Regarding winds, Rigby says that there are winds, and that as a rule they are in the faces of the riders on the long quarter-mile homestretch. Rain has been seen but seldom since the arrival of the party, and this has done but little damage to the track, which is as smooth as a board and very fast. The Crimson Rimmers now number nearly thirty and are awaiting the arrival of the quintuplet and extra quadruplet, before beginning operations. Several records have been lowered already, and Hamilton is riding right along inside record time at the unpaced marks. These records have been noted. The health of the party is first class, with the exception of Bob Terrill, who is laid up in bed from an injury received while riding his wheel.

ENGLISH MIDWINTER NEWS.

The Olympia Wood Track Opens with Races by Men and Women—The Aquarium Female Tournament Draws to a Close.

LONDON, Dec. 28.—Last Thursday (boxing day) the Olympia opened its doors to an enormous crowd of pleasure seekers anxious to see the wonderful sporting and military spectacle, which eclipses and far exceeds in scale anything before presented to Londoners. Two performances a day are given at 1 and 7 p. m., respectively, lasting nearly four hours each. The beautiful and comfortably heated Palmarium, with its luxuriance of palm trees, electric lights, rainbow-hued lanterns, snug arbors, pleasant cafes, and choice ferns and flowers, forms a delightful promenade where the strains of Reviere's fine orchestra may be enjoyed during the interval in the main show. This part of Olympia is called Reviera in London. The palms alone cost $15,000. Sir Augustus Harris, whose name has never been linked with a failure, is the general manager of London's latest sensation. The vast arena, covered with tan, is encircled by a wood cycling track of nine laps to the mile, superbly banked, and about fifteen feet in width. Peacock Bros., the builders and proprietors of the famous Herne Hill track, made the present structure.

Construction of the Wood Track.

The wood is laid continuously, instead of with intervals as at Herne Hill, and the surface at the banked curves is convex to preclude the riders' pedals touching on the inside when racing at top speed round the bends.

Having witnessed two nights' racing upon it, I can express the opinion that the track is undoubtedly very fast and very safe for its small size. The riders are enabled to put forth their utmost speed without any danger, saving that of collision or steering off the track onto the tan. J. A. Robertson, the well-known professional from Paris, late of Peterborough, Eng., is in charge of the cycle racing, which forms an important feature in the first part of the Olympia programme, and will be continued twice daily for the next three months. The following riders have been engaged: Men—A. Fournier and Lartigue, France; A. Verheyen and F. Verheyen, Germany; Fisher, Belgium; Eros and Lanfranchi, Italy; Smitts, Holland, and Gibbons Brooks, England. Ladies—Deverneul, Darlus, Henriette, Marie Paule, and Serpolette, France, and Cairns and Murray, England. The men are a fine selection of racers, but up to the time of writing the ladies have not displayed the form expected of public exponents of racing, having suffered during their channel passage and being new to the track, which is certainly somewhat alarming to the novice.



Races by Men and Women.

On Thursday, two ladies' races at one mile were held, each resulting as follows: Deverneul, first; Marie Paule, second; Henriette, third. The men competed in a five-mile race, ridden in two heats and a final, which was won by A. Verheyen, his brother being second and Eros third. The great race of the evening, however, was a one-mile contest, in which Fournier, the brothers Verheyen, Fisher, Lartigue, Smitts, and Gibbons Brooks took part. Fisher made the pace a cracker from time to time, and the men fairly flew around the track, sometimes for two and three circuits at their highest speed. Unfortunately Brooks and Fournier fell, leaving five to finish the struggle, which was won amid cheers and intense excitement by A. Verheyen, who beat Lartigue by a wheel, Smitts being third close up.

On Friday two heats of a three-mile race preceded a final in which Fisher beat A. Verheyen by half a length, Fournier being third. Time, 7:36⅘. A five-mile race in which seven started produced a thrilling struggle eventually won by Fisher, who beat Fournier by two feet, A. Verheyen third. Time, 12:59. Deverneul again won the ladies' mile, Serpolette second, Murray third. The Olympia lady riders are inferior to those at the Aquarium at present.

The National Cyclists' Union Council

sat for six hours at Hull last Saturday. Of course the attendance was not large, but proxy notes were registered on all the important resolutions. Doctor Turner occupied most of the time, but met with no success, all his proposals being lost. The pacemaking recommendations were thrown out. Turner's proposal to restrict N. C. U. racing men to approved machines, tires, etc., was accorded a similar fate, together with Blair's three-class scheme. This will clear the way for Mr. Low's proposals when they come up again. The inclusion of a flying start mile record was approved.

Choppy Warburton's challenge of Mrs. Grace, on behalf of Lisette, has not been accepted, and the money has been returned by *Le Velo*.

Among the latest celebrities who cycle are H. O. Arnold Foster, member of parliament for a division of Belfast; Forbes Robertson, the Lyceum actor, and the juvenile Queen Wilhelmina, of the Netherlands.

Sir Benjamin 'Walk-one-mile-in-eight' Richardson, as *Bicycling News* styles him, has discovered by the sphygmograph that most cyclists suffer from "over stimulation."

The Crystal Palace directors now allow cycling on the terrace surrounding the building, and have opened a cycling school in one of the Palace galleries.

L. Jessop, of the Bath Road Club, will proceed awheel shortly to Japan to represent *Cycling*.

Mr . Langtry, according to an illustrated interview in *Bicycling News*, is now devoted to cycling. Her machine is a ladies' Royal Enfield, beautifully enameled in the Jersey Lily's (horse) racing colors.

The Prince of Wales, after all, selected a Humber bicycle and not a Singer, as announced last week.

The development in England of the cycle export trade during the past few months has been remarkable. November, usually a dull month, shows exports to the value of £80,418, as compared with only £48,437 in a corresponding period last year, and £32,243 in November 1893.

Most wretched weather, wet, cold, and foggy, has prevailed during the Christmas holidays, rendering cycling with comfort impossible.

C. W. HARTUNG.

QUAKER DOINGS.

PHILADELPHIA PA., Jan. 9.—The annual meeting of the Century Wheelmen was held last Friday night, and judging by the reports of the various officers this organization is easily the foremost of its kind in the country. The treasurer's report showed a balance of over $11,000 assets over the liabilities, and a total membership of 480. The election of officers for the ensuing year resulted as follows: President, Thomas Hare; vice-president, W. A. Bailey; secretary, J. Walter Maull; treasurer, W. J. Speirer; delegate to the Associated Cycling Clubs, Thomas Hare; board of directors, C. J. Harrop, J. M. Cornyn, Theo. Hampton, Charles McGlathery, W. F. Wagner, R. G. White, T. M. Hahn, H. St. J. Brady, Oscar Righter, and A. H. Reed.

The Y. M. C. A. Will Build a Track.

A new third-mile bicycle track is to be built by the Pennsylvania Railroad Y. M. C. A. on the association grounds in West Philadelphia. No expense will be spared to make it very fast, as the association expects to hold some important race meets next spring and summer. This will give Philadelphia seven first-class tracks next season.

The efforts being made by Chief Consul Potter, of the New York Division, to take the control of racing out of the hands of the L. A. W. is being roundly denounced here, and it is positively certain that the entire Pennsylvania delegation will vote against any such measure at the next National Assembly. Many wheelmen are of the opinion that

Mr. Potter's Scheme

is only a bid for notoriety, and that such a proposition is absolutely absurd. Moreover, it is ill advised at this time when the warmest advocates of the movement can not evolve any scheme, or even theory as to a possible successor.

By its constant and aggressive action the Racing Board has commanded the respect of wheelmen throughout the land. Besides, it is self-supporting, and does not look to the national body for support. If Mr. Potter and his associates would give up such absurd ideas and turn their attention to devising means whereby the other important objects of the League could be carried out, he would be doing good, but in attempting such a move as above cited he shows little tact and lays himself open for severe criticism.

MILWAUKEE A. C. C. OFFICERS ELECTED.

MILWAUKEE, WIS., Jan. 13.—The annual meeting of the Associated Cycling Clubs was held Thursday evening at the rooms of the Milwaukee Wheelmen. The following are the officers elected: President, P. H. Cambier; vice-presidents, Henry P. Andrae, A. Bunke, and J. W. Warnken; secretary, J. Ludwig; treasurer, Gerhard Aussem. Some time ago the South Side Club suggested that the treasurer of the association be put under bonds, and at the meeting Gerhard Aussem furnished a bond for $1,000. It was decided that delegates must be elected and not appointed by the president, as has been the rule heretofore. This question was hotly contested, but the members got in line and adopted it without any hard feeling in the matter.

Prospects of a New Track.

It is now almost certain that a new track will be secured for the coming season. This question was brought up at the meeting, and it is thought that the track in Athletic Park will be remodeled and put in first-class condition for next racing season. Mr. Quin, the owner of the park, stated that he would build a track of cement and clay, and will also erect dressing rooms, etc., so that the riders can train at the park and be rubbed down after severe riding. In return he wants the entire support of the cyclers in the city. The total cost of the track and other improvements will be about $3,000. The Associated Cycling Clubs will hold a national circuit meet here this summer, and the track will be formally opened then. Application will be made in due time, and it is expected that the date will be set for few days before the state meet at Appleton.

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All manuscript intended for publication should be in hand not later than MONDAY, and should be addressed "EDITOR THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

GEO. K. BARRETT, EDITOR.

ADVERTISERS, PLEASE NOTE.

Copy for our issue of February 6, the first issue of the new form, should reach our office not later than February 1.

All advertisements, for which new copy or changes have not been received by that time, will be reset to new size - it is as easy to set new ads as to reset the old ones--and we hope every advertiser will take advantage of this opportunity to rearrange his advertisement.

You will confer a great favor on the publishers if you will immediately send in your copy for February 6 issue, so that our composing room will not be unduly taxed at that time.

Remember, we will reduce, at our own expense, all special cuts of borders, fancy lines, etc. If we have none of your small cuts, kindly forward them to us at once.

THE CYCLE BOARD OF TRADE.

It is to be hoped that the present agitation started among the smaller members of the National Cycle Board of Trade will result in placing the organization upon the footing where it belongs. When the board was first organized it was announced that it would be run for the good of the trade, that every one would be on the same footing, and that the small manufacturer making 500 wheels would receive as fair treatment as the magnate who counted his output by the thousands. But when the stock was divided and fifty-two of the members of the board bought all the stock, giving them full power to run matters to suit themselves, and then conducted things in the high-handed manner they have, getting all the plums, and leaving the smaller fry to fight for the crumbs which might fall from the stockholders' lunch table, then the lay members decided that it was time to call a halt, and the forces are now in battle array in New York.

The annual meeting was called to order last Wednesday, and there was a warlike aspect around the board's headquarters. Everyone was ripe for a fight, but, following out the plan outlined in Burnham's lunch circular, the meeting was adjourned to January 22. When that day arrives there will be a pretty fight, unless a truce is signed in the meantime. The associate members are up in arms, and if they do not have something to say about the way things shall be run in the future, it will not be because they can not make a fight. One thing that they will insist upon—and which seems to us to be for the best—is that Secretary A. Kennedy-Child shall pack up his goods and chattels and vacate the position which he has so signally failed to fill. The utter incompetency of the man has sickened every one, and even the men who have been toadied to by Secretary Kennedy-Child declare that he must vacate, and that at once. In fact so strong is the feeling against him, that when it was learned that he was electioneering for R. P. Gormully for the presidency, in hope of being retained as secretary in case the Chicago man was elected, one prominent maker declared that if Gormully's election meant that Kennedy-Child would be retained, then Mr. Gormully would never fill the president's chair.

Mr. Kennedy-Child has lived upon the bounty of the makers long enough, and now he must go out into the cold, cold world and work for a living, instead of sitting in a comfortable office (paid for by the members of he board), with his feet elevated on a table, leaving the work of the secretary's office to be done by assistants as incompetent as himself.

Mr. Kirk Brown has sounded the tocsin of war, and in a letter to members of the board gives some very good reasons why the affairs of the board should be taken out of the hands of a few on the "inside," and each member of the board given one vote and equal power. This isn't Russia, nd every one should have an equal say. We have always held this view, and coincide with Mr. Brown in everything he says in his letter.

But first of all "fire" Kennedy-Child.

CYCLE CONSTRUCTION.

The construction of bicycles has reached such a state of perfection now that radical changes are not to be expected, unless some entirely new driving mechanism which will do away with the chain is invented. The proper lines and measurements of the ideal frame have been determined by years of study and experimenting by the inventors and mechanics, and the immediate popularity into which the diamond frame sprang, and which it continues to meet, proves that it is about as near perfection as it can be in general form and lines. Of course the small parts and accessories and connections are subject to frequent changes and improvement, but the frames of bicycles are constantly approaching closer and closer to the same model; freaks are seen less and less, and the present cycle show is remarkable, chiefly because of the similarity of the different makes, which are distinguished from one another by the casual observer only by the variations of fittings and finishings. For several years the specifications of the best models have changed only slightly in measurements, and the greatest changes have been in weights and in the connections.

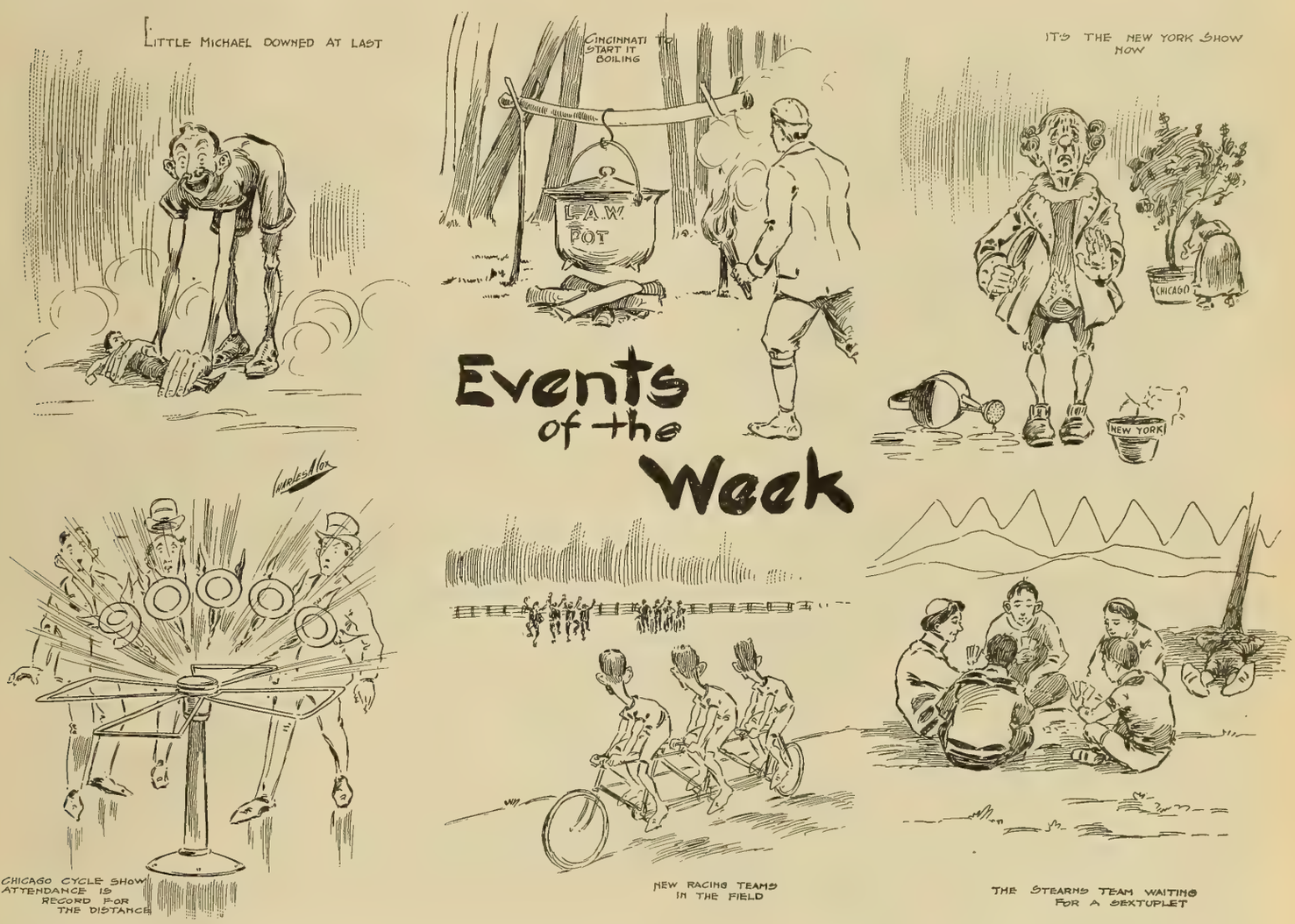
This being the case, and the manufacturer having no reason to fear that his year's product might be thrown back on his hands—with no possibility of disposal except at great sacrifice—by the introduction of some startling alteration and improvement by an enterprising competitor, what excuse is there for not adopting methods which will cause the expansion of the buying season, from a few months in spring and early summer to eight or nine months of the year?

By the present custom of bringing out all the improvements at once, the manufacturers create "seasons," are forced to work their factories night and day during the winter preceding each riding season, only to lie idle during the summer and fall, and all the while are confronted with the possibility of being left, at the close of the present short buying season ending in July, with half their stock unsold. After July or early August buying ceases, because the purchasers feel that if they buy wheels then, they will be able to get the benefit of only half a summer's use out of them, as their mounts will be "back numbers" when the new models of the following season make their appearance. The '95 machine may be every bit as comfortable to ride, as easy running, and as rigid and serviceable as a '96 mount, but a bicycle rider doesn't wish to ride an old wheel any more than a woman cares to wear a dress that is out of fashion. The maker creates these fashions in bicycles, and because of them he is overworked one-half of the year and is almost idle the other half. As soon as one riding season ends he has to set his designers to work on something new for the following season; has to come into the market to buy up his material just at the time when all the other manufacturers are making a grand rush for tubing and parts, thereby causing rises in prices and possibilities of corners; he has to send his men out on the road to secure agents' orders for his whole contemplated output during the few winter months, when all the other traveling men are doing the same thing; he has to get out elaborate catalogues giving the specifications of his wheels for distribution among the trade before the opening of the winter cycle shows; and he has to send models for exhibition at these shows, and representatives from his house to take charge of the displays, and this at a time when they can be but illy spared. Then, if he is unsuccessful in placing his whole output before the middle of the summer, he is left with a lot of wheels on hand which will



scarcely bring half price when the next season has rolled around.

All this might be readily obviated and the selling season extended into the fall if manufacturers would adopt the plan of instituting changes and improvements as they are brought out. When the public learns that nothing is to be gained by waiting for the wheels that come out in the spring, and that alterations are as apt to be made in the middle of the summer or in the fall as in the winter, intending purchasers will be as willing to buy in the fall as at any other time, feeling assured that in all essential respects a wheel bought then will be as much up to date as one secured after the winter is over and another riding season has opened. The manufacturers will then be able to run their factories all the year around, and not stock up with an enormous lot of wheels, which, if not disposed of within a very few months after completion, will be unsalable. A maker may run his factory in proportion to the known demand, as other trades do, and if any radical improvement is made by himself or by a competitor he will be enabled to follow suit without delay, because he will have on hand only a limited stock, which can easily be disposed of in the smaller and remoter places.



The time seems to be ripe for such a move, and if the plan is adopted generally there need be no trouble in instituting the change.

AMERICA'S WEAK POINT.

An opinion from an acknowledged authority should count for something, and such is a reference made to gear-cases in the letter from "Harold Quill" in this issue. We are building bicycles in this country which, in general, are the equal, and, in our opinion, the superior of English wheels, but the American roadster is sadly deficient in the matter of a protection for the chain and sprockets. We use wood rims in preference to metal, though there is no doubt of the efficiency of a properly constructed steel rim. There is another point where the English rider and maker lean to conservatism, and that is the use of heavier and larger tires for road use. The American road wheel is fitted with tires little heavier than those made up for the track, and it is a sad contrast to the original Dunlop pneumatic to try one of the 1⅝-inch road tires, which are at present so popular in this country. The American maker is not infallible, but if the very best results are to be attained in American wheels, every needed fitting should be furnished by the manufacturer. Whole volumes have been written on the fine roads of Europe, and still more about the wretched roads in the United States, so it seems but reasonable that the American rider should have at least as much protection for the wearing and bearing parts of his machine as the wheelmen on the other side of the Atlantic.

THE PASSING OF THE BLOOMERS.

Sterling Elliott was asked at the Chicago Cycle Show if he thought bloomers for women would be more generally used next season than they were last year. He said: "No, not in a hundred years." The other things which Mr. Elliott said on the subject were more to the point and quite as positive. He but voices the popular sentiment of the day. The bloomer craze has, in the past two years, waxed and waned, and the present year will doubtless see the passing of the bifurcated garment. That it is a comfortable and reasonable arrangement for riding can not be gainsaid, but the indiscriminate wearing of the bloomer on the street, at the show, in restaurants, and other public places has put it under the ban of general disapproval. A number of women take every opportunity to wear a complete riding outfit of bloomers, sweater, and small cap, when a bicycle is not within rods of them. That this should be so is regrettable, but the time is not at hand for a reform of the American woman's cycling costume.

We would like to see the adoption of a rational dress, consisting of a short skirt with bloomers underneath and out of sight. That the bloomer affords a certain protection is beyond question, but the objection lies not so much in the appearance of the garment as in the use to which it is put. If the conservative and representative women of the country should see fit to appear in public places so costumed, it is likely that the public would accept the situation gracefully. Custom sanctions nearly everything but race meets and cycle shows, but the bloomer is beyond redemption. We say let it slide. It will rest better in an early grave than as an insufficient covering for the women riders of today.

A Cincinnati man has undertaken a big contract. He has just agreed to teach all the men on the Cincinnati police force (about 900) to ride bicycles. He says that in three months he will have every man riding as gracefully as Sid Black or Dan Canary. Maybe.

TEAM WORK ON THE COAST.

The Stearns Team is Waiting for the Sextuplet—Record Breaking will Begin When it Arrives—Photographing Race Finishes.

SANTA MONICA, CAL., Jan. 7.—Work in the record-breaking camp is slow while waiting for the sextuplet, but that great machine is expected within a week, and then record breaking will commence. The Southern Pacific Railroad is arranging for a "blow-out" at the time of the arrival of the sextuplet. A special train will be run to Santa Monica, where all who participate in the trip will be treated by the railroad to a fish dinner, and will be given a fine time. The chance of a sight of a six-seated machine in action on the track will not be missed by the thousands of wheelmen in this country of heavenly comparisons, and the day will be a general holiday in the city.

Records will be attempted on the very first day. The men are now in excellent shape, and the track has improved 100 per cent within the last month. The pacemakers from the north are expected within a few days.



Will Make Things Lively.

The famous quad team that paced Edwards in his mile in 1:34, last year, will be here within a few days, and by the time this article is in print there will be thirty men in the Yellow Fellow aggregation, and life will be lively in this little town on the shores of the famous Pacific. The men of the team are becoming enthusiastic in their hunt for the scalp of old Father Time, and the people of the country already look on the hunt as a successful one. The fast time made on the triplets on the road and on the track, the world's records broken with that machine and by Kiser on the road, and other incidents, have encouraged the men not a little, and they go into their work with a will that none can gainsay.

New Year's Day was a scoop for the men of the Stearns team. The Syracuse riders from San Diego did not show up at the meet at Pasadena, and the Yellow Fellows took every prize, and had a fine time at the Rose Carnival into the bargain. The races were for blood, but of course lacked in interest as a battle between the two teams. The track was not in first-class shape, and the men of the team could make no record time.

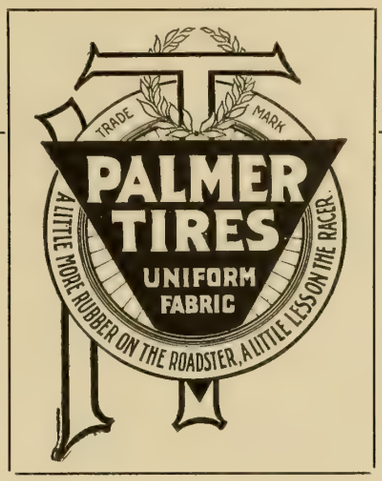
A "Frosty" Lot of People.

"Dad" Gleezen says of the people of Pasadena: "They surely do not belong to southern California, for they are of an entirely different class from any that we have met at the other race meets, being in fact the frostiest lot of people it has ever been my misfortune to meet. The prizes they gave were the worst without exception that have been given on the circuit this year. The entire lot of diamonds will be sent to the Racing Board."

The prizes in the two-thirds-mile handicap had been listed at $100. When given out these were valued collectively at only $75—$40 for first, $20 for second, and $15 for third prize—and one of the officers of the meet was approached in the matter. He was asked if he thought it fair play to so treat the men who had favored him, when every other Class B man deserted him in the time of his opening of the new track and without whom he would not have had a B man in the races. The reply came: "I am a gentleman, and none of you dare say that I am not." "Dad" Gleezen replied: "Some of the meanest men I ever knew claimed to be such." Matters became very warm for a time, but trouble was averted.

A New Rider on the Stearns Team.

Bert Bassett, son of Conductor Basset, the most popular conductor on the line of the Southern Pacific Railroad, whose run is into and out of Santa Monica, won the time prize and first place in the ten-mile road race here on December 30, and is now a full-fledged member of the Stearns team. He rode a Stearns in the race. He started scratch in the race and defeated a large field of men. The lad is a great rider, so say the riders around the track, and his training is bringing him out daily. "Dad" Gleezen considers the lad a rich find. He says of him: "It is possible to determine when a man is riding whether he will make a racing man or not, just as it is possible to determine whether a horse will make a trotter from his build and his disposition. This boy is surely going to make a crackajack, as he has a great head and a fine disposition. He has as fine a pair of legs as any rac-



A GOOD BEGINNING.

Palmer Tires win Everything at Pasadena.

We make a good start for the New Year at Pasadena, Cal. On January 1, at a sanctioned meet, the Pasadenians offered three prizes in each of the three Class B races, and the riders of **Palmer Tires** gallantly scooped the pot, winning everything. **Palmer Tires** are so fast—faster than the wind—that the boys can not help winning prizes on them.

Palmer Tires also won first place in the Pasadena road race on Christmas Day, and on December 28 Bert Bassett, on a Stearns wheel, won first time and place from scratch in the annual holiday ten-mile road race.

Hansen Breaks the 10-hour Record.

On Christmas Day, at Minneapolis, A. A. Hansen, "The Rainmaker," broke the world's hour unpaced record on a fifteen-lap track, riding twenty-one miles and two laps.

Dot Farnsworth won first place in the six-day ladies' race at Minneapolis, December 23-28, making two laps over 319 miles and only riding three hours each day. She rode a Syracuse wheel with Palmer tires.

At the same place on January 2, A. A. Hansen, W. E. Brecher, and Lyman Myer won first, second, and third place in the 24-hour indoor race. The three riders were mounted on Palmer tired Syracuse wheels.

Palmers are Best in Racing and Road Riding

Get in line for '96. The Palmer tire is the only sure-enough single-tube tire and it leads the band. Easy to ride, easy to repair, easy to get—if you only insist. Our catalogue will tell you all about it. To be had for the asking.

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66 Reade St., New York, and 159 Lake St., Chicago.

ing man I have ever had the care of, and is *only* a boy, being but a little over sixteen. He weighs 140 pounds.

Gleezen has another man in his care—a young fellow named Jackson—who is coming out grandly in his preparatory work on the road. When this man, who is an athlete in every other branch of the sport, comes out for track work, another surprise may be looked for.

Will Take the Men to a Mile Track.

It is the intention of Mr. Gleezen to train these men carefully and bring them out at the start of the season, if they meet his expectations. The shorter distance records will not be attempted on this track, but some mile track in the state will be visited and a short stay made. Gleezen says that the late records were made on a mile track with wind assistance, and that he must have the same conditions, when he will bring them down several notches to a certainty with the men he now has here.

Managers Shafer and Gleezen have been having warm words in the papers of Los Angeles, and Gleezen had the last word. The matter was all about the San Diego track, which Gleezen had closed an agreement for, and which was taken from his hand by an error of judgment or something else on the part of Mr. Babcock. The track had been given to Gleezen by letter for free use during the winter, as can be shown by letters from Mr. Babcock, who afterward mistook Shafer for one of the trainers of the Stearns team under Mr. Gleezen, and gave him an order for the track exclusively. This of course barred the Yellow Fellows out of the use of the track, and has raised some feelings.

It is reported around the track that Charles Fuller Gates is not now with the *Times*, of Los Angeles, and that the veteran newspaper man is seeking new fields for his labors, these being probably in the cycling-paper field. Mr. Gates, it is said, will purchase a paper in Riverside, and run it in opposition to his friend (?) Lafferty, of the Los Angeles paper. Gates has had an uphill row to hoe for time immemorial in these parts.

Photographing the Finish.

There has always been a great desire among the makers of wheels, and especially among those who have racing men as well as the cycle before the public, to see reproduced the scene that is enacted within the last few yards of the tape; or, in other words, to see a perfect photograph of a racing man going at full speed—say 1:40 to the mile, which is the avarage speed at which the racing man finishes his sprint while endeavoring to defeat a competitor. A number of efforts have been made to photograph the trotting and running horse, but it is believed that only two pictures were ever made that were anywhere near perfect. While racing men have been photographed in almost every conceivable position, and while many of the readers of this article have seen very good pictures of the finishes of races, there has never yet been made a perfect photograph of a man racing or of the finish of a race, very few having the courage to take up this class of work, owing to the expense and difficulties encountered.

Securing Wonderful Results.

The cuts and photographs of different racing men that have been shown from time to time by E. C. Stearns & Co., have always been a source of wonderment as well as pleasure to the public, and now the manager of the famous Yellow Fellow team proposes to go a step further. After having made a careful study of this matter for the past year, he has decided that the subject is a perfectly feasible one, and that all that is necessary to accomplish the desired results is a man thoroughly competent and skilled in the art of photographing, and, having found such a man, he has already started him on the work. Charles Beal, of No. 125½ Spring Street, Los Angeles, is the man selected. Mr. Beal was at the track yesterday, and the different members of the Stearns team were brought out on their wheels and sent down the homestretch at a rate that was truly marvelous.

It would seem to the casual observer that such a thing as photographing the streak of humanity that the rider appeared to be, would be beyond the power of human ingenuity to accomplish, but the most gratifying results were obtained, and in a very few days the readers of this paper will be able to sit in their homes and see a perfect reproduction of a man riding a bicycle at a greater speed than it was ever possible for a horse to travel. As good results were obtained in photographing the triplet, with its three riders and a man on a single wheel behind it, the machine passing the camera at a rate of a mile in 1:32.

Will Catch Sextuplet at Full Speed.

The serious drawback that has always been encountered in this class of work has been entirely overcome, and the forms of the riders have been caught with every limb and muscle standing out as prominently as when they are at rest, and each line of the wheel and its parts, even the tiny spokes, are as perfect as if they were held rigidly in front of you for your inspection. "Dad" Gleezen is surely to be congratulated in his success in this matter, and as soon as he receives his sextuplets they will be photographed with their six riders and the man on the single wheel following behind. This work will be done on a straightaway course, where it will be possible in a short distance to obtain to the speed of one mile a minute. When these pictures are completed, they will be on exhibition at Mr. Beal's studio.

Training for Unpaced Records.

Several of the team are now in regular training for unpaced trials, the first of which will take place an the 18th of this month. Schefski will have a go at several of the marks, as they now exist, up to one mile, while Hatton will endeavor to lower the two-mile mark and at the same time will set a new set of figures up to five miles, while the other members of the team will have trials at some of the different paced records. Hatton has, several times, been within a few seconds of the two-mile mark, and it is said that he can easily break it. The speed at which the men rode quarters on Ocean Avenue the other day, illustrates what they will do to the short distances, paced and unpaced records, when they get on a track similar to the one on which these records were made.

The famous quad team of San Jose, which paced Wilber Edwards when he made his wonderful mile in 1:34, is expected here in a few days, as the arrival of the sextuplet is looked for on the 15th. The people who visit Santa Monica on the 18th inst. will be treated to a sight that has never before been seen by the American people—that of six men riding a single machine.

Six-seaters are Light for Their Size.

The two six-seaters that "Dad" Gleezen has coming are the only two of their kind that have ever been built in America, with the single exception of the Fowler, and it is believed that but one other such machine was ever built, and that is now in use in France. These machines, although being built to carry six riders, are extremely light for wheels of their size.

Will Evans, of Lansing, Mich., arrived here today, and is now quartered with the Stearns team. He will remain until the national circuit opens, and will act as pacemaker on the Stearns team until later in the season, when he will go into active training for competition work. Evans has been quite prominent in Class B circles throughout Michigan, and it will be remembered that it was he who defeated Gussie Steele so handily in their matched race at Clemens, Mich. Several other eastern men are expected within a short time, and it is believed that the Stearns aggregation will number at least thirty men on February 1. F. Ed Spooner.

HARTWELL OUT FOR TREASURER.

Denver, Colo., Jan. 13.—Colorado is again in the field urging the claims of her favorite wheelman, E. S. Hartwell, for treasurer of the L. A. W. At about this time last year Mr. Hartwell was announced as a candidate, but withdrew before his name was placed in nomination, owing to his natural modesty, but now his cause has been placed in the hands of his friends, who intend to elect him, if such a thing is possible. They argue that the far west has never been honored with an official position, and think that in view of the splendid work done there in the last two years that they are deserving of this recognition. It was their original intention to push Hartwell for vice-president, but they realize that were he elected, the executive committee would be badly crippled in the matter of meetings, as it would be impossible for him to attend. For this reason they have decided on the treasuryship, and a more capable or efficient official could not be found.

The Denver friends of W. W. Hamilton regretted exceedingly that he was required to return home from the coast, owing to the serious illness of his wife, probably stopping his record breaking for the season. His popularity among all classes of people in Denver is something surprising and his lowering of the time marks has been watched with the greatest pleasure. The wheelmen of the city are particularly elated over his capturing the $750 Morgan & Wright gold trophy, and during the last week of the year the papers were anxiously scanned for any successful lowering of his unpaced mile record. When the last day was over and it was known that he was the winner, there were many expressions of relief that he was sure of it.

The Colorado Division will be represented at the Assembly by Chief-Consul George L. McCarthy, of Denver, and Vice-Consul Chas. W. Dawson, of Colorado Springs, who will also carry the proxies of a large proportion of the western divisions. They have announced that, under no circumstances, will they commit themselves upon any subject coming before the Assembly until that body convenes, and give as a reason that it is their opinion that many of the evils existing in the League of American Wheelmen are due to the many "deals" which have always characterized League legislation.

The Denver Wheel Club held its annual election last Friday night, using the mailed ballot system, which proved very satisfactory. The returning board reported the following elected: President, George M. Scott; vice-president, Trabue Van Culen; secretary, T. F. McGrew; treasurer, George M. Geraghty; directors, W. I. Doty, Robert Gerwing, C. H. Hilton, Jr., E. S. Hartwell, and G. E. Burleson. The list includes some of Colorado's most prominent wheelmen, and the names of many of them will be familiar to eastern readers. The report of the retiring board showed that the club had entirely recovered from the financial embarrassment resultant upon the failure of the national circuit races in October. Since that time it has removed from its old quarters on Glenarm Street, to a much neater, though smaller house, in Cleveland Place; a change which has done much to awaken the dormant enthusiasm of the club. With the incoming officers, the prospects for a successful year are very bright.

From Santa Monica's record-breaking camp comes very encouraging reports. The Yellow Fellows are waiting for machines of the multi-cycle order, and will not get down to regular training until about the 15th of this month. Manager Gleezen says that the climate is perfect all the time, and that he has never been in lovelier climate than this. The men are riding straightaways on the road in better than record time, on singles and on triplets. This party now numbers thirty.

MODEL 40 FOR 1896.

The unanimous opinion of riders everywhere, and even of other manufacturers, has been that there could be little room for improvement in the 1895 model of the Columbia bicycle. The Columbia experts, however, by constantly watching, testing, and experimenting, have found here and there details in even such a matchless machine as the Model 40 that might be still further improved, and Model 40 for 1896 is the result. It is the standard road machine. While in smoothness of running it is vastly superior to last year's pattern, the same general features of construction are maintained, hence the manufacturers have decided to retain the same model number. This may also be said of the other Columbia models, and for the first time in Columbia history the opening of the New Year finds no new model number of the Columbia bicycle to greet the wheeling public. Stronger testimony to the advanced methods in vogue at the Columbia factories could scarely be brought forward; the results of today are closely approaching perfection.

The equipment of Model 40 this year includes 23-inch frame, with option of three other sizes; 10-inch steering head, 28-inch wheels with twenty-eight spokes in the front and thirty-six in the rear; laminated wood rims, 1⅝ inch No. 80 Hartford single tube tires or Dunlop double tube if preferred, detachable sprocket wheels, Columbia self-oiling chain, Columbia patent crank-shaft bearings, ⅜-inch balls, barrel hubs, 5-16-inch balls rear, 6¾-inch round cranks. The width of tread is 5¼ inches, and either 3⅝-inch Columbia rubber pedals or 3⅝-inch or 4-inch rat-trap pedals are furnished, the former unless otherwise ordered; Columbia reversible 19-inch handlebar, or 17 inch if preferred; Columbia vulcanite and cork handles, tubular "T" seat-rod and Columbia saddle No. 17, with options of two others; gear 66 inches is regularly furnished, although 63, 70, or 76 may be ordered. The finish is of the usual high luster black enamel with nickel trimmings, while the outfit includes lantern bracket, tool-bag with tools and repair kit. Foot rests and brake are furnished when requested. The weight this year, including the regular equipment with 1⅝-inch road tires, is 22½ pounds.

COLUMBIAS MUST PAY THE HIGHEST DUTY.

To occupy the highest position attainable sometimes operates to one's disadvantage. An instance of this kind has recently occurred although the silver lining to the cloud appears in the further recognition that Columbias are unequaled and unapproached. There can be no doubt that this testimony, although expert, was entirely unsolicited and in a measure, at least, unwelcome.

Columbia bicycles with all others are obliged to pay *ad valorem* duty upon entering Canada, it of course remaining with the customs officials of that country to determine just how much this should be. The many claims put forward by the various makers as to the relative values of their wheels were somewhat perplexing to the officers of the government, however, and some accurate method of determining the valuation was therefore necessary. Accordingly the Canadian government sent an appraiser to visit the principal bicycle factories in this country, and ascertain as far as possible the exact value of the various makes. This investigation covered a long period, and was decidedly thorough, with the result that Columbia bicycles are rated 7½ per cent higher than any other make, and are compelled to pay duty upon that valuation. As "he who would dance must pay the piper," it appears that Columbias are at times obliged to pay for the privilege of being the Standard of the World.

TEN TIMES OUT OF TEN.

On even terms a Columbia bicycle is chosen ten times out of ten. It is the unanimous first choice where the chooser is left perfectly free to decide. No better illustration of this can be adduced than in the case of the contest recently held by the New York *Journal*, wherein it offered ten prizes to as many winners, the prizes to consist of bicycles of high grade, each winner being allowed to choose the particular make of wheel that best suited his fancy. The result thereof surprised every one but the Pope Mfg. Co. Nine out of the ten immediately sent in their orders for Columbias, while the tenth, who was disposed to go slowly, took time to look around, but after he had done so concluded that he had better be sure of what he was about, and therefore took a Columbia. Consequently the *Journal* in question was compelled to purchase ten Columbia bicycles from the Pope Mfg. Co. at $100 apiece without discount or rebate. The choice was significant as it indicated the right of the manufacturers to their claim that Columbia bicycles are the standard. With such a cosmopolitan clientage as a metropolitan paper must have, it can not for a moment be suspected that the unanimity of the choice was the result of any preconcerted action. It simply showed that to either rich or poor a Columbia bicycle is the natural selection, where other conditions are equal. When a man intends to pay $100 for a bicycle he is more than apt to choose a Columbia, for, in the first place, he has the guarantee of Columbia reputation, and knows that by no system of juggling or favoritism is it possible for him, or any one else, to obtain a Columbia for less than $100; moreover he is satisfied that he will get his one hundred dollars' worth.

Columbias are sold at the unvarying price of $100 to all alike, and the public can buy them with the assurance that in no other machine can they secure higher quality, and that no one can obtain them at a lower price.



The

Columbia

Bicycle

PAD CALENDAR

...For 1896...

YOU NEED IT

A Desk Calendar is a necessity—most convenient kind of storehouse for memoranda. The Columbia Desk Calendar is brightest and handsomest of all—full of dainty pen sketches and entertaining thoughts on outdoor exercise and sport. Occasionally reminds you of the superb quality of Columbia Bicycles and of your need of one. You won't object to that, of course. The Calendar will be mailed for five 2-cent stamps.



Address Calendar Department

POPE MANUFACTURING COMPANY,

HARTFORD, CONN.





YOU KNO

Had the prospect for '96 not been have been where ours are, and what's anyway. We are only a year ahead

MAJESTIC

Women's Loop Frame, 22 inch.
Men's Frames, 22, 24, and 26 inch.

$85

SEND FOR CATALOGUE.

NET PRICE IN PROPORTION



WE REFER TO THE FOLLOWING AS TO WHETHER WE BUY THEIR BEST.

TUBING—Birmingham (Eng.) Weldless Steel Tubing Co.

STEEL—Spalding & Jennings.

SPOKES—Excelsior Wire Needle Co.

CHAIN—Indianapolis Chain & Stamping Co.

BALLS—Simmons.

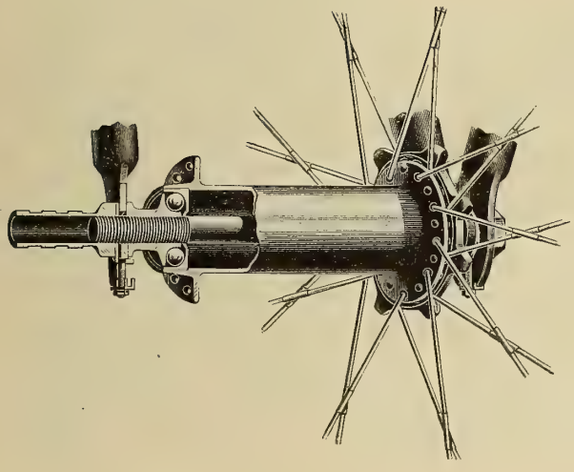
SADDLE—Mesinger.

TIRES—M. & W., Hartford Single-Tube.

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the game and always have been.

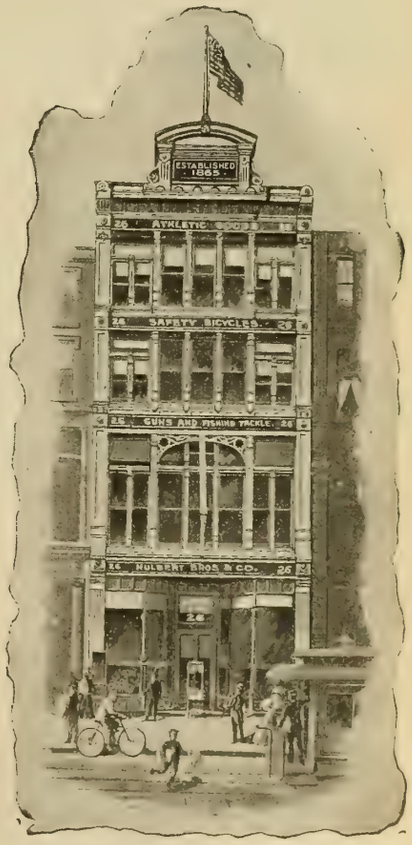




TALKING POINT No. 3....

Detachable Rear Sprocket.

Catalogue explains the other points.



HULBERT BROS. & Co

26 West 23d Street, New York City,

MANUFACTURERS OF FIREARMS, MAJESTIC BICYCLE, MESINGER SADDLE, SUNDRIES, AND SPORTING GOODS.

MENTION THE BEARINGS



YOU KNOW THAT

Had the prospect for '96 not been phenomenal all high grades would have been where ours are, and what's more, you half expected they would anyway. We are only a year ahead of the game and always have been.

MAJESTIC

Women's Loop Frame, 22 inch.
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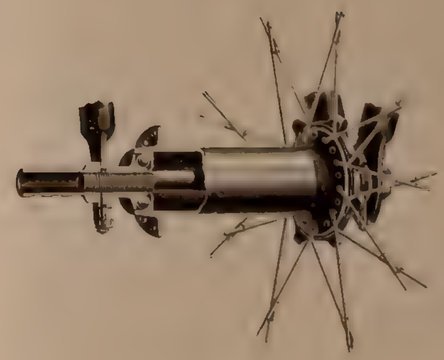
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THE BEARINGS





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Detachable Rear Sprocket.

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HULBERT BROS. & Co

26 West 23d Street, New York City,

MANUFACTURERS OF FIREARMS, MAJESTIC BICYCLE, MESINGER SADDLE, SUNDRIES, AND SPORTING GOODS.

MENTION THE BEARINGS

"ME AND JOHNNY" ABROAD.

Tom Eck has made his plans for the trip abroad and will start the last week in February. Johnson will ride a World wheel. Weinig and Pat O'Connor will accompany him. A quint is being made under their directions in the factory of Arnold, Schwinn & Co., and it is claimed that this machine will be the best of its kind ever turned out of any factory, light and compact and having many new features. Eck claims that Johnson has never had the proper pacemaking machines and that he has yet to find a machine that can run away from him. Eck claims that Johnson would now have the records, had he had the proper machines with which to get them. Eck has been abroad with racing teams on two past occasions, but this late trip will be a novel one with him, as his man will enter only in the principal events, and will go more for track and world's records whenever he appears. In England he will be sent for a paced mile under two minutes on any track that the Englishmen may select, and the officials will be the men whom the Englishmen appoint officially every season.

Will Satisfy Johnny Bull.

Eck is anxious to show the doubting Britons that this country has a rider who can ride well under the two-minute mark, and that on almost any occasion. Weinig and O'Connor will man the quint as front and rear men, and the other three riders will be selected abroad. A tandem will also be taken. The invaders leave the last week in February, land in Ireland, and spend a few days at the home of Pat O'Connor, and then go on to London. The exhibition mentioned will be arranged there. Paris will be visited for three days or more, and the match with Michael will be arranged. At Baden Baden Springs the preliminary work will be done, the baths at this place being the attraction. On the half-mile cement track at Milan, Italy, the real training will be done. At Baden Baden the racing dates will be arranged for the entire trip. Eck believes that Johnson can ride a mile in 1:38, and says that the present mile figures of 1:40⅘ are about as low as they can be brought, and that the man lowering these figures is the author of a marvelous performance. Johnson will return to this country about August 15 to race, and in the meantime will visit every country in Europe, and endeavor to establish his claim to being the world's champion by lowering the colors of all the greatest men of Europe. He will go for the records of every country, and wishes to bring back with him a complete list of records.

WORKING FOR THE LEAGUE.

CINCINNATI, OHIO, Jan. 13.—The League members in this vicinity are working hard to secure signposts or "helping hands" at the intersection of the country cross-roads. Efforts are also being made to pass an act during the present term of the legislature, punishing with a fine of not more than $50 nor less than $5 any one who shall place, or cause to be placed, upon any public highway or thoroughfare, any tack, nail, broken bottle, thorn, or anything which will injure a pneumatic tire. M. G. Heintz, a prominent attorney and wheelman of this city, has drafted the act, which will be at once forwarded to our representative. The Porkopolis Wheelmen and the Cincinnati Bicycle Club, the only League clubs in the city, have used their rebate, which they received from the Ohio Division, for the purchasing of signboards.

The L. A. W. clubs, of this city, have decided that the best way to obtain better roads is to assist the office of road inquiry of the department of agriculture. The following resolution has been passed by the clubs:

"*Resolved*, That the secretary be, and is hereby, instructed to write to our representatives in congress in the name of the Porkopolis Wheelmen and urge them to get an increase in the appropriation for the office of road inquiry of the department of agriculture, to enable that office to work more effectively in the behalf of the movement for good roads."

All the wheelmen of this city, both unattached and clubmen, are making a combined effort to have an ordinance passed, regulating the sprinkling of streets during the summer. They want it so arranged that only one side of the street will be sprinkled at a time, waiting until that is dry before sprinkling the other side. This is surely a move in the right direction, as in summer time the streets are almost unridable owing to the excessive sprinkling. Mayor Caldwell is on the side of the wheelmen.

A CYCLE EXHIBITION CAUSES JEALOUSY.

CINCINNATI, OHIO, Jan. 6.—The feature of the week in bicycle circles, outside of club affairs, was the bicycle show at the Y. M. C. A. Building, New Year's Day. This was the first bicycle show ever given in this city, and the promoters, C. M. Hayes and Ed. M. Moss, deserve great credit for inaugurating the custom, as it will be an annual affair hereafter. The show lasted only six hours—from 2 p. m. until 8 o'clock—but the attendance was remarkable. At 3:30 o'clock 5,374 people had passed in, and when the show closed fully 15,000 had viewed the exhibition.

The show, while very successful, will lead to considerable ill feeling among the local dealers, who claim there was too much

Favoritism and Partiality Shown

in the allotment of spaces. Mr. Tibbits, grand secretary of the Y. M. C. A., denied all this, and gave the following facts: A short time ago, while the Y. M. C. A. was as usual preparing to celebrate New Year's Day by a reception and entertainment, the idea of a bicycle show, to create an interest in the entertainment, was first broached to him by the promoters. The idea struck him as being a good one, but, being ignorant in bicycle affairs, he did not know of the rivalry existing between the different dealers in this city. He thought the dealers would be conferring a favor by exhibiting their '96 models, so he did not charge them for space, but simply

Gave Them One-half of the Fourth Floor.

This consisted of two large rooms and a hall 30x150 feet. He then picked up a directory and selected the names of five dealers at random. These willingly agreed to exhibit their wheels, and, as no one was in charge of the show, they took their own space. No one took it upon himself to notify any of the other dealers, but as fast as they heard about it they made application for space. Several of the largest dealers did not know about the show until one week before, and J. E. Pooman, Jr., did not hear of it until the day before. Consequently, when they made application, the space left for them was no more than enough to exhibit one wheel. Four of the largest dealers in town refused to exhibit for this reason.



Start of the final sprint.

Baduel Wants to Sign Johnson and Eck.

Tom Eck received a letter during the show from M. Baduel, of Paris, who wanted to sign Johnson and Eck. This was conditional on Johnson's riding a wheel and tire that M. Baduel would select, and consequently no attention will be paid to the matter. Johnson will go abroad some time next month and will race for the first time some time during March. He will return in August. Weinig, O'Connor, and others of the pros, and some of the B men have been talking with Eck with a view to making the trip

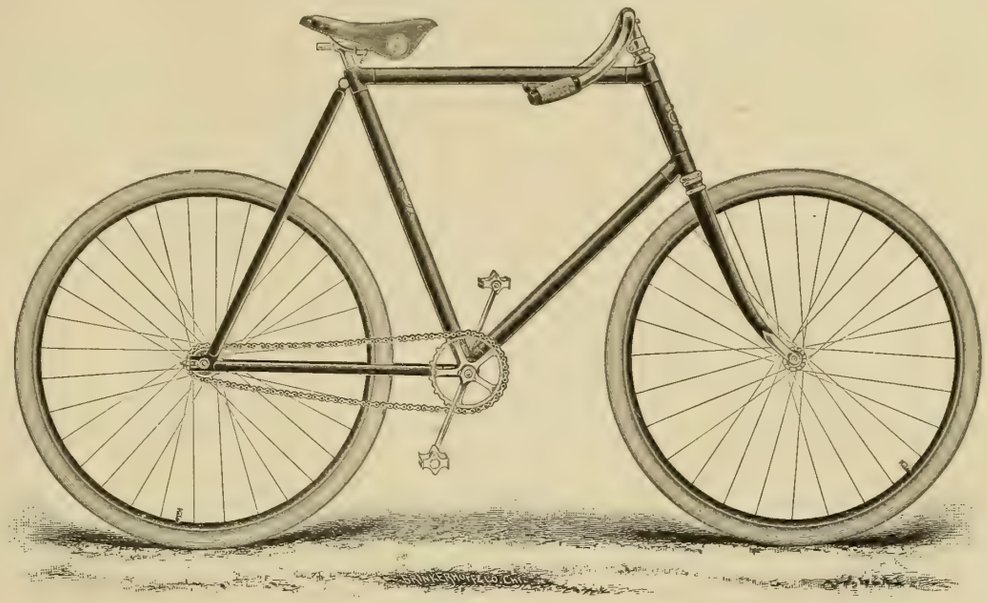
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The attendance at the Chicago theaters dropped off very appreciably during last week, and of course it was blamed to the Cycle Show.

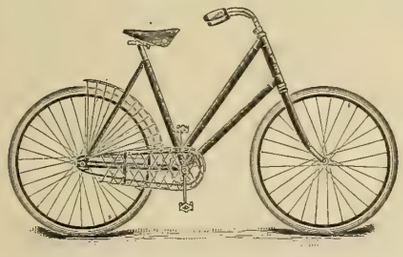


The Overland Line is High Grade

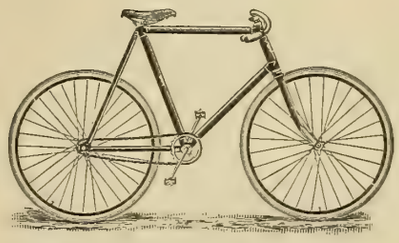
BUT POPULAR PRICED.



No. 12 Overland, 24 lbs., $75.00.
Fully equal to most 1896 $100.00 wheels.



No. 16 Overland, 24 lbs., $65.00.
"Overland Cycles Always Reliable."



Model P Sylph, 21½ lbs., $100.00.
"Sylph Cycles Run Easy."

Our Overland cycles are made of the very best material throughout and we guarantee they are fully equal in every respect to three-fourths of the best 1896 $100 patterns. They are light in weight, handsome in design, beautiful in finish, are strictly up to date in every detail, and differ from our Sylphs only in the absence of features which are luxuries alone, and which add nothing whatever to the value, ease of running, or durability of a machine. They possess every feature which experience has shown to be essential to the construction and equipment of strictly high-grade machines. They are made in 24, 26, and 28 inch sizes, and unlike most makers of popular-priced machines, we give the option of maroon as well as black enamel. Special attention is devoted to the finish which is beautiful, lasting, and in good taste.

The Overlands in connection with our handsome, easy running Sylphs compose

A LINE ABSOLUTELY COMPLETE.....

making it unnecessary to look elsewhere to supply any demand. We will be glad to hear from reliable dealers in all unoccupied territory at once.

●●●●

ROUSE, HAZARD & CO.,

142 G Street, Peoria, Ill.

New York Cycle Show, Space 59.

Mention The Bearings

THE GROWLER CLUB.

Of course they were discussing the cycle show, and each one of the crowd had some particularly good story to tell. Some were describing the new models, some repeating the many inside deals they had been let into, while others had many funny experiences to relate of the scenes they had witnessed in the kaleidoscopic assembly that surged in and about Tattersall's every day.

Many were the tales recounted, each having its own point, and the attendant was kept busy supplying the jolly patrons of the Haunt with various-colored beverages that seemed to flow with a steadiness that promised to soon make up for the desertion of the week before.

The Growler, who had gradually warmed up to his proper degree of communicativeness, was soon the chief story-teller, his acquaintance with the many good fellows in the trade putting him on easy terms with every one, and making him a desirable fellow to go to if any information was wanted. As usual, he was kicking, and this time on the degeneration of the shows.

"Nothing but a resort of souvenir hunters," he declared; "and it did me good to see them sold at one of the stands. In some way the report was circulated pretty freely that a bicycle bell company, having a beautifully arranged exhibit, was giving away silver rings as a souvenir. Of course that stand was the mecca of the many fiends who infested the building night after night. I stood close by and watched the hoax, for the silver ring souvenirs given to the anxious seekers were merely the silvery tones of a bicycle bell.

"The exhibit was further embellished by the presence of two gentlemen of color, dressed in immaculate white suits, long frock coats, trousers to match, white gloves, and pearl-colored plug hats topping them off in all their glory. The victim was generally led up by some one who had been previously 'burned.' One of the colored men, when asked for a ring, would gravely measure the size of the poor lamb's finger and then ring the bell. Of course the crowd standing about would howl then, and the eager souvenir fiend would sneak away much sadder, but wiser.

"The many expressions on the faces of the victims at this stage were studies. Some laughed, while others were inclined to resent what they considered a poor joke; but the feeling was soon lost as they 'set 'em up' in the little corner buffet. One well-known bicycle traveling man thought it would afford a laugh on his wife to send her for one of the rings; so, letting a crowd of choice spirits into the game, he soon had her on the way to the place where they were given out. Quite a number of friends fell in line, so that a good-sized procession followed the innocent victim to the sacrifice. Of course she was fooled, but she was equal to the occasion, for, turning around, she said: 'Boys, the drinks are on me. Joe, take them all in.' And now Joe is still figuring out whom the joke fell on.

"Eddie Bald was also an easy mark. Although the crack Class B man of the year, he was not above the little innocent pastime of souvenir hunting, and after hearing a harrowing tale of how hard it was to get a souvenir ring, which were being given only to celebrities, etc., he was soon pushing his way through the throng, bound for the place where the finest gifts of the show were being distributed. Naturally, a crowd collected, and when the crackajack was rung down a shout rent the air that made the rafters rattle.

"Bald stood dumbfounded, hardly able to realize what had actually happened. His face underwent a thousand changes, and when the mirth finally subsided he acknowledged the joke, and the largely-augmented procession filed through the mysterious portals close to the bureau of information.

"Of course the ladies took the joke hardest, and sometimes it was really sad to see a quiet, demure miss asking for the now famous rings, but the darkeys had no conscience, and they gravely rang the bells regardless of sex. On Saturday a handsomely dressed lady came up with the usual request, and, on being asked by the dark-skinned piece of humanity in attendance for the size of her finger, presented a daintily gloved hand. Seeing him apparently hesitating she asked:

"'Shall I take off my glove?'

"'I guess you had better, ma'am. You can get a much better fit.'

"So, after much difficulty, she finally held out her bared hand to be measured, and, when the ring came, the laugh that followed, much increased by Harry Dekker's (Bill Nye) horse laugh, made the poor woman wish she had never been born; but, like all the rest, she soon saw the joke and laughed as heartily as those around her, and immediately went on the hunt for some one else to play it on, just to get even.

"It was one of the distinct hits of the show. It was a lasting lesson and cured many of the absurd habit of souvenir gathering. The collecting habit was this year shown in its most virulent form, many visiting the show with only that one object in view, the many beautiful wheels on exhibition having no charms for them, and the many tasteful and costly booths failing to attract them unless something was given away for nothing. Expensive trinkets were distributed with a lavish hand that made the cost of them run away up into thousands of dollars. Of course, like all forms of advertising, they do some good, but to a reasoning mind it is apparent that the same amount of money, judiciously expended in well-placed printer's ink, would show a far greater return. By one of those freaks of chance, this little ring game, although costing absolutely nothing, proved one of the best advertising dodges at the show. People flocked to the stand to watch the victims of a good practical joke; it was laughed at, quoted in the papers, and was at all times one of the topics of conversation in all parts of the building."

"This all reminds me," said the Meditator, "of the joke that was played at the last Philadelphia Cycle Show. The Shelby Tube Co. had a life-size figure of a man made entirely of tubing. It stood on a wooden pedestal, and in one of its tubular hands held a long spear, one end of which rested on the floor. The whole thing was very neatly done, and was the central attraction of the company's very tasty display.

"However, about the middle of the week, some wag conceived the idea of turning the man of steel to some account; so, buttonholing a prominent manufacturer, he poured into his ear a tale of the sayings and doings of a certain Mr. Gus Tubeman. This imaginary individual had circulated the report that the manufacturer was using nothing but castings in his frame connections, bought a cheap grade of gas pipe instead of seamless tubing as advertised, underpaid his mechanics, misrepresented his goods, and in short was doing everything possible to cheat the public. In this way the manufacturer was worked up to a terrific rage, and, listening to the voice of the tempter, got a revolver and immediately started, accompanied of course by his friend, to look up the man who had circulated the reports. The favored few were let into the game, and after several trips about the building, the astonished would-be assailant was gravely introduced to 'Mr. Gus Tubeman, of Shelby, Ohio.'

"The effect can be imagined, and it cost a nice little wine supper to keep the joke quiet.

"Once started, the victims came fast and furious, large and small, and many were the people who made the acquaintance of the Shelby man. Let an excited individual walk along an aisle, with a consoling friend whispering advice in his ear, and booths were deserted by the many attendants, and by the time the poor man pulled up in front of Ned Oliver's stand the crowd had usually swelled to massive proportions.

"Unwittingly the remarks attributed to Gus Tubeman often came very near the truth. In one case, for example, a well-known western manufacturer indignantly denied that he used castings for his frame connections, but admitted that the bottom brackets of his wheels were made from castings, although he always advertised that they were forgings.

"And so it went. The sayings of Gus Tubeman became by-words, and the effects of the joke lasted for years. Even to this day the story forms the theme of many discourses when the old-timers get together, and it is not an unusual occurrence to find that they all had an introduction under similar conditions."

"The good old days!" and the Meditator relapsed into that reverie the symptoms of which brought hopeless looks from the crowd, for each one knew what was coming; but it was long after 12 o'clock, some of the lights had already been turned out, and the attendant was moving about the Haunt in a hintful manner suspicious of closing, giving them a chance to forego listening to the oft-told stories of the good old days.

FELL INTO BOILING WATER.

TORONTO, CAN., Jan. 13.—An awful fatality occurred at the new Canadian factory of the Cleveland Bicycle Co., at Toronto Junction, last week, whereby a young lad named John Carroll, aged seventeen, lost his life. Carroll's duties consisted of passing iron tubing through a vat of boiling water, and in some unaccountable way he fell head first into the vat. The poor lad was pulled out as soon as possible and sent to the hospital, chloroform being administered to relieve his terrible agony. The unfortunate fellow succumbed to his injuries the same evening. The sad accident cast a damper over the workmen employed by Lozier & Co.

A combined smoker, circus, and cake walk was given by the Wanderers' Bicycle Club at the Auditorium on Tuesday, the 7th inst., and the large building was crowded with over 2,000 wheelmen and their friends. The programme was decidedly the best ever presented in this city at a similar entertainment. The Wanderers' Bicycle Club includes among its membership several of our best musicians, and a first-class orchestra, consisting of such members was present, attired in the costume of the Hungarian Ladies' Band. The selections were vociferously applauded. The chief feature of the evening, however, was the cake walk. Sixteen representatives of the various city clubs participated, attired in grotesque costumes. The evolutions of the dancers beggars description.

As the Wanderers lost nearly $200 on the national circuit race meet last season, it is gratifying to know that this deficit was more than wiped out by the successful performance of last week, while the entertainment made everybody present feel under an obligation to the enterprising club for a most delightful evening. The audience cast a specially prepared ballot on leaving the hall, the result of which was that the St. Alphonsus Club was declared the winner of the six-story cake, which was beautifully decorated with the emblems of all the city clubs.

ADAMS SUCCEEDS MILLER.

SPRINGFIELD, MASS., Jan. 13.—L. H. Adams, for many years treasurer of the Springfield Bicycle Club, has been elected president of the club in place of D. Edward Miller, who declined a re-election. The cash receipts of the club for the year were $14,348 of which $1,314 was profit from the tournament. There is a balance on hand of $1,642. The club has $12,000 of property and is stronger than ever before, numerically, socially, and financially. The club boasts that it gives more privileges for $12 a year than any other club in the country.

Seventy-five Millions

—75,000,000—

quite a large number.

There are not this many bicycle manufactories in the world making really good bicycles.

Still there are several.

Ours is one of them.

Has been for many years.

Neither are there a great many good, meritorious forks—but a few.

The Sterling Fork is one of them.

Easily distinguished from all others—the truest fork that you will see.

Our new catalogue tells all about it.

Now ready.

STERLING CYCLE WORKS,

General Offices,

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Pacific Coast Branch,
314 Post Street, San Francisco, Cal.

Schoverling, Daly & Gales,
302 Broadway, New York City.

Chicago Retail Department,
274 Wabash Avenue.

Dame, Stoddard & Kendall,
374 Washington Street, Boston, Mass.

Some Representative Dealers:

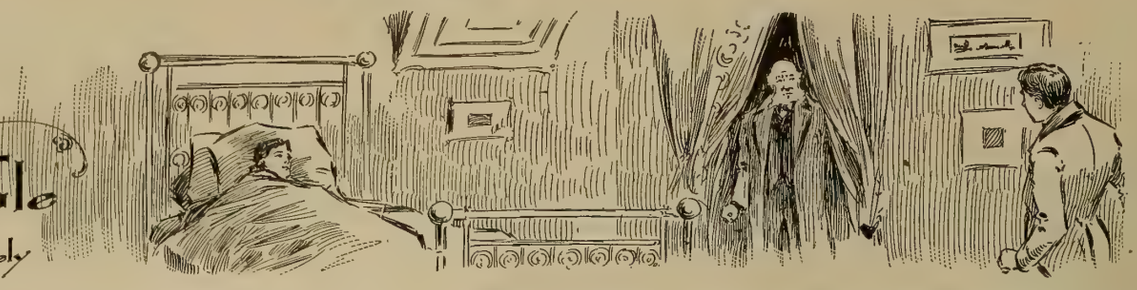
Burtis & Zimmerman, State Agents, New Jersey,
Euclid Cycle Co., Cleveland, Ohio.
Jackson Cycle Co., New Orleans, La.
Gerwing-Hilton-Kennedy Cycle Co., Denver, Colo.
Reuben Woods Sons Co., Syracuse, N. Y.
Minneapolis Cycle Co., Minneapolis, Minn.
Salt Lake Cycle Co., Salt Lake City, Utah.

New York Cycle Show, Spaces 136, 137, 138, 139.

The Bearings
The Cycling Authority of America

An Everday Tale

By Edith Stokely



I was born to the name of Smith. Whatever may be my other failings, I am not lacking in moral courage, and I may therefore add that my full name is Washington Irving Smith. Under this bushel the light of my fortunes has feebly winked and glimmered for a period of thirty-three years until I am at last compelled to give my story to the world.

In the beginning there was the village schoolhouse that sheltered the heads of no less than seven Smiths beside myself. The schoolmaster was a nearsighted man, with a bristle of red hair encircling his face from crown to chin, and whenever his ears heard what his eyes could not see he would call out in his most insinuating tones, "I see you, Smith! Don't for a moment suppose that I have not had my eye on you for the last half hour. Be very careful, sir; very careful, indeed."

Of course it didn't always hit the mark, but the master was an adroit man, and he calculated to a nicety that it would hit it eight-nineteenths of the time, as eight of the nineteen scholars were Smiths. Then, if the disturbance still went on, he would take off his coat and flog one of the Smiths to convince the rest of the school of the perfect correctness of his opinion. At the same time he always took the precaution to announce, "There is another person in this room to whom I hope this will be a warning. I have had my eye on him all day, and I shall not spare him much longer."

But I will do the master the justice to say he flogged us eight fellows in honest rotation. My turn came about once a week, and I never by any chance suffered for more than one-eighth of the transgressions of the whole school unless one of the other Smiths happened to be sick.

After I left school I went to work for a man who kept a general store. He also had a wooden leg. I am convinced his old leg had had a cloven hoof on it, and he had purposely done away with it to conceal his identity. No one but the old Harry himself could have designed and executed such exquisite torture as he prepared for me. When young ladies upon whom I was anxious to make a good impression came into the store, he of the ex-cloven hoof would interrupt my gallant speeches with "Washington Irving, get a pail of water and a bar of soap and scrub up this floor. You're getting $3 a week here, young man, and you've got to hustle around and earn it."

I stayed with him several months for the single purpose of laying bare his identity and turning him over to the proper church authorities. But he was too sharp for me. Indoors he always wore a black skull cap that covered up his sawed off horns, and finally, as I couldn't catch him, and I was not at all sure that he might not catch me, I packed up my belongings and cast my fortunes with the tide of Chicago.

I liked Chicago. She had a way of hurrying and jostling the Hancocks and Van Rensaelers just as much as she did the plain common Smiths, and vice versa. And then one day I met a young lady with whom I fell in love on the instant, and, so thoroughly was I imbued with the Chicago spirit, in three weeks this adorable girl had promised to be mine.

For a time I lived in a most ecstatic state of mind. But a few days before the day set for our marriage came a brief note saying all was over; that she had decided she could not take the name of Smith, not if it were gold plated and studded with jewels of fame. I sought her presence and a stormy interview ensued. She firmly refused (and for the same reason) to be even a sister to me. In the blackest despair I strode straight from the house to a bicycle store and bought a wheel. I was reckless, but I wished to end my troubles in a way that my life insurance company could take no exception to. In apparently the best of spirits I also purchased a full cycling suit, printed my hated name on a conspicuous part of my clothing, and sallied forth to court death.

Within ten minutes I discovered to my astonishment that my wheel was behaving very nicely. I certainly rode very well for an inexperienced person, and a certain rosy interest began once more to pervade human affairs. At this very moment a horse and phaeton loomed up not a rod ahead of me. A pretty girl in a white gown and a broad hat was driving. Common politeness, if nothing else, urged me not to make this girl my executioner. But my changed resolutions came too late. There was a crash, a splintering of wood and rending of harness, a girl's shriek and the outcry of people, and then, as the astonished horse rolled over upon me, all became oblivion.

This all happened on Tuesday. On the following Monday I opened my eyes feebly and found Braggs sitting beside me. You don't know Braggs. I have forgotten to mention him before, but he was a friend of mine. "Smith," said he solemnly, as soon as he noted my returning consciousness, "you're done for, old fellow. You're likely to die any minute. Is there anything you'd like to say before you go? Place of burial, style of funeral, anything of that kind? I'll take it all down, word for word. Don't be backward, old fellow. Glad to help you in any way."

Then I was not dead! I blinked feebly at Braggs, sitting at my bedside, notebook and pencil in hand, but to have saved my life I could not remember who or what I was, or how I came there. Only—I was not dead.

"Now, there is a little matter of a headstone," went on Braggs, encouragingly. "You might commence on that." He made a rough draught of a tombstone on his paper and continued brightly, "Would you like your full name on it—Washington Irving Smith?—pretty long for one line, I think. Or Washington I. Smith? Or perhaps as your friends knew and loved you—just plain Wash Smith? It's odd and taking. Sounds a little like a Chinese laundry, though."

I sat fairly and squarely up in the bed. I was now thoroughly aware of my identity and what was expected of me, but I had first a duty to perform. "Braggs," said I, "get out of here!" He opened his mouth, either in remonstrance or astonishment, but I reached for a six ounce medicine bottle and he went. I watched the bottle as it dashed out its contents not an inch from his head, and then, with a sigh of satisfaction, slipped back on my pillow and fainted.

After this, in the rare intervals in which I was conscious, a sweet-faced girl sat often by my side. I knew her for the same who had driven the horse and phaeton on that ill-fated day. Largely through her gentle ministrations I was coaxed back to health and strength, but long before this I had convinced myself that the romantic little episode of the past had been nothing more than the hallucination of a bad dream. *This* was the girl I loved, this girl who sat by my bedside in fleecy gowns, with the sweet serious face. I think she must have known the state of my feelings. No doubt I had told her over and over again in my moments of delirium. I may even have revealed to her that my name was Smith—Wash Smith, but she still sat there, smiling and blushing and protesting that she had done nothing whatever for me, that she was even amenable to the law for driving over me. Every day she came for an hour, sometimes alone, sometimes with her father. The old gentleman was particularly affable. I think he was afraid of a suit for damages.

Braggs said it was the most interesting thing he had ever heard of in his life. (He had forgiven the little episode of the medicine bottle.) Said it went just like a novel. He had never happened to see the young lady, or her father either, but that had no effect on his enthusiasm whatever. "And the next chapter in the novel, Smith," he said, poking me in the ribs in the most delightful manner, "you will be getting married. You can't deny it. Come now, can you? And, by the way, what are you going to do with the bicycle? It didn't get a scratch, you know, in the smash-up."

"I'll tell you what I'll do, old fellow," he rattled on, slapping his hands upon his knees in an excess of jubilance, "I'll raffle it off for you. There's a new way. Say you sell 200 tickets, the prices to vary from one penny to $2 per ticket. Shake 200 slips of paper bearing prices from 1 cent to $2 in a hat, ticket holders to draw in the sequence in which they have secured their tickets. Each ticket holder pays for his ticket exactly the amount printed on the slip of paper he draws. It's very popular, I assure you, and you'll get every cent your bicycle is worth. I'll go about it this very day if you say so."

I thanked Braggs warmly. He really was a good fellow. The next evening he dropped in to tell me that fifty people had already put down their names for tickets. "They're going like hot cakes," he said, in high glee.

"There's one old duffer spoke for five this morning and came back in the afternoon to get five more. By tomorrow night there won't be a ticket left."

The next noon 150 had been sold. "Lots of people have taken six," said Braggs enthusiastically; "and the old duffer came after five more. That makes fifteen for him. Won't there be wailing in Egypt if that bicycle doesn't go his way, though?"

Saturday morning the wheel was raffled off. I was not able to attend, but Braggs came in after it was over, his face beaming with pride and delight. "There, Smith, is your money," he said, depositing a heavy bag with emphasis on the table. "The bicycle went to a newsboy who paid just 28 cents for the favor."

"Keep half the money, Braggs," said I imploringly. "I can't begin to pay you for your kindness, you know, but—"

"Not a cent, not a cent," said Braggs loftily, tipping back luxuriously in his chair. "I'm only too glad of the privilege. You should have seen the heavy bondholders, though! The old duffer, now—well, didn't he kick up a row! I all but knocked him down. He shook his cane in my face and told me the affair was a fraud from beginning to end; that my sick friend, Mr. Smith, was a myth; he knew from the first I had stolen the


Ahead of Time.
Monarch Bicycles
are fast.
Monarch Cycle Mf'g Co.
CHICAGO
New York, San Francisco, Toronto.
TRADE MARK


TRADE MARK

THE FAMOUS
CRIMSON
RIM

Syracuse Bicycles

may be seen in all their wonderful beauty at

Spaces
47 = 48 = 49 = 50
New York Cycle Show.

Here on exhibition will be the much-talked-about and greatly admired Crimson Rim Bicycles which created such a furore at Chicago.

WISE BUYERS CHOOSE FAST SELLERS.

Manufacturers:

SYRACUSE CYCLE CO.,
SYRACUSE, N. Y.

Western Agents:
A. F. SHAPLEIGH HDW. CO.,
St. Louis, Mo.

TWO TOURS
Around the World

to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.

Waverley BICYCLES.
Best Quality Throughout

Waverley BICYCLES.
Lead the World

Waverley BICYCLES.
Have No Equal

Waverley BICYCLES.
Always Perfect

WILL YOU BE AMONG

FOR PARTICULARS
INQUIRE AT
OUR
CYCLE SHOW
BOOTHS
OR
WRITE TO US.



Do not fail to get one of our '96 catalogues.
It will interest you.....

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AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.

Waverley BICYCLES.
Best of All High-Grades

Waverley Bicycles. Built for Safety

Waverley Bicycles. Half Nickel Front Forks

THE FORTUNATE ONES?



FOR PARTICULARS
INQUIRE AT
OUR
CYCLE SHOW
BOOTHS
OR
WRITE TO US.

INDIANA BICYCLE CO., INDIANAPOLIS, IND.

Waverley Bicycles. Best Made

Waverley Bicycles. Easy Hill Climbing

TWENTY TRIPS
Through Europe

COVERING THE PRINCIPAL CITIES
to be given as
Prizes to Waverley Agents
in 1896.
ALL EXPENSES PAID BY US.

Waverley Bicycles. One Price to all

Waverley Bicycles. Correct Tread

Waverley Bicycles. Easy Running

Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

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THE BEARINGS OF CYCLING AUTHORITY AMERICA

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ALL EXPENSES PAID BY US.

Waverley Bicycles. Best Quality Throughout

Waverley Bicycles. Built for Safety

Waverley Bicycles. Half Nickel Front Forks

WILL YOU BE AMONG THE FORTUNATE ONES?

TWENTY TRIPS

Through Europe

COVERING THE PRINCIPAL CITIES

to be given as

Prizes to Waverley Agents

in 1896.

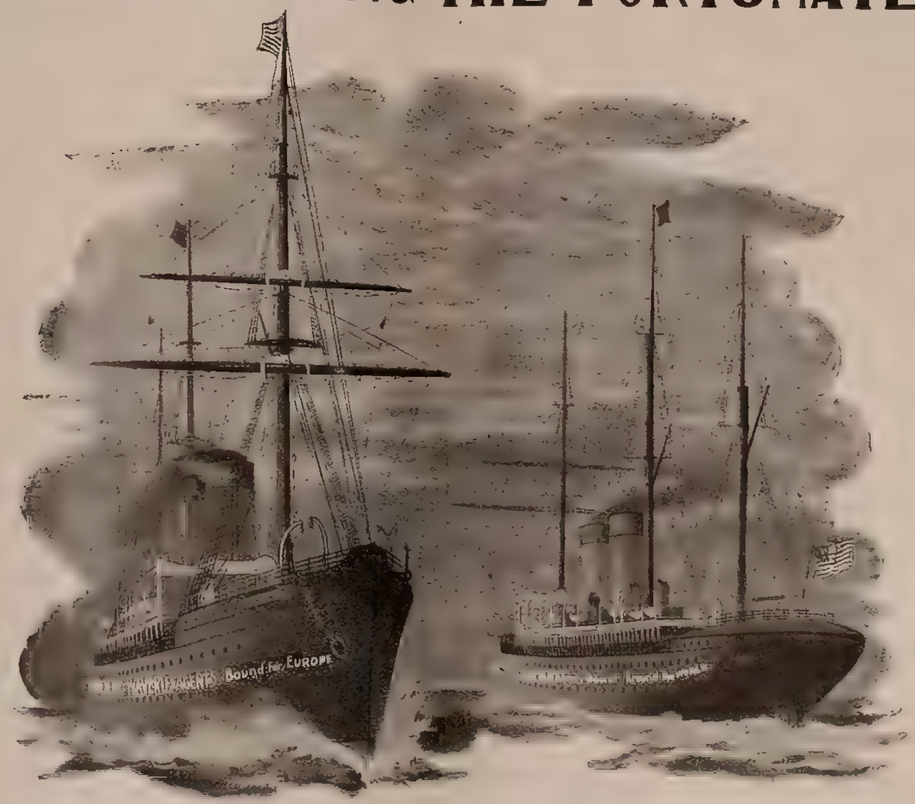
ALL EXPENSES PAID BY US.

Waverley Bicycles. Lead the World

Waverley Bicycles. Have No Equal

Waverley Bicycles. Always Perfect

FOR PARTICULARS INQUIRE AT OUR CYCLE SHOW BOOTHS OR WRITE TO US.



FOR PARTICULARS INQUIRE AT OUR CYCLE SHOW BOOTHS OR WRITE TO US.

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THE DUNLOP

DETACHABLE TIRE

is so simple that even a dainty young girl requires no other tools to repair it than



HER HANDS.

It is simplicity itself and requires no complicated tools or appliances to effect a repair by the roadside.

To be had, at no extra cost to the rider, on all the best bicycles.

The American Dunlop Tire Co.

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Send for our new catalogue.

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wheel, and a lot more stuff. The funny part of it was, the fifteen tickets he held cost him over $13. Smith, old fellow, I would have given a fortune if you could have been there long enough to have enjoyed having that cane shaken under your nose."

"I only wish I might," I said, in well simulated tones of regret. "I'd have knocked him down sure, Braggs; I know I would."

There was a hand upon the door knob, and I rose hastily to welcome the queen of my heart and her father, and hastened to introduce Braggs. But what had come over Braggs! He was pale and staring as the ghost of Hamlet's father, and he raised his hand in the same awful ghostly way, ejaculating, "It's the old duffer!"

And the old gentleman! He was red and choking to apoplexy. "I see it all, I see it all," he was stammering incoherently. "The sick friend, Mr. Smith—a nice brace of sharpers—cajoled $14 out of my pocket. But you'll not do it again, sirs, no, sirs, I'll deliver you up into the hands of the law, sirs."

"But consider, my dear sir," I implored desperately, "Mr. Braggs may have more sick friends than one, even more than one by the name of Smith, I beg you to consider."

"Answer!" said the old gentleman, turning fiercely to Braggs. "How many sick friends have you answering to the name of Smith, and owning undesired bicycles?"

"Seven!" said Braggs promptly, with a sudden return of animation.

"Come," said the old gentleman implacably to his daughter, and they swept out. This is all of my story. I have never seen them since. But there is a lasting feud between the houses of Smith and Braggs.

PROFESSIONALS NOT PROVIDED FOR.

PHILADELPHIA, PA., Jan. 13.—Notwithstanding the fact that the Racing Board assumed control of professional racing last year, that body has compiled its list of amendments and suggestions without making any recommendation for the abolishment of Class B or the admission of professionals to membership. This action is to be deplored, and it is to be hoped that the rules and regulations committee will bring the matter up.

Chairman Gideon was interviewed on the matter by THE BEARINGS man last week and in answer to a query said that the question was not within his jurisdiction. "It is a matter that should be brought up by the rules and regulations committee," he said. "Personally I am in favor of two classes, namely, amateurs and professionals, but think that if the latter are admitted to membership Class B should be abolished. If professionals are admitted, then it might do to do away with Class B. Otherwise the continuance of Class B is necessary. The riders in this class are not amateurs by any means and I am in favor of styling them 'trade professionals' or something to that effect, if they are not done away with."

Gideon Favors the Change.

Mr. Gideon's views conform exactly with those of THE BEARINGS and he recognizes the fact; although not thinking he would be justified in making such such a recommendation in his present position, he would gladly welcome the change, as it would put racing on a much better basis, eliminate corruption to a great extent, and in addition to lightening the work of the board, would do away with much additional expense. Chairman Gideon is not the only man in favor of two classes, in fact every wheelman spoken to on the subject by THE BEARINGS representative since last summer heartily recommends such a move.

In his interview Mr. Gideon also spoke of the suggestions that had been made. "The fee of $25 that it is proposed to charge for a national circuit meet is not an exorbitant one," he said, "and if we were to raise the amount charged for sanctioning ordinary meets scheduling more than two events, from $2 to $5, the employment of an official referee to follow the circuit would be possible, in addition to paying the expenses of the Racing Board. All the suggestions we have made are very conservative, the object being to bring the subject of racing more than ever before the National Assembly."

The New Wood Track.

The recently completed half-mile wood track at Point Breeze will no doubt be the scene of many recork-breaking attempts just as soon as the weather will permit. Experts have predicted fast time for this course, and, although the weather has been unfavorable thus far, local men have succeeded in reeling off some fast miles. Starbuck, the fast professional, and others of his class, have signified their intention of going for existing records. Thus far local men have been the only ones to ride on the track, and the advent of crackajacks will be watched with much interest.

Clinton Keniard, of the Phoenix Athletic Association of Phoenixville, Pa., established a new record between that city and Philadelphia, last Wednesday. He started from the Phoenixville postoffice at 10:43 a. m., accompanied by J. L. Blower, and finished at the store of the Pennsylvania Bicycle Co., in this city, at 12:17 p. m., having covered the entire distance in 1:35:00. This ride, in the face of cold weather and only fair roads, is very creditable, and beats the former record by one minute. The distance is between thirty-five and forty miles.

H. E. Maslin, of the Stearns company, arrived in the city in time for the opening of the show, but was taken sick at the Auditorium and was not seen at the show until Tuesday, when he was around for a short time.

DIDN'T KNOW HERRICK.

It was thought that William Herrick, of Morgan & Wright, was known from Portland, Me., to Portland, Ore., and from the north to the south, but one man has been found who did not know the genial William. That man is a member of one of the largest firms in the city of Chicago. Herrick walked up to the booth of the firm and was examining a wheel which they show exclusively.

"In the bicycle business, I suppose?" said the aforesaid member of the great hustling firm.

"Yes," said Herrick.

"Been in it long?" was the query, and Herrick gave answer, "Yes, a little while."

"Wheels?"

"No, tires," said Herrick.

"Who with?" came the question.

"Morgan & Wright."

"Well, now, see here," said the new man in the business, who did not know Herrick, "that is a good firm, and you just stay with them. They will treat you right, and you will come out all right in the end."

Herrick staggered down the aisle, and the last seen of him he was seeking the place of refreshment not far away.

Another story on the same lines comes from Sterling Elliott. The great advocate of hickory wheels was viewing the sights of the upper portion of the annex and came across the stand where the wheels are shown that are advertised to be "The outcome of the old Hickory." Elliott was interested and so expressed himself to the gentleman in charge, who is the maker himself, but new in the business. The maker went on and told Mr. Elliott all about the new wheel, and so fast did he talk that the ex-maker of Hickory wheels could not get in a word edgewise, let alone a whole sentence. When the gentleman had expressed his feelings regarding the future of the wooden wheel, Mr. Elliott found time to say, "I am Sterling Elliott." This should have been sufficient, but the reply staggered Elliott. "Glad to know you, Mr. Elliott; might I ask, have you ever been in the bicycle business?"

The candidate for the League presidency walked away in a very thoughtful mood and pondered over fame and its fleeting shadows. And such is fame!

Change of copy for February 6 issue must reach us by February 1.

Johnson's Medals.

Fifty of the best medals that John S. Johnson has won in his career on the path were on exhibition in the World booth, arranged on the front of one of Johnson's racing shirts. These attract general attention. Johnson has fifty more like these at his home in Minneapolis.



Miss Minnie Bridges, of the "Milk White Flag Co.," on her Syracuse.

Bearings
The Cycling Authority of America

THE Fowler TRUTH

VOL. IV. CHICAGO, JANUARY 16, 1896. No. 20.

Published every Thursday by
The Fowler Cycle Mfg. Co.
Makers of "Fowler" Bicycles.
Main Office and Factory,
142-148 W. Washington St., Chicago.
New England Branch, No. 8 Park Square, Boston, Mass.
New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

THE DAILY FOWLER TRUTH.

"Ye editor" is off on a long trip, and the country will know him better before his return to the editorial sanctum in Chicago. The DAILY FOWLER TRUTH attracted such universal commendation at the Chicago Cycle Show that requests came from all sides to continue the daily issues at the New York show. Believing that if a little is good, more is better, the announcement is now made that FOWLER TRUTH will be published daily during the New York, Denver, Philadelphia, St. Louis, and San Francisco shows, providing one is held in the latter city. We may not have in these places the sanctum we had in Chicago; we may not have the ladder and the pull-it-up-after-you style, but we will have a sanctum, and the paper will come out just the same. The issues may not be so replete with good articles; they may not contain the same amount of matter as the DAILY FOWLER TRUTH at the Chicago show had, but any shortcomings will be due to the lack of time to prepare "copy."

It had been the intention to issue the eight-page paper only at Chicago, and time was devoted before that great show to the preparation of a number of special articles. These were ready when the show opened, and had but to pass through the editor's hands and to the printer. We will have to call on our friends on the other papers for matter, but we know they will respond readily, as they did at Chicago. In the City by the Lake our newspaper friends—our fellow editors, if you please—came voluntarily to the sanctum, and for some of our brightest articles we owe credit to their willing pens. For these we give thanks, and it is not without the feeling that we are asking a great favor that we make the request for more. News is not scarce at the Cycle Show, be it in new York or be it in Chicago, but the enitor is the whole staff on FOWLER TRUTH, and it is hard to find time to hunt for good reading matter. But we will find it. The DAILY FOWLER TRUTH will again brim with good things.

THE FRAME TELLS THE NAME

"The Fowler"

THE NAME THAT'S KNOWN TO FAME.

THE FOWLER CYCLE MFG. CO.
142-148 W. Washington St.
CHICAGO.

OUR LITTLE JAUNT.

The offices of FOWLER TRUTH will be on the wing from this time on, and we shall claim New York, Philadelphia, Denver, St. Louis, and San Francisco, as temporary headquarters from time to time. Work will have to be done in all sorts of places. The eight-page daily edition will appear at each of these places during the cycle shows, and the Fowler sextuplet will be seen at all of them. The Fowler six-seater attracted the bulk of attention at Chicago. It was the first time that such a machine had been seen. The public was surprised by its evident strength. It is graceful in outline and the Fowler Truss Frame is greatly in evidence. Thousands upon thousands of people stopped to study that alone, both men and women, and we stopped counting the number before the show was five hours' old.

It would have taken a corps of clerks to count the number of people who asked questions about the wonderful pacemaking machine and about the Fowler wheels. During the week we had daily lectures regarding the wheel, but these would not satisfy the hungry seekers for knowledge, and man after man and woman after woman asked the same questions after having been told all about the machine—its gear, its weight, its length, and so forth. That sextuplet and the Fowler single wheels certainly formed the features of the show, and the freaks put up to attract attention did not come within the pale of such approval as was given to our attractions. They may have heavy men, they may have Indians, they may have bloomer girls, giant negroes, and a score or more other freaks to attract attention, but even with all in the same booth they would never draw the notice paid to the great six seated machine.

It was a wonder, and when the show finally closed on Saturday night, we found it necessary to break the connection that bound a host of spellbound people, who had been gazing at the wonder all the evening and wondering that such things could be. Our companion on all our long journeys will be the sextuplet, and we will still continue to call the attention of the public to the Fowler Truss Frame and to the wonders of the craft that made possible the building of so perfect a machine as the Fowler. This may be strong, but it goes, and if you do not believe so, ask any Fowler rider that you meet.

The editorial rooms at all the shows, will always be open to our friends. Call upon us and we will tell you more, and will extend the "glad hand" at all times.

Our old friends of the Quill Club Wheelmen—jolly fellows, all of them—are to entertain at the New York Cycle Show. The editor is still a member of the Quill Club, and rejoices in the fact. They are willing to extend the "glad hand" at all times, and we bespeak for all visitors to the show a royal good time, will they but give themselves into the hands of this club of royal entertainers.

TRADE

The Bearings has more than twice the circulation of any independent journalamong the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ADVERTISERS, PLEASE NOTE.

Copy for our issue of February 6, the first issue of the new form, should reach our office not later than February 1.

All advertisements, for which new copy or changes have not been received by that time, will be reset to new size - it is as easy to set new ads as to reset the old ones - and we hope every advertiser will take advantage of this opportunity to rearrange his advertisement.

You will confer a great favor on the publishers if you will immediately send in your copy for February 6 issue, so that our composing room will not be unduly taxed at that time.

Remember we will reduce, at our own expense, all special cuts of borders, fancy lines, etc. If we have none of your small cuts, kindly forward them to us at once.

THE NEW "BEARINGS."

The trade is still talking about THE BEARINGS' new form, and during the recent cycle show the following opinions were gathered, not one of them being against the change:

J. ELMER PRATT, of the Grand Rapids Bicycle Co., Grand Rapids, Mich.—It is my opinion that this is a movement in the right direction. It has been my hobby for several years, and in two instances I have tried to influence other bicycle papers to turn their papers into magazines. The more you think of this form the more points you will see in its favor, and whether we continue advertising with you or not, our opinion will remain unchanged. We will, however, state right here that you will hold our advertising patronage a great deal longer in the magazine form than you would in the other, and if some of the others do not follow your example we may be obliged to drop them sooner or later.

C. A. WRIGHT, of the Bostedo Co., Chicago.—We think that your change of form is a great advantage, and, as far as this company is concerned, it receives our indorsement.

F. A. HASTINGS, of the International Mfg. Co., Chicago.—The America begs leave to congratulate you on the good move.

H. O. SMITH, of the Indianapolis Rubber Co., Indianapolis.—This is something we have thought of a number of times, and we indorse your idea fully. We think you will have a magazine which will be of interest to others than the cycle trade, and will be more profitable as an advertising medium.

AUGUSTUS BRUNNER, of the Munger Cycle Co., Indianapolis.—We much prefer THE BEARINGS in magazine form.

FOWLER CYCLE MFG. CO., Chicago.—We must congratulate you on your "up-to-dateness" in leading all others in this matter.

W. H. EASTWOOD, of the Zenith Cycle Co., Binghamton, N. Y.—We are pleased with the idea of changing to magazine form.

H. A. DILL, of the Richmond Bicycle Co., Richmond, Ind.—The proposed size is much more easily handled and is more apt to be preserved. We are, therefore, perfectly willing to give our approval.

HARDEN SADDLE AND SPECIALTY CO., of Toledo.—We must confess that for style and size. it is simply elegant. Your paper may have grown smaller in size, but it certainly will grow larger in the estimation of your friends and the bicycle public in general.

JOHN G. WAY, of the Winton Bicycle Co., Cleveland.—You may consider us heartily in favor of the new idea. We are of the opinion that you can not possibly make a mistake in taking this step. We think that it will result in general satisfaction all around.

C. L. PEPPER, of the Spaulding & Pepper Co., New York.—We think your proposed change in size is right, and that the paper will be more convenient to handle in the new form than the present size.

H. E. CORBIN, of the Plymouth Cycle Co.—We think the idea a good one, and have no doubt but that you will make a grand success in your new departure.

GEORGE H. THAYER, of the Indiana Novelty Mfg. Co.—We strongly approve of your proposed change. We feel like congratulating you upon the great improvement which the size of your paper inaugurates.

DAVIS SEWING MACHINE CO., of Dayton, Ohio.—We are very much in favor of this change, and congratulate you on the progressive movement, which will certainly prove a benefit to you. We believe that you may put us down as entirely in favor of the change.

J. WALTER THOMPSON, Magazine and Newspaper Advertising, New York.—I do not think there is any question but that both advertisers and subscribers will like the magazine form better than the old form. It ought also to open your columns to other business outside of the cycling trade.

H. A. LOZIER & Co., Cleveland, Ohio.—We unhesitatingly express our opinion that we think the new form will be far more concise, convenient, and up-to-date. Cycling papers in their present form are bulky and inconvenient to handle. We shall welcome the new form as far more convenient to file and better for reference. We have not the remotest doubt but what the change will be generally acceptable, and that your move is in the right direction, and will find followers at a later date.

CENTRAL CYCLE MFG. CO., Indianapolis.—We heartily commend the improvement. The paper under the new form will not only be more attractive and readable, but will largely increase its value as an advertising medium.

J. D. LASLEY, of Davidson & Sons, Chicago.—The new style of BEARINGS is all right. We are pleased with it, and hope that you will make a success greater even than with your former paper.

W. W. SHOE, of the Star Nickel Plating Works, Chicago.—I approve of the change, as it will make the publication more a matter of reference, and secure thereby greater permanency of display in advertising.

MCKEE & HARRINGTON, New York.—To say that we are favorably impressed with THE BEARINGS in its new form, does not express our appreciation of it. The paper, style, and illustrations would do credit to a high-class monthly magazine. It is certainly much better as an advertising medium, for who every destroys a magazine? A magazine passes from hand to hand, until worn out. It will be thus with THE BEARINGS.

R. M. JAFFRAY, business manager of the *Referee*, Chicago.—I shall watch the career of the new paper with a great deal of interest. I think the change is a good one.

W. J. MORGAN, *American Wheelman*, New York.—It is a good change in my opinion and I do not see why it should not be successful. It is a radical departure from the regular style of weekly cycle papers of the first-class—of the four leaders I mean—and may mean a revolution among them. It is artistic.

R. G. BETTS, the *Wheel*.—I like it.

JOHN MCDOWELL, of Union Cycle Mfg. Co., Boston.—Hello, well, well, that is a good idea and should be successful. It is fine and I like it.

FENTON S. FOX, of *Bicycling World*.—I like the change, of course I like it, and can say that it will be a success. The magazine form is all right.

FRANK RIGGS, of E. C. Stearns & Co., Syracuse.—That is all right and will make a good impression from the outset. It is artistic and makes the handling of the paper an easier matter.

H. E. MASLIN, of E. C. Stearns & Co., Syracuse—I like that, and I must commend Mr. Van Sicklen on the change. It will make the paper even more popular than at present.

JOSEPH GOODMAN, of the *American Cyclist*.—It is all right.

C. A. BENJAMIN, of the Barnes Cycle Co., Syracuse.—That's all right, a good move, and it will go with a rush and make the paper more popular than ever.

E. H. WILCOX, of Iver Johnson's Arms & Cycle Co., Fitchburg, Mass.—I like it, and can say that it will be popular. It is a change that has long been needed since the cycle papers grew so bulky. It will be handier to take care of and easier to carry.

B. H. CHAPMAN, of the Columbus Bicycle Co., Columbus.—Go ahead, that is the right move and will be popular.

THE UNION IN CHICAGO.

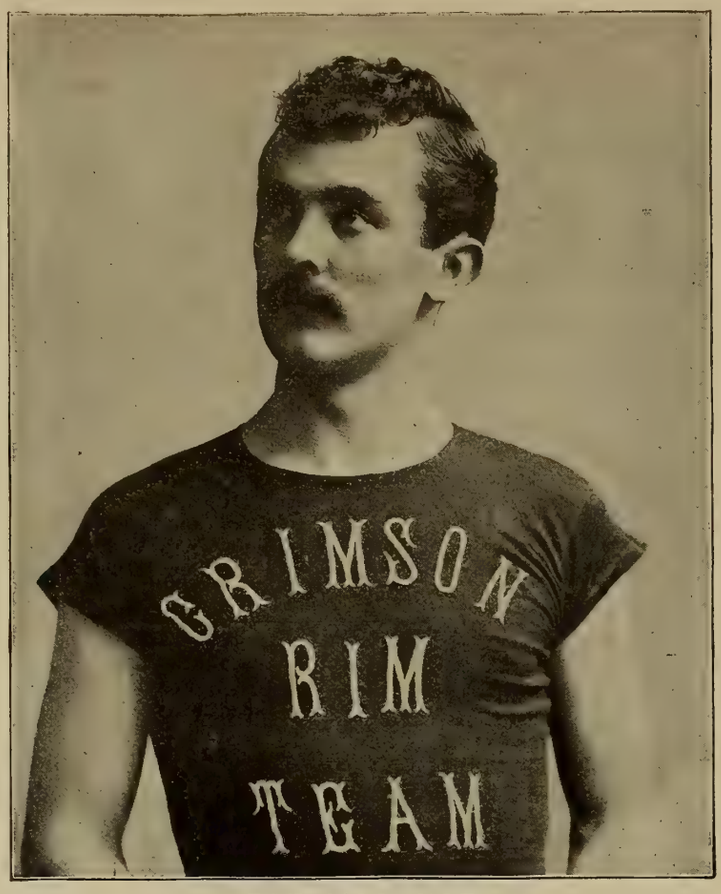
H. C. Tillotson, western manager of the Union Cycle Mfg. Co., of Boston, Mass., has succeeded in interesting the Hub, of Chicago, in the Union line. The moving spirit and proprietor of the Hub, Henry C. Levi, a gentleman of varied business interests, and one of the few men to come to the rescue of the administration on the bond issue, is enthusiastic in regard to the outlook for the sale of the stanch and reliable Union Crackajack. Mr. Levi realizes the high-grade standing and character of the Union; in fact, the standing of the Union company was the principal factor in inducing Mr. Levi to enter the bicycle business. It must not be omitted that the selection of the Union Crackajack was made after a most careful canvass of the Chicago show. Mr. Levi had countless opportunities to buy at ridiculously low prices, but price to him was a secondary consideration, as his sole desire is to enter the business on a strictly high-grade plane. Mr. Levi has shown his shrewd conception of the fitness of things in securing the services of J. C. Nichols, a gentleman long and favorably known in the retail bicycle business in Chicago. If the knowledge of the business possessed by Mr. Nichols, coupled with the well-known enterprise of the Hub, counts for anything, we can bespeak a successful year in advance. The old Union riders of Chicago will be pleased to know that the agency of the Union is in such reliable hands. A substantial order (way up in the hundreds) has been placed by Mr. Levi.

The Indiana Chain Co.

In the last issue of THE BEARINGS a page advertisement of the Indiana Chain Co., Indianapolis, was set up to read "Indianapolis Chain Co." Owing to the great number of advertisements which were incorporated in this number, and to the press of cycle show news, the mistake was overlooked until the edition came from the press. We take this opportunity to make the correction.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



PAT O'CONNOR.

Pat O'Connor has plenty of nerve, a good eye, a clear head. He needs 'em. All through 1895 Pat's chief occupation was one in which these qualities earned for him the slight stipend which good Class B men are supposed to receive, and at the same time preserved intact his neck and the necks of his companions. He was steersman of a big record-breaking "quad," and anybody who really knows anything about a "quad" has as much respect for it as the small boy has for the hook-and-ladder wagon. Pat O'Connor is grit clear through. At Minneapolis, Octo er 2, he won a competition half mile in :55, and practically unpaced at that. During the season he has ridden the Syracuse. He may go to Europe with "Me and Honnie." Wherever and always he uses Morgan & Wright tires.

When you are away ahead of the ruck, with the tape just ahead, while there is no use in being careless it is just as well not to be worried. We know that the "good" tires give the least trouble and the most comfort to the most people (any dealer who has been in business a year will explain what that means), and are busy keeping the house beautiful and attending to the wants of our customers, rather than staying awake nights wondering what our friends, the other tire makers, are up to. If John ———'s tires happen to have won a nice series of races, we are glad of it. John has worked hard and deserves considerable success. Just to satisfy a casual curiosity, the winnings of 100 riders of M. & W. tires, during '95, were looked into the other day. The riders were selected absolutely at random. One hundred riders won 333 firsts, 338 seconds, and 216 thirds, or 60 per cent of all the firsts in all the races they entered and secured places. All this outside of the national circuit.

MORGAN & WRIGHT,

CHICAGO.

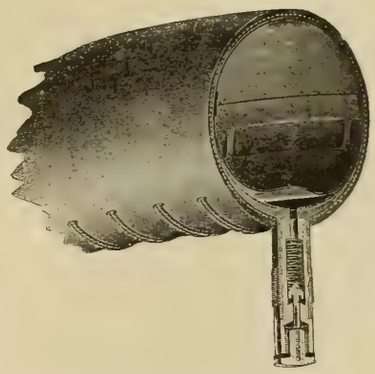
MORGAN & WRIGHT TIRES
ARE GOOD TIRES

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WHAT THEY SAY

Nearly 7,500 miles and still good.



A. Rauh, Chicago, paralyzed in the left leg from knee down, and having the use of one pedal only, weighing 130 pounds and carrying 28 pounds of baggage, rode one set of Morgan & Wright tires on a Stearns bicycle 7,356 miles, as follows: "The tires were put on the wheel May 25,1895; they are road tires, A style. I left Chicago and crossed the states of Tennessee, Georgia, Alabama, Mississippi, Kentucky, Illinois, Missouri, Kansas, Colorado, and Iowa. The road from Washington, Mo., to Jefferson City was over broken rock railroad ballast, distance 74 miles; Rock Island to Chicago, over coarse gravel and 16 miles of rock. I rode over 92 miles of the famous corduroy road in southern Illinois and Missouri. The roads in the southern states are all red clay, and are rough, rocky, and hilly. I rode one set of tires and made all the repairs on same to date. The tires are still on the wheel, and are good for a few more thousand miles. I had very few punctures. The quick-repair outfit worked remarkably well, and I easily fixed what few troubles I had with my tires. I finished the last 85 miles with one pedal. The road flint is bad in the south, and very hard on tires, but M. & W.'s are O. K., and come through all right."

Quick remedy in an emergency.

F. P. Hills, Buffalo, N. Y., writes: "Am very much pleased with the quick-repair tires. The quick-repair feature is fine because it is simple and a quick remedy in an emergency; a strong and reliable substitute for the weakest point in the bicycle. You are to be congratulated."

This dealer knows.

Geo. N. Petrie, 685 Seneca Street, Buffalo, N. Y., writes, under date of December 20, 1895: "I will not need any more information on your '96 tires; the card hanging in my shop tells the story."

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES
MORGAN & WRIGHT TIRES ARE GOOD TIRES

AFTERMATH OF THE SHOW.

Ninety Thousand People Visit Tattersall's—Exhibitors all Declare the Affair a Huge Success.

The Chicago Cycle Show closed last Saturday night. It did not close in a blaze of light, for the electric lights failed an hour and one-half before the close. The electrical decorations of the exhibits made light enough, and became all the more prominent as the closing hour came. Ten thousand people in the building stayed to the last, as though loath to leave so attractive a place. The exhibitors lolled around their booths, tired and unwilling to begin the work of packing up. Rest was what they wanted, and the last evening was largely rest. The souvenirs were gone and none could be given out. Requests were denied and visitors ceased to ask for them toward the end, except it might be for the more valuable of the souvenirs, which had not been distributed so freely.

Packing Up the Exhibits.

There was no packing up of exhibits until after the close, but many stayed to do the work after all the visitors had gone. A few exhibits were closed and ready to be moved before their caretakers left the building. Others waited until Sunday morning, and still others until Monday morning, but all were out by Monday night. The exhibits that went to New York had to be started early on their long journey. Many went to Denver direct from Chicago, the makers having something new for the New York show.

No One Thought of the Ice.

During the packing and removal of the exhibits the building again took on the cold and draughty atmosphere of the opening days, and exhibitors stood around in heavy overcoats, and ever and anon blew impatiently on their fingers. The doors were continually being opened and closed to allow of the removal of goods, and this kept the building as cold as the outer air. In the opening days of the show, and at the time when the preparations were in progress, much of this cold was blamed to the ice under the floor, but in the closing days the ice was forgotten. The myth had been exploded, and exhibitors admitted that they were wrong as to the location of the trouble. Had it not been known at the opening of the show that there was ice under the floor, no one would have complained.

The Building too Warm at Times.

During the week of the show the building could not have been warmer, and many complained that it was too close and warm. The crowds in the building made it close, and the heat thrown out by the steam and hot air pipes gave the atmosphere a humidity that at times was uncomfortable.

The cycle show was a very prominent success. The attendance was over the 90,000 mark. The largest paid attendance was on Friday night when 11,000 people paid at the door. The discrepancy appears in the great number of makers, employes, and club delegations, these having special tickets at reduced rates. The makers sent every employe to the show at least once, and many gave two and three tickets for the week to each employe. The clubs turned out almost complete membership, and these delegations filled a lot of space and made a lot of noise, too much noise sometimes. Friday evening was

The Banner Night of the Show.

Every stand was full of people who begged to come in out of the crush and pandemonium reigned all the evening. Reports of this crush, going out in the morning papers, affected the attendance of the last night, and there were thousands of people who did not see the show for the reason that they put it off until the last night, and then stayed away when they found everything was so crowded and uncomfortable. A building twice the size and a show running for a week longer, would not have accommodated the people of the city who seemed to take to the idea of a cycle show as a duck takes to water.

The Profits Can Not be Figured.

Profits can not be figured at present, but it is said that the entire profits of the week will not amount to over $30,000 and half of this goes to the Cycle Board of Trade and half to the promoters. Taking this as a conservative estimate, and the figures are given by men on the inside, the promoters of this great exposition can readily be seen to have taken a great risk in promoting the show under the great expense that they did. Had a very few days been really bad weather, such as Chicago is very apt to suffer from at this season of the year, had one day been rainy or had any one of a half-dozen things happened, the profits would have been nil.

The Show was a Success.

In a trade way the show was a success. Exhibitors said they had done business that would more than pay for the show, and the conservative ones declared that the missionary work done would pay the expenses time and time again. Of course there were those who were disgruntled, and who did not feel that the outlay was warranted by the business that could or would be done. These were the makers who had sold their outputs or whose traveling men had to be called in from all over the country for the show. A careful line of thought on the part of any maker will convince him that the general good to the business is not to be computed in dollars and cents. The missionary work of the show will figure into the thousands in the general good to the trade.

Tattersall's was the Best Building Obtainable.

Criticism has been made regarding the building. Eastern papers have spoken of it as a barn-like structure and the like. These criticisers should recall that the building in which the show was to be held fell and could not be rebuilt in time, that the buildings in which the show was held last season were far too small, and that the Tattersall Building was the only structure in the city of Chicago that was large enough. They should also remember that this building was only placed into shape after an expenditure of an immense amount of money, and that everything was done in the best possible style under the circumstances. The building really looked attractive when completed and ready for the show. The Clark Building was secured to give those who could not secure space in the main building a chance to exhibit. But of what use to argue? The exhibitors were satisfied.

Sickness Did Not Materialize.

The sickness that was predicted for the early part of the show did not materialize, and the exhibitors had no more than the ordinary amount to contend with. Some were sick, to be sure, but in many cases this sickness can be blamed to other sources.

The show has advertised cycling to an extent that can not be appreciated, and it has also advertised Chicago to as great an extent. The amount of space in the daily papers that was devoted to the show, would form an interesting item, but can not be given here. The advertising was broadspread, and the general good to the sport will be far-reaching, through its bringing to the attention of the daily press the immensity of the sport, which has grown up around the country, and the vast number of people who are interested in cycling matters. As the result of this show alone, it is given out that two of the largest of Chicago's daily papers will devote a page a day for the coming season to cycling matter. This benefits cycling to an inappreciable degree. Visitors from abroad were among the many thousands, and the hotels have not been so crowded since the days of the World's Fair. The Coliseum will be available another year, and then will be seen the grandest building and the grandest show that the world ever saw. It is now "on to New York," and the Gotham management will have to hustle to beat out the rival of the city by the lake.

Pandemonium reigned supreme on Sunday morning at the cycle show and every one was working with might and main. The cold days that prevailed before the opening of the show returned when the doors were opened, and people stood around with their hands in their pockets—that is, those people who were present through curiosity and without work to do—and exhibitors ceased work from time to time to blow on their fingers and swear. They swore at the express men, at the electric men, and at everything of a swearable nature. Some who had owned their own fixtures found them gone, the Construction company having taken them away under the impression that the goods belonged to the company. Thieves had gone through the exhibits at the close of the show and had removed many of the decorations.

The Chicago Stamping Co. lost a picture of Lillian Russell, the actress, with the order for a wheel given by that celebrated personage. In the stand of the Excelsior Supply Co. a picture of Arthur Gardiner was taken, and in the exhibit of Fred Patee, the National Cycle Mfg. Co., and one other concern, the carpets were stolen. Morgan & Wright, the Peerless Mfg. Co., and the Columbus Bicycle Co. lost their electric fixtures. These were afterwards recovered they having been taken by mistake. Out of the sign of the Sterling Cycle Works the cut-offs and other parts of the electric sign had been removed, but this last depredation was committed by the electric sign men at work in the building late Saturday night. Some of the exhibitors were cute enough to remove everything, even to the tacks, on Saturday night, and these were disposed to laugh. J. D. Lasley, of the Davidson company, was one of these.

Removing the Exhibits.

At noon Sunday most of the exhibits had been removed; the aisles were filled with boxes and crates; electric signs were all in boxes, and the building did not look as though but twenty-four hours before thousands upon thousands of people had paraded through the aisles in admiration of the display shown there. Most of the costly exhibits went to New York, but a number of the best went to Denver. The Stearns exhibit goes to Denver, tower and all, for the Stearns people will have a much finer exhibit even than this one in New York. The Spalding exhibit also went to Denver, as did the Gormully & Jeffery Mfg. Co's. The Sterling electric sign went to New York, and will go from there to Denver. Thus ended the Chicago show.

Opinions on the Shows.

One of the prominent exhibitors of the show was seen on Sunday morning at the Wellington Hotel. When asked for an opinion on shows in general, his reply was about as follows: "In my mind, shows do no good to the trade. Cycling is on a basis that does not require all this expenditure of good money. At this show the people degenerated into mere souvenir hunters." Other talk of the same character was indulged in, and a few minutes later another exhibitor spoke somewhat as follows: "These shows are a good thing, and even if we did no business—supposing we did not—we could afford to exhibit. Every maker should be willing to exhibit at shows where so much real good is done for the sport. The thousands of people who attended the recent show were not all riders, but many of them will be before the start of another season."

Enthusiasm Displayed.

To which the gentleman might easily have added that people are largely followers of fashion, and that many who attended the recent show were people who have never ridden and might never ride unless it were


HEADLIGHT
OF THE BICYCLE TRADE
THE
CLEVELAND
STRENGTH
SPEED
22
23
CLEVELAND
DURABILITY
SATISFACTION
H.A. LOZIER & Co.
CLEVELAND, O.
FACTORIES
TOLEDO, OHIO
THOMPSONVILLE, CONN.
TORONTO, ONT.
BRANCH HOUSES
237 BROADWAY, NEW YORK
240 ARCH ST. PHILA. PA.
140 MCALLISTER ST. SAN FRANCISCO

for the shows. Enthusiasm carries away many people, and who was there in all those vast throngs at the show just passed who could or did leave the Tattersall Building without feeling some of the enthusiasm that was so freely seen there among the devotees of the wheel? Cycling is a great thing, and the daily papers of Chicago never seemed to realize this until the recent show, when they woke to the fact that the people who followed the sport were the majority of the sporting readers of their papers. Accordingly the daily papers gave more space to cycling than they ever gave to any other sport holding a convention in the city.

The Crush on Friday Night.

Attendants at the booth of the Boston Woven Hose & Rubber Co. became life-savers on Friday night, rescuing no less than four women, all in a fainting condition, from the crush at the entrance to the building from the Jonathan Clark Building. The Vim tire people found it necessary to smash the panes of glass in the windows back of their exhibit to give these women air, and then adopted the expedient of lifting them up a ladder, through the window, and out of the building into carriages. Friday night was a terror in attendance, and the crush was rightfully likened unto Chicago Day at the World's Fair. It was figured that at one time fully 20,000 people were in the aisles of the exhibits. It is estimated that one person occupies about eighteen inches square of space, and at this rate 24,000 people could stand in the aisles of the two buildings. The estimate of 20,000 was probably stretched a couple of thousand, but hardly over that.

It is small wonder that people fainted and were carried from the building, and that strong men struggled to pass through the crowd. The reports of this crush which went out in the daily papers kept thousands from the show on the closing night.

Actions of Club Men.

The Thistle Club, which was present on that evening over a half-thousand strong, created a very poor impression through its "push" element, by crowding through the jam in procession style. All during the week the clubs gave people a very poor impression of the club men of Chicago by their actions in this manner, and the daily papers took frequent occasion to comment on the matter. The actions of the wheelmen were decidedly boyish, and in the crush of the evening it did seem decidedly out of place for these men to hoot, howl, and comment in chorus on the various "all rights" of the respective exhibits.

Too Warm in the Building.

During the last days of the show the talk of the building being cold gave way to claims of its being too warm, too close, and without ventilation. The ice under the floor was forgotten when the building became warm, and the promoters of ice skating became so worried over the prospects of the ice melting that they took up a section of the floor at one time, only to find the ice, under the covering of paper, saw-dust, and boards, in perfect shape. The predicted sickness of the exhibitors did not materialize to any great extent. Some caught cold in the early stages of the show, but more caught cold later in the week through going from the warm building, while heated and perspiring, into the cold air. The weather of the week could hardly have been better, zero weather giving away on Monday to a warmer atmosphere. The rain and snow that was predicted came not. The streets were muddy, but mud was easier to stand than snow, rain, or zero weather.

Dealers Were Bewildered.

The manufacturers declared that agents were bewildered by the display of wheels and that it was impossible to even force them to do business. One maker said that he could have closed a deal with several of his agents by calling on them, but that these men had left the show with their minds in a whirl and without placing the agency for any wheels.

The Estimated Outputs.

Not one manufacturer in the main building of Tattersall's would estimate his productions for the coming year at less than 15,000 wheels, and the average was probably about 15,000. The total number of wheels to be made by the makers who exhibited in Tattersall's building alone was not estimated.

FLOTSAM AND JETSAM.

The Bloomer Girls.

Those who came to the show on Friday night to see the bloomer girls, saw few of them, and went away disgusted with those they did see. The bloomer girls at the Chicago Cycle Show came a long way from creating a favorable impression, and the agitation for bloomer costumes for women cycle riders received a setback, which it will not be able to overcome. Women who have ridden in bloomers for the past season became disgusted with the costumes which were exhibited more or less modestly at this show, and said they would never don their suits again, but would adopt the short skirt.

What the "Tribune" Says.

The Chicago *Tribune* says: "As a trade success, there is a little difference of opinion among the exhibitors, while the majority unite in saying it was one of the best things for their business which could have happened; others characterize it as a hold-up by the Cycle Board of Trade, the prices charged for the booths under the Board of Trade auspices compared with those of last year are complained of. It is asserted by some that the show will be held in the Coliseum next year without the dictation of the Board of Trade, or else under its auspices entirely. There seems to be a prospect of some kind of a misunderstanding between the two bodies. Members of the Board of Trade on the other hand are reported as saying they are also tired of the present arrangement, and want it all themselves next year. Many exhibitors could not understand why they should contribute for the Board of Trade when they saw no visible good to their business resulting from it. However, the National Cycle Exhibition Co. says it has no quarrel with the trade, even if individual members try to make one."

Tricks of the Trade.

So energetic was the hunt for souvenir buttons that manufacturers secured a lot of pearl buttons when their regular souvenirs ran out and met every request for a button with one of these fakes. Other exhibitors had the commonest kind of pants buttons, and some ladies were very much insulted when given these. These ladies would not believe the maker when told that he had no souvenirs, and his only resource was a trick of this kind. James Levy, of the Sterling exhibit, fastened a souvenir button to his wrist by a rubber, and handed that to every lady who went by. The button came back on all occasions, and the joke lasted for the last two evenings of the show; so accustomed were the ladies to reaching for buttons that one particular lady was fooled on at least four occasions during one evening. It was the sensible souvenirs that counted, and the pocketbook of the Warwick Cycle Co., the knife of the Syracuse Cycle Co., and a few more of like character will be treasured for years to come.

The Fat Men.

"Baby" Bliss is said to have lost seven pounds from one of his arms during one night at the show in giving out souvenirs. Bliss is afraid that more exercise of this kind will reduce him to below the 500 mark, and that when he grows so frail his health may suffer. He expects to go to the New York show for the America people, if a berth of sufficient strength can be secured for him in the sleeping cars. It is said he will make a trip through the country in the interest of the wheel he represents, providing that trip does not necessitate a too great reduction of flesh. The size of Bliss in these days of novel bicycle advertising is his fortune, and he must stay fat to keep from eating snowballs. He laughs at the idea of "Little Johnny Spark" being larger or heavier than himself, and a comparison of the two gives Bliss the best of the argument. The maker who will secure these two fat men, with their half-ton of avoirdupois, and place them on a tandem will secure a great advertising medium. Gen. Joe Poorman formerly had a man named Grimes in his employ in Cincinnati whose weight was 428 pounds and whose size would compare very favorably with that of either of these men, and who undoubtedly could be secured if more of this class of advertising were wanted. Grimes is livelier than either Spark or Bliss, being a tower of strength. His muscles are hard, and he can kick to the height of his head without difficulty. Grimes is considerably over six feet, and at one time traveled with the Barnum show as the champion fat man.

Movements of the Racing Men.

Tom Cooper, it is said, will remain with the Monarch company and Bald with the Pope company. The latter says that, should he not sign with the Columbia, he may go abroad. It is all a matter of money, and if more can be made in this country he will remain another year. Bald says that he will go into racing with the same enthusiasm as he did this season and that he hopes to fulfill the predictions of his friends and remain at the top. Bald expects a harder fight this coming season than during the past season. On the question of teams or no teams, Bald said to a newspaper man, "It's a puzzle to me; I can't solve the problem. If there are to be no teams next season, then there will be no jobs. The outlook is not very encouraging under such circumstances. We will have to become professionals or amateurs, for there will be no middle class for a substitute for B. Amateurs can not receive any remuneration for their services, and pros are supposed to get enough from the purses they win. I understand, though, that a new class among the professionals is to be established. In this the riders will race for medals that will afterward be redeemed with cash. If such is the intention of the L. A. W., I am satisfied, and so are the other riders."

Arthur Gardiner expressed the same insecure feeling about the men losing their positions on the abolition of Class B. "We'll have to start to making tires or bicycles if the makers declare in favor of economy and no teams. If medals or checks are offered to the men, to be afterward redeemed, then I will be a professional of the No. 1 class."

Late in the week came the startling announcement that Spalding would not have a team for the coming year. This was made much of by the local papers, but was thought little of by the racing men themselves, for the bitter experience of the house of Spalding during the past season, it was thought, would have its effect on the coming year. Reports of new teams and of liberal offers made to every one of the prominent men by the makers at the show, restored confidence in the racing situation, and all agreed that there would be racing, but of what class was a question. Sanger signed during the week to ride the Vim tire, but did not sign for a wheel.

The "Daily Fowler Truth."

So successful was Fred W. Van Sicklen in his issuing of the seven editions of the *Daily Fowler Truth* during the show that Mr. Fowler asked the genial editor to continue the paper at the New York, Denver, and San Francisco shows. Mr. Van Sicklen was the editor, proprietor, office-boy, and general all-around hustler of the paper, and would not allow anyone to help him in his laborious work, preferring to take all the glory himself. He secured the glory in great large chunks, and no one begrudged him his success. Fully 10,000 papers were distributed daily, and yet thousands of

inquiries were made after the last paper had been given out. Mr. Van Sicklen managed to preserve at least one paper a day for his files, but he was importuned for this by dozens. H. R. Winship, winner of great honors in Pullman road races of the past, was the printer whose prompt work made possible the edition of the eight-page paper daily.

The Social Side of the Trade.

Non-wheelmen who attended the show frequently commented favorably upon the exhibitors and salesmen as being a sociable lot. It is a noticeable fact that once a man enters the cycling field in the trade or in the various branches, he seldom wishes to retire, and year after year men will be seen at the show seeking positions, knowing that in the cycling game they will secure less salary than in their regular line of business. Men of the older class who are following cycling today came from some other line of business, and in which, should they return, they could secure larger salaries than in the bicycle line. It is the sociable side of cycling that attracts and holds these men.

Hesing Led His "Boys."

On Wednesday night Postmaster Hesing led sixty of the members of the Lake Park Cycling Club through the show, a corps of buglers, who played "The Campbells Are Coming," preceding the parade. Postmaster Hesing was not ashamed of the fact that he was a wheelman, and during the evening made the acquaintance of Tom Eck, "Baby" Bliss, "The Indian" with the long name in the Syracuse exhibit, and other curiosities of the show.

Locke one of the Suckers.

Press agent Joe Locke was taken over to one of the exhibits to secure one of the finest souvenirs of the show. Locke was collecting souvenirs all the week and had a boy carting around his rapidly enlarging collection. This last souvenir he did not carry away, but he did treasure up a grudge against a newspaper man. Locke wanted one of the rings offered by a local firm and was chagrined to learn, after he had stood for several minutes waiting for it, that the ring was in one of the bells of the New Departure Bell Co. Locke is said to have fainted. He spent the day trying to find another sucker and found he was about the only one.

Jack Prince Doing Well.

J. C. Coombs, the energetic Nashville dealer, an agent for the Rambler wheel in that city, was present at the show. Mr. Coombs says that cycling in Nashville is booming, and that Jack Prince is largely responsible for the healthy growth of late. Prince went into Nashville, so says Mr. Coombs, with hardly sufficient money to pay a day's board. He started in on his Coliseum scheme, and inside of forty-eight hours had gathered subscriptions to the amount of $10,000, and another forty-eight hours saw the Coliseum well under way. The energy of Jack Prince has created a most favorable impression, and has given the genial old professional a large following in the southern city. Inside the circle of his eight-lap track he is now constructing a roller skating floor, and will put in pneumatic-tired ball-bearing roller skates at once.

Coulter Signs with the Lindsay Company.

E. H. Tellam, trainer of Coulter during '95, is open to engagement. When Coulter was signed by the Lindsay Bicycle Mfg. Co., of Lafayette, Ind., his brother was signed to travel with him, and to care for him during '96. Coulter will ride for the Lindsay company throughout the entire national circuit this season, and will exhibit the multiple gear of this concern. The figure paid him is said to be very high.

Roth's Many Centuries.

E. N. Roth, the century fiend, whose sensational record of two centuries a day for twenty-one days during the past season, twenty-two on thirteen consecutive days, and of eighty-four centuries in the season, was one of the features of the Monarch stand. His string of bars stretched from the shoulder diagonally across the body to the waist, and attracted universal attention. Eleven of Roth's centuries were ridden previous to September 11, and all of the balance after that time. His total mileage of the season he claims to have been 14,653 miles. Roth says that he sent his claim in to the Century Road Club for the long distance mileage medal, properly sworn and attested to, but that he sent it to the wrong parties in the club, and that O'Connor was allowed this medal with 14,178 miles before he could straighten the matter out. Roth's mileage was not his total mileage for the season, but included his club runs and centuries ridden.

Elliott's Little Joke.

The joke went around the show regarding Sterling Elliott's interview with a newspaper man from "down kentry," to whom Mr. Elliott imparted the information that he should certainly select Tom Eck as chairman of the Racing Board, provided he was elected president of the League. It is said that Tom Eck heard of this statement, and that the great trainer and manager of Johnny Johnson took the matter to heart, and in confidence told his friends that this was to be the case. This passed around the show and every one congratulated Mr. Eck, until he finally discovered it to be a case of jolly, and, it is said, became sore in the extreme.

Sanger's Accusation.

"W. C. Sanger Accuses Hamilton of Fraud." Such is the heading of a sensational article in the *Fowler Truth* of Saturday, in which Sanger is made to say that Hamilton's record was a fraud, owing to that rider's having been paced to the tape in order that he might gain a rapid start in his record ride. Sanger rode to the tape without pacemaking, and therefore claims his ride to be the more meritorious. Hamilton's ride was not a case of fraud, for pacing to the tape is legitimate at all times for the start of an unpaced record ride.

Disposition of Costly Machines.

The gold-plated combination tandem shown in the Napoleon exhibit, and which created such an impression, was purchased for $225 by George Martin, of Louisville. Mr. Martin came along and had one view at the prettily decorated tandem; he demanded a price and at once ordered it shipped at the close of the show. No purchaser for the $5,000 wheel of the Elgin Cycle Co. has been found and the diamond-set wheel shown by "Little Johnny" Sparks also awaits a purchaser. A real diamond of huge size is set in the head of this machine for a headlight, it is supposed.

REPORTERS AT THE SHOW.

"Mort" MacFarland was on hand for the *Mail & Express*, of New York; C. G. Percival, for the *Daily Standard*, of Boston; George Sullivan, for the *Globe*, Boston; Sibley, for the *Nickel Magazine*, of Boston; Arthur N. Jarvis, for the *Times*, of New York; L. C. Boardman, for the *Recorder*, of New York, and a host of other papers were represented by reporters, who sent in daily reports. These telegraphic reports to daily papers are a new thing at cycle shows, and this is perhaps the first time that daily papers from out of a large city, where a show was being held, have been so largely represented. The amount of space devoted to the show by the Chicago papers was unprecedented. Every scrap of news of the least value that could be found was printed, and the space fillers apparently had *carte blanche*. The press rooms were lively scenes at all times, over a dozen typewriters being in constant operation from early morn to late at night. The poor press men had little time for pleasure early in the week, and a score of stenographers were kept on the rush all the time. Probably no show was ever so completely reported. The work was divided among the several members of some of the staffs, so that it could be done in the most expeditious manner and without friction. The daily papers reported the show much as a cycling paper would, and gave to each exhibit a lengthy mention.

MORE MECHANICAL FEATURES.

There has been a radical change in the manner of setting on cranks and in the construction of the crank-shaft of '96 wheels. In the matter of design a difference of opinion is manifest in the building of tandems. The accepted lines for the single machine are confined to certain limits which do not go beyond a fixed relation of one part of the frame to another. Wheel bases are pretty much the same in all makes, and the variation in tandems is within a limited range. It is certain that machines of the double or multiple type can be designed which will be lighter than existing models, but the frames should be constructed on the principles of perfect trussing. This, however, would destroy the beauty of the wheel, and it is a difficult matter to market a cycle, no matter how strong and efficient, unless the general appearance is pleasing. It is conceded that lines of strength give lines of beauty, but the construction of the bicycle precludes an exact following of the truss or arch principle. If the main lower tube of the frame could be extended from the front to the rear axle, in a straight line, the balance of the frame could be designed on any accepted trussing principle, and the weight of the frame could be materially reduced.

Columbia and Keating Crank Fastenings.

Fastening cranks with cotter-pins is one of the best possible methods, if the material is of the best and the construction correct, but the lack of care exercised by riders in putting the parts together has led to the introduction of new methods. Many of these were in evidence at the show. The Columbia crank-shaft and cranks are too familiar to call for an extended description. In the Keating the cranks are made in two pieces with the shaft, which is cut in the center with a square half-circle fit. A sleeve of mild steel is threaded to the outside of the chain-side half of the axle with a right-hand thread, and screwed into place before the parts are to be assembled. The outside free end of the sleeve is tapped with a right-hand thread and the crank with a left-hand thread. These engage with a double-threaded collar, which is finished on the outside for a bearing cone. To assemble the parts, the left-hand crank is set into the sleeve and the collar-nut turned tight onto the shaft.

Devices Used in the United States Wheels.

The United States is fitted with a device somewhat similar. The shaft is cut with a square tapered hole extending from the center of the left end of the shaft toward the middle. The off crank is bent at right angles and machined to a square taper, to fit into the opening in the shaft. Both crank and shaft are threaded, one right and and the other left, and a collar-nut is provided to draw the parts together. When the nut is set up, the cranks and shaft become united in practically one piece.

The United States Special is made with a new crank fastening. The shaft is hollow and the chain-side crank is pinned and brazed to it. On the off side the shaft is machined to a taper and fitted with a round keyway. The crank is broached out with a corresponding taper and held in place with a hexagonal set-nut. The ball races and balls are held on the shaft in a case which is fitted with ball retainers, so that the entire bearing comes off when the crank is taken down. The round taper admits of an easy assembling of the parts, and the crank on the off side may be set up

with the fingers. The cups are very shallow and are set into the hanger against a shoulder.

Novel Features in Framing.

The United States Special presents many novel features in the manner of framing. The front and rear forks are made of D-shaped tubing, and the main frame of the wheel is fitted with an auxiliary head brace. The head proper is contained in the stem of the front forks, and the extension of the main tubes supports the machine at two points, one above the handle-bar lug and the other below the fork-crown. The crown is built up of three spring-steel plates of light gauge, and the sides are reinforced outside. This method of construction presents many advantages over the usual design. The lower bearing is brought close to the rim of the front wheel, and the strain is distributed to the two head braces instead of being borne by one. The crank-hanger is novel in construction, a steel stamping being used which at the same time acts as an outside reinforcement for the frame. The rear forks are brought into the stamping without a bend, and the stamping carries the weight of the wheel forward of the ends of the fork-sides.

New Points in the Birdie Special.

The Birdie Special, of the Worcester Cycle Co., is full of new points. The sprocket is set onto a recessed or cupped boss, which is a part of the forged shaft. The periphery of the boss is milled with small teeth, which engage a small toothed dog set on one arm of the sprocket to keep the sprocket from turning off. A hollow shaft is used, the cranks being set onto it through tapered D-shaped openings, much after the manner of the regular cotter-pin. The cranks are fitted with pedal pins, thereby obviating the necessity of tapping an opening in the crank-ends. A clever device is provided for seating the rear sprocket. The hub end is machined to a taper with a square-faced key on the outer surface. This engages with a key-seat in the inner face of the sprocket, which is cut to a corresponding taper. The chain-wheel is held on by a shouldered washer-nut which threads into the end of the hub. The washer acts also as a dust excluder, and, being very thin, does not affect the tread of the machine.

Construction of the Czar Field Racer.

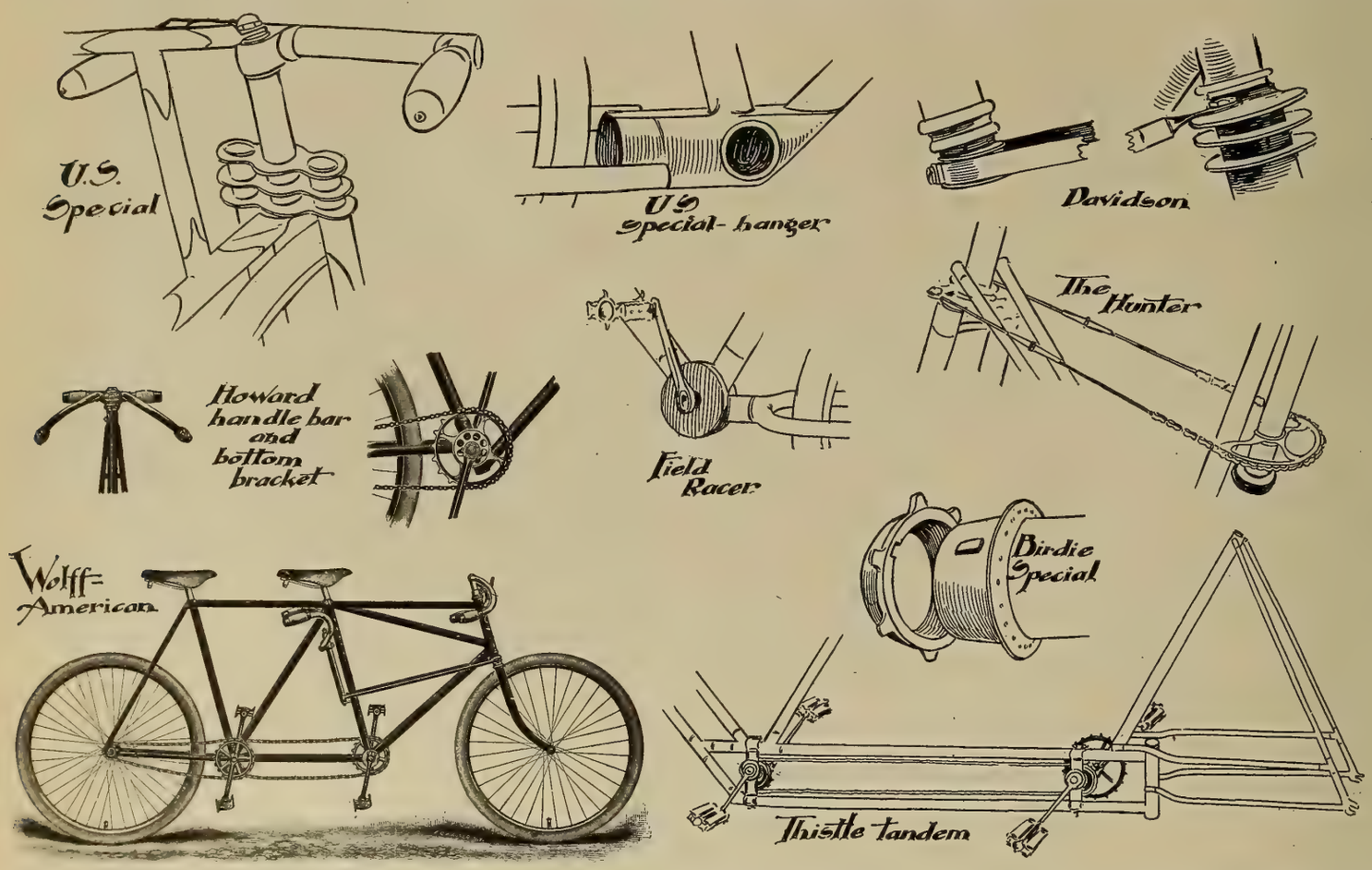
The Field racer of the Czar company is built after a novel plan. The crank-hanger is of large diameter, and is fitted with but one row of balls, the races being designed with two cups instead of one cup and one cone. The hanger is fitted with a disc which has its periphery flanged for the balls. The outer race is inverted V shape, made in two sections for adjustment. While the tread of the machine is but 3½ inches, there is no whip to the frame, and the bearings run as smoothly as the usual type with two rows of balls. The rear forks are made of flattened tubing, the tubes being rolled to oval section and braced back of the hanger with a round cross-tube.

Road tandems are built double steering, with one or two exceptions. There is no doubt that a double-steering tandem is easier to control than a machine which steers from the front seat alone, and, contrary to theory, the rear rider has a better control of the wheel than the man up in front. A number of prominent riders and tradesmen were interviewed on this question by a BEARINGS representative during the show, and all agree that the back rider has more control over the tandem than the rider in front. That double steering is satisfactory can not be disputed, when 99 per cent of the manufacturers so design the tandems which they make for the trade.

A number of clever steering devices are to be found on the '96 tandems. The most popular is the fitting of two seven-tooth sprockets, one around the stem of the front fork and the other around the stem of the rear handle-bar, suitable chains and connecting rods being used to transmit the motion from one stem to the other.

The Hunter Double-Steering Mechanism.

A modification of this method is found in the Hunter. A toothed sector is fitted to the rear steering stem, and two lugs are forged to the fork-crown. Connecting rods are fitted to the lugs and terminate in a short chain, which meshes with the teeth on the sector. This arrangement gives a wide spread to the rods, and consequently increased leverage. The Columbia is fitted with a single connecting rod, made heavy enough to stand a pushing strain, as well as the pull, when the bar is turned either way. A novel method is used on the Davidson. The rear steering-stem is fitted with a flanged collar and clamp-bolt to secure a bronze ribbon, which acts as a connection between the two posts. The clamp is so arranged that it acts as a compensating device for taking up stretch in the ribbon. The ribbon is very thin and light and can be made to lie close to the frame of the machine, providing a serviceable and attractive device.



Tandems are framed on lines which vary but little from the accepted design of '95. A notable exception is the Wolff-American. In this machine the rear frame is built with its lower main tube running up to the main top tube. A tube is run from the front saddle-post to the bottom of the head, thus carrying out the idea of a trussed frame.

A pretty tandem was shown at the Thistle booth. The framing is new and attractive in lines, the rear forks being doubled, and also the lower main tubes.

The Howard roadster is designed on lines which follow the '96 idea in general, but a deviation is made in the setting of the lower main tube into the hanger, which is provided with a tube-lug on the under side, and the tube sets into it below the line of the hanger at a point which would be an extension of the seat-mast tube. A new handle-bar is fitted. It is made up with a straight portion in the center, which is extended to receive handle-grips, affording two bars in one, without changing the angle of the bar in the T. A reference to the accompanying cut will show the construction and design.

DANDIES OF $\frac{17}{18}96$



UP-HILL WORK?

So it would be for this charming young Knickerbocker gentleman to ride almost any bicycle, but the BARNES is a wheel he can manage without ruffling his lace or turning a feather.

THE WHITE WHEEL'S THE BEST WHEEL.
THE BEST WHEEL'S THE BARNES.

The Barnes Cycle Co., Syracuse, N. Y.

Hooker & Co., San Francisco, Cal.
Coast Distributing Agents.

The Knight-Atmore Clothing Co.,
Denver, Colo., Agents for Colorado.

Spaces at New York Cycle Show,
8, 9, and 10.

NOTES OF THE SHOW.

Moses Bensinger, one of the leading billiard table manufacturers, declares that cycling is hurting his business, and that he may put in a cycle factory in the big building at Market and Superior streets, Chicago.

The Union Mfg. Co., whose exhibit of Viking wheels was to be seen in seven rooms on the parlor floor of the Auditorium Hotel, claims to have done a splendid business during the week. Its rooms were tastily decorated in palms, and were very attractive.

The report, in Saturday morning's papers, of women fainting in the crush kept many away for the closing night, and the crowd was probably only about two-thirds as large as that of Friday night.

The Sterling Cycle Works closed their factory in Kenosha at 11 o'clock on Saturday and gave everyone of their 500 employes a ticket to the show, the men coming down in a body.

The claim that the location of Tattersall's would detract from the attendance of the show was not borne out by facts. The attendance could not have been larger. One manufacturer said that 120,000 persons would have to visit Madison Square Garden to beat Chicago.

F. T. Merrill, the energetic hustler of Portland, Ore., with stores all around that part of the country, was late in reaching the show, but took the agencies for a lot of sundry articles while here. Mr. Merrill's card was printed on the commonest kind of brown paper, and above his business address was this inscription, "Loaded with Money."

Early in the week the bloomer girls of the show were placed in a sad predicament through sneak thieves stealing into their dressing room and carrying away their skirts. The girls were required to go home in bloomers.

Frank Parker, the boy soprano whose voice created such an impression at the show, denies that Sol Smith Russell has signed him for this season.

So attractive was the playing of the Second Regiment Band that many attended night after night to hear the music. The band was frequently encored.

Robbers in the storeroom stole 500 of the Iver Johnson pipes during the week. The thieves were caught and forced to give up their plunder.

Mrs. C. M. Fairchild, of the Women's Cycling Club, denies that it had ever been the intention of her club to appear at the show Friday night in bloomers. She said that the members of the club took the position that bloomers were all right in their place, and that place was on the wheel and not at public gatherings.

One of the Chicago daily papers says that the clear profit on a wheel is not less than $30, and that "when it is taken into consideration that the profit runs from this figure up to $70, some idea may be gained as regards the profits of wheel building." That reporter had better enter the bicycle business with that idea in mind.

"This show might have been extended for two weeks," said a prominent maker, "and still draw the same sized crowd. This is with the provision, of course, that the souvenirs held out. I never saw a crowd the equal to this one in its search for souvenirs, and I certainly trust that New York will not go souvenir crazy. I understand that one Chicago firm sold $200,000 worth of souvenirs, during the past week, to the exhibitors."

On Friday morning S. A. Miles took some of the exhibitors on a tour through the Stock Yards.

The Friday *Tribune* contained the following: "The array of freak advertisement in the way of dwarfs, fat men, Indians, Chinamen, bloomer girls, dogs, and men in costumes continued to increase, and the collection would do honor to any circus side show.

The Friday *Inter Ocean* contained a half-column story, not without humor, of the "ring" souvenir craze, and mentioned some of the prominent men who had been fooled during the week.

With all the crowd which jammed the building, there were no serious accidents, and but six complaints came in during the week of pickpockets or thievery. Those giant policemen, every one six feet and over in height, awed any one of the crooked order, and for once they did no work.

Conn Baker, the gentlemanly professional, was at the show. The Hoffman people, by whom he has been employed during the past season and with whom he is still connected, have not decided to send him out another season. One member of the firm would like to have the racing end of the game continue and the other would not. Meanwhile Baker, as gentlemanly a man as ever sat a wheel, is anxious to be placed for the coming year.

There was said to be one mile and one-quarter of exhibits—that is to say that with but one aisle in the building, it would have been a mile and one-quarter long. So people who became very tired after they had walked around the building will know now why they were tired. It was a case of walking more miles than they have walked in one day for years, and, when day after day was consumed in the same manner, there is excuse for tired feelings.

The afternoons were popular times at the show for those who wished to make a critical examination of the wheels. The number who made a study of the different wheels and really tried to make a selection from the more than 1,000 models, were numerous, and the salesmen looked as if they were tired of the appearance of a customer before the show was two days old.

John S. Johnson and Thomas Eck, resplendent in stove-pipe hats and full dress suits, stood night after night at the entrance of the World exhibit, and passed out crimson carnations. These two great stars attracted thousands to the World exhibit. The World, by the way, which revolved above the exhibit of Arnold, Schwinn & Co., revolved the wrong way. Bode said this was owing to the fact that it was painted wrong.

Sid Black will leave for the other side January 25, and will remain during the entire season. He still retains his position with H. A. Lozier & Co., and will ride the Cleveland wheel over in England. He will be accompanied by his wife. Black will create almost as great a sensation in Europe as did Canary in the old days, for it must be remembered that trick and fancy riding originated in this country.

Lawrence, the trick rider, saw the Brown Lipe gear and at once ordered one for his trick machine. Lawrence is in the employ of the Fowler company.

C. H. Woodruff & Co. have copyrighted the name Elgin for their wheels, and intend to push in the courts cases against other firms using the same name.

The bloomer girls displaying the suits of clothing makers at the show excite adverse comment even from bloomer girls themselves. Just why this should be so is not clear, for bloomers are the same in the show as elsewhere. The girls who are wearing them are earning a living, and the suits must be displayed. It may be the manner of the people who have the suits on their backs.

TITUS GOING IN THE BICYCLE BUSINESS.

Fred Titus is reported to have signed with the Syracuse Cycle Co. Titus, when seen, said: "I shall go for records in the fall, but shall not race on the circuit regularly. I am now about twenty-one and am anxious to get a start in life. I may make my annual ride at Springfield and do some record riding at Manhattan Beach, just to advertise myself a little bit in and around my city. With my reputation, I should do well in a wheel store in New York down along the boulevard and I may decide to sign with the Syracuse and push that wheel in the city of New York. This circuit chasing is all right, and I can not deny but that it is a lot of fun, but, when you come to figure it all up, it is not as good a paying business as one could be in. I am anxious to get started in a business that will pay me a steady income, and in which I will not have to be idle all winter. Should long-distance racing be promoted successfully in this country I should go into it as I am stronger at long-distance work than in any other branch of racing.

NEW TIRE INVENTION.

CADIZ, OHIO, Jan. 14.—An invention has been recently projected by Scotts' Sons, of this place, which promises to attract a great deal of attention, not only from manufacturers, but from riders of bicycles throughout this country. Scotts' Sons have attained a reputation as inventors of cycling devices which is by no means confined to this country alone. One of their best hits was in the "cord and groove" tire patent, which has been lately purchased by the Dunlop company. R. P. Scott, senior member of the firm, is the author of a technical work, "Cycling Art and Energy," which has circulated widely in this country and Europe, and among his late inventions is an automatic tire wrapper, which has been in practical operation for a month past at the factory of the B. F. Goodrich Co. at Akron, Ohio. Both members of the firm are considered high authority on tire construction, to which department of cycle building the device pertains.

Their invention consists of a stiffening member—preferably a small strip of hard vulcanized rubber, or steel wire—inclosed in a strip of canvas, same to be cemented to the belly of the inner tube, and extending substantially its entire length, removing and replacing inner tubes. This strip entirely does away with the difficulty heretofore experienced. Scotts' Sons have succeeded in reducing the stiffener to an entirely insignificant additional weight to the inside tube. The main principle involved in the device is one which has been overlooked altogether by others, and that is, by means of the stiffener the tube is pushed into the casing, thus avoiding the great friction encountered in trying to pull it through the old way, and at the same time obviating the damage to the tube which so frequently results. It is proposed to put the tubes upon the market with the stiffeners attached thereto ready for use, and also to sell the completed stiffeners ready to be very easily and quickly attached by the riders themselves.

Scotts' Sons have about completed another invention which, if as successful as now appears, will entirely avoid the necessity of cement in attaching either single or double tube tires.

AN IMPORTANT CHANGE.

The Whitman Saddle Co., of New York City, has just consummated an arrangement with a prominent bicycle-making concern of New York state by which the saddle company has come into complete control and will assume the management of the bicycle company. All bicycles and tricycles of the best grade turned out will be known as the Whitman, which name has for so many years been applied to the celebrated riding saddles made by the Whitman company; and the medium grades will be called Patriots. Whitmans will list at $100 and Patriots at $75, while the tricycles will be quoted at $150.

A. H. Funke, of Herman Boker & Co., of New York, will show the Eldredge, Belvidere, I. X. L. wheels, lamps, and bicycle sundries in Parlor 15, Fifth Avenue Hotel, New York, during the show.

....The Standard Tires....

HARTFORD
SINGLE-TUBES

The quality and satisfactory service of HARTFORD Single-Tube Tires have convinced almost the whole cycling world of the wisdom of the Single-Tube method of construction. For durability and scientific making, Hartford Tires have no equal. They are standard.

WILL YOU USE IMITATIONS BECAUSE
THEY ARE CHEAPER?

The Hartford Rubber Works Co., Makers of Hartford Single-Tube and Dunlop Tires

HARTFORD, CONN.

100 Chambers St., New York.
18-24 Main St., San Francisco.
335 Wabash Ave., Chicago.
Elastic Tip Co., Boston.
Supplee Hardware Co., Philadelphia.

ENGLISH AND AMERICAN WHEELS.

"Harold Quill" Thinks that Both Countries Should Criticise Fairly—He Considers Gear-cases Indispensable.

LONDON, Jan. 5.—Some of the American critics seem to think that the native bicycles are in every way superior to those which are made in this country, and some of the English critics appear to consider that the English bicycle of today is as far ahead of the American as the high bicycle was in front of the boneshaker. In most cases where opinion is seen to be so very widely divergent, the real truth lies just about midway between the two extremes, to my way of thinking. It is true that my knowledge of American cycles is not as extensive as it might be, being limited to acquaintance with about the half-dozen or so makes which were exhibited at our shows this winter. But, on the other hand, I would state that, if the American press is to be credited, these half-dozen or so were fully representative of the American trade, that it stands to reason the makers would not send any but their best products to this hot-bed of the cycling industry and the more especial hot-bed of the shows. And I would further state that I devoted considerable time and attention to very carefully examining the American bicycles in all their details and methods of construction.

Not Much Difference.

Now, it is not very difficult to construct a high-grade wheel, if one really sets out to achieve that end and is competent to carry through the task which has been undertaken. There are certain rules to be studied, certain strains to be considered, and so on. To a person who has the advantage of a thorough mechanical training, none of these points presents very insuperable obstacles, and then the question comes as to how these same results may be obtained with the least expenditure of time and money, so that the greater profit may attach to the manufacture.

My own opinion is that the American cycles are of the same grade as the English—neither better nor worse. But I can go further and plainly state something which is not by any means a matter of opinion, but is an absolute fact which any person can prove for himself who chooses. And this is that American bicycles, as now made, will find no more favor on this side than English bicycles will find in America. Brother Jonathan does not like this, that, and the other points about English wheels—points on which we pride ourselves; and John Bull does not like this, that, and the other points about American machines—points which are highly esteemed in the home of their manufacture. We do not now favor the locked-cone form of ball-head adjustment, although in the matter of efficiency it is really not any worse than the clip-cone we now employ.

Different Points.

There may be more in the cup-adjusting method as applied to bearings rather than the cone-adjusting style, because in the former the bearings can be made truer, which is an important fact in the consideration of easy running, and there is also the added advantage of the cup or disk-adjustment, affording the bearing a much better oil-retaining capacity than can be obtained with the cone-adjustment style. Bearing this fact in mind, it is strange to note that so many firms have gone in for the barrel form of hub, which was introduced in this country, but has not yet caught on over here in the way that its merits deserve. There is a great deal in popular fancy. At the shows I noticed several Americans wearing shoes which had long taper toes. Now shoes of that kind would not find a customer in England, but they appear to be reasonably popular on the opposite side of the Atlantic. That is just an instance of public taste. In like measure it may be honestly stated that American wheels will gain no more favor in England than English wheels in America, unless in each case the makers conform to the demands of the market.

Fair Play Asked For.

Let us look at the matter dispassionately and weigh the thing up Why should either country claim to make cycles of a grade superior to that of the other? Why should some of the thoughtless ones of the English press ridicule American machines, and similar individuals on the American press treat English wheels to verbal laughter? Has either country the monopoly of all the skill, experience, material, methods, designs, and what not that may be necessary in cycle construction? No person can, with truth, affirm such a thing. Then if these points are barred out, in what possible way can the cycles of one country be said to be ahead of those of the other? Is it in lightness, or durability? With regard to the former quality, I—as a cyclist of some seventeen years' experience—would like to ask whether the matter of two or three pounds in the weight is anything to sing about, one way or the other? In this connection, what's in a name, anyway? America has her roadster bicycles at 20 pounds or thereabouts, and her racers at 17 or 18. Well, England has her 17 and 18 pounders, and the strangest thing is that, in spite of this, the riders seem to think they can get better speed out of wheels that are in the early twenties and are yet called racers. J. W. Stocks, for example, covered well over twenty-nine miles in the hour, using a wheel between 22 and 23 pounds in weight. In England what we call roadsters are fitted with steel rims, good thick tires, gear-case, mud-guards, and brake. The light roadsters or road racers have lighter tires, brake and mud-guards optional, but gear-case indispensable. This is the pattern most frequently used by experienced wheelmen; the aged, the nervous, and the inexperienced usually prefer the full roadster style, which comes out at about 28 pounds for a really high-grade wheel, the road racer about four pounds less, and the path racer from two to four pounds lighter still. England will not use very light wood rims and single-tube tires; indeed wheels so fitted can hardly be given away second-hand, while high-class wheels with good double-tube tires and steel rims fetch very fair prices indeed.

Gear-cases are Indispensable.

But, passing for a moment away from the consideration of details, there is one point in which even the most biased critics must admit the English cycles to be ahead of the American, and that point is one to which incidental allusion is made above; namely, the matter of the gear-case. Those who claim perfection for American road cycles must surely have overlooked this very great sin of omission; a sin at which I have been girding in another place any time these last three years, and I hope that I will live long enough to find the error rectified. In England there are several patterns of gear-cases, all comparatively equal so far as their efficiency is concerned, the items upon which they differ being those of weight and oil-bath lubrication. This latter may well form the subject for a subsequent article. With respect to the weight there is something to be considered. In regard to the cycle itself, the fact of reducing weight is not by any means an unmixed blessing, especially when lightness is by no means synonymous with rigidity or stability. But upon this score the gear-case has not any claim. It must, of course, be of sufficient strength to survive slight shocks consequent upon not the most careful of handling, but it does not need to be unduly heavy. English gear-cases vary in weight from under half a pound up to about two pounds and a half, and are of two classes—the fixed and the detachable; the latter class being capable of a further subdivision into those with oil-bath lubrication and those without. Here the question of gear-cases may be left for the present.



F. J. REVEILLE.

The Question of Saddles.

Another point that occurs to me at the moment is that of the saddle. Now this is obviously something of which each person must judge for him or her self. The saddle which may be the acme of comfort for one rider being fraught with painful consequences to another. English saddles are, as a rule, heavier than American; but as regards their relative comfort only their users are qualified to pronounce an opinion.

In conclusion, I would suggest that it is neither dignified nor decent for either country to attempt belittling the wheels of the other. In such a matter as this, words do not count for much, but facts tell.

HAROLD QUILL.

F. J. REVEILLE.

The manager of the bicycle department of the Remington Arms Co. is one of the best "hustlers" in the business. While with the Pope Mfg. Co. he made a name for himself, and since he has been with the Remington Arms Co. he has increased this reputation tenfold. The Remington company is preparing to open branch houses in Buffalo and Brooklyn. The factory at Ilion, N. Y., represents 300,000 square feet, and is devoted entirely to the manufacture of bicycles. The Remington line this year will include tandems and a high-grade juvenile in addition to the regular high grades.

If you want your '96 Model

to look high grade, put on a high-grade saddle. The ....

MESINGER

is high grade. Every one will know that it costs more than ordinary saddles; and what's more, it's worth more.

MEN'S



BOYS'

DURABLE. HEALTHFUL. VENTILATED.

WOMEN'S



GIRLS'

It costs a little more, but!!!

Price, $4.00.

Rattan first to make the seat firm but elastic; then felt to soften; then leather to waterproof and make durable, **and a V-shaped aperture cut through both felt and leather to relieve all injurious pressure.**
Samples sent on 10 days' approval at our expense.

HULBERT BROS. & CO.

26 West 23d Street, New York City,

Manufacturers of Firearms, Majestic Bicycle, Sundries, and Sporting Goods.

CATALOGUES GATHERED AT THE SHOW.

The Adams & Westlake brochure of Adlake bicycles is more a handsomely illustrated Corsican letter written by an enthusiastic cyclist pedaling through southern Europe, and about to start for India, than it is a catalogue. He describes French, Italian, and Corsican cities and scenes, all vividly portrayed by beautiful half-tone reproductions from photographs printed in black, the text being in carmine. Interspersed between these pages are others, showing in the finest possible manner photographs of the different models of the graceful Adlake wheel and its component parts, as well as its especially noteworthy features of construction. Concise, but complete, specifications accompany these. This is one of those catalogues one hesitates a long time about throwing away.

A Brief History.

The Remington Arms Co.'s catalogue is introduced by a short sketch of the origin of the plant in the curt answer of a father to his son, Eliphalet Remington, who, when asking for a gun, was told to make one if he wanted one. He did so, and became so embued with the love of firearms and the making of them that he continued the work and established in Ilion, N. Y., the factory which has since grown to proportions which are astounding. Wood cuts of the different models of the Remington line of bicycles and of the new features and fittings follow on the successive pages, together with the detailed description and specifications of each model. Wide borders showing wash drawings of glimpses from all quarters of the globe, enclosed within scrolls in brown, surround the text, printed in sage green.

A Brownie Book.

Little, old, white-whiskered Brownie men, conducting the manufacture of bicycles, figure prominently in the catalogue of the Wolff-American high art bicycles, made by R. H. Wolff & Co., of New York City. These humorous views are done in wash drawings printed in bright green, and are scattered freely along the margins of the text, printed in blue-black, descriptive and illustrative of the Wolff cycles, models of which are shown by wood cuts. The Duplex tricycle is the exclusive production of this concern, and is one of the most sociable machines built, the two seats being side by side.

Three Shades of Green.

"The Winton Bicycle Book," printed in bright red letters on a cover done in three shades of green, are the first words that greet one from the catalogue sent out by the Winton Bicycle Co., of Cleveland, Ohio. Seven models of the Winton Winners are shown at the tops of the inside pages, printed from wood cuts, the text and specifications appearing below in crimson. Two of the models pictured are of tandems, one a double diamond and the other a combination diamond and drop frame. Details of construction and of fittings are also given and illustrated with wood cuts. The paper used is highly enameled, and the typographical work is good.

DAMPMAN'S NEW WHEEL.

PHILADELPHIA, Jan. 13.—The Frank M. Dampman Cycle Co. is displaying the models of the Brandywine, a wheel of the company's own manufacture, for which a bright future is expected. The frame is of 1⅛-inch tubing; head, 1¼-inch; stays, ¾-inch; wheel base, 44 inches; cones and cups turned from the solid bar of tool steel and tempered to a straw color; ¼-inch balls in crank-hanger and rear wheel; 3-16-inch balls in front wheel and head. Barrel hubs are used. The men's wheel is listed at $50, while the ladies' curved drop-frame machine is selling at $55. This wheel will be sold as a side line to the Dampman wheel, a $100 machine, and the Falcon, the company being the agents in this district for the latter make. This firm only started in the manufacturing business last year, but has succeeded in catching a brisk trade. In addition to the Dampman and Brandywine, the Brownie wheel and a tire bearing the firm name are also manufactured. Representatives have been placed on the road, and agencies are being placed in a manner that augurs well for a successful season. The offices and local store are located at 1227 Market Street.

M. J. Costa is the manager of the new branch store of the Relay Mfg. Co., of Reading, Pa., which has just been opened at 1003 Arch Street. A full line of Relays, ranging in price from $65 to $100, are to be handled at the store, and the first large consignment is expected to arrive this week. The wheels are up-to-date, and are equipped with large tubing, barrel hubs, and have a very narrow tread. A special feature of the 20-pound Flier is the large sprocket used.

Thus far purchasers of bicycles are asking for heavier wheels when placing their orders for '96. The light wheel craze seems to have died out, and dealers are preparing for a rush in heavier lines.

A Novelty in Ice Bicycles.

A decided novelty in the way of an ice bicycle was sprung on the local cycling public last week by Walter M. Trott, of the Germantown Cricket Club. Mr. Trott brought his machine out on the Wissahickon Creek on Wednesday, and created quite a sensation among the thousands of skaters gathered there. The machine is really a unicycle with runner attachment, the front wheel of the bicycle having been removed and replaced by a steel-grooved skate with a triangular gearing especially designed by Trott. The runner or skate is about fifteen inches long, and is guided by the handle-bar. That the back wheel may secure a good hold on the slippery ice, the owner has removed the original tire, and in its place is a specially devised pneumatic tire, with small steel spikes at frequent intervals. Trott said this is the first wheel of the kind ever seen in this city, and his experiments on it have been most satisfactory. For straightaway riding he experienced no difficulty in making almost as good time as with a racer, or in turning sharp curves and standing still.

In its issue of yesterday (Sunday) the Philadelphia *Record* stated that, according to a well founded report, the firm of Garden & Brewster, the local Victor and Crescent agents, was about to dissolve, and that hereafter Mr. Brewster would handle the Davidson wheel in Philadelphia. The story has not yet been verified. Mr. Brewster is away in Chicago, and Mr. Garden could not be found.

The first of the '96 racing wheels to arrive in this city was received on Thursday by Charles S. Smith & Co., the Rambler agents. The machine shows many improvements over last year's pattern and, taken all in all, should prove a most popular mount for racing men.

The newly organized Holbrook Cycle Co., of this city, held a meeting last Saturday and arranged plans for '96. The company's stockholders includes many prominent business men, who have subscribed for stock in a liberal manner. The line of wheels to be handled includes the Holbrook, a high-grade machine of the company's own manufacture; the Gold-Crank Falcon, Dampman, Brownie, and Brandywine. The officers of the company are as follows: President, Joseph Holbrook; vice-president, Frank M. Dampman; treasurer, Thomas Holbrook; secretary, Edwin A. Frick; director, O. E. Manger. The company is capitalized at $20,000.

George Foley, the local agent for the Remington bicycle, received a '96 model of that make on Thursday. The new wheel includes all the improvements seen on other '96 machines, and also many innovations of its own. Many orders have already been received, and everything tends to indicate that this will be a most successful year for the Remington in Philadelphia.

A WAVERLEY MAN.

Owing to the enormous increase in its business the Indiana Bicycle Co. has decided to open a wholesale distributing branch in New York City for the purpose of supplying its eastern agents with Waverley bicycles and parts. It has leased a fine store at 339 Broadway where a full stock will be carried. This branch will be under the management of W. T. Gardner, a gentleman well and favorably known in the bicycle trade, who, during the past year held the position of auditor of branch stores and is ex-secretary and treasurer of the company he represents, hence he possesses the capabilities of looking after the Waverley interests to good advantage. It is contemplated to have the new store ready for business by February 1. This is something that will be appreciated very much by eastern dealers.



W. T. GARDNER.

LOS ANGELES TRADE.

LOS ANGELES, CAL., Jan. 10.—There are now three more cycle stores on the new Cycle Row. H. O. Haines has had the March for southern California for the last two years, with his salesroom and office in his carriage store on Los Angeles Street, where most of the farming implement stores are located. Mr. Haines no longer handles the March, but is pushing the Czar and other wheels and is now located next door to the Victor store, halfway between 4th and 5th streets, on South Broadway.

E. S. Crippen, the plumber, has taken the Avery and Freeman line, and located in the Chamber of Commerce Building just south of 4th Street.

L. S. Benjamin, a brother of Ben Benjamin, sporting editor of the San Francisco *Chronicle*, and a newspaper man, too, has come down from Sacramento and opened up the Humber Cyclery in the Wiley Block just below 5th Street on the Row. Pop Field says he has tied him up for fifty Sterlings even if Benjamin thinks the Humber is the best wheel. A $65 wheel will also be sold at the Royal Purple front. It will be a royal store inside too.

Dave Burke is taking in the cycle shows and expects to pick out a new wheel for the Burke Brother's Cyclery.

No Rambler agency has yet opened here although several parties are anxious to capture the G. & J. line.

Emil Ulbricht has taken charge of the extensive repair shop of the new Thistle store that has opened at 446 South Spring Street, a few doors below Ulbricht's old stand. Ulbricht has not yet signed for 1896, but will probably race on the national circuit with W. W. Hatton on the tandem, and also on single wheels. Later on Ulbricht may go for long-distance records.

In the space of the Garden City Cycle Works at the Chicago show, the Chicago spring pedal attracted a goodly share of attention. This device has been on the market but a short time, yet it has achieved an enviable reputation as a cycle fitting. The pedal pin and bearing parts are made up in the usual manner, but the foot-plates are set onto the pin with flat springs of high temper. The top of the foot-plate is covered with rubber and the pedal may be fitted, at the option of the rider, with toe-clips.

Change of copy for February 6 issue must reach us by February 1.

You Will Admit

That the public in general is rapidly becoming better qualified to judge of the individual merits of the various makes of bicycles. As a result, the prospective purchaser of 1896 will be unlikely to pay $100 for a wheel that is a counterpart of the repair shop product. His choice must be distinctively high grade, and the day has passed when crank keys, outside frame joints, and innumerable bolts and nuts are countenanced on high-grade bicycles.

The March, BICYCLES

are distinctive—distinctive because of the novel features embodied in their construction. It can no longer be said that all bicycles are alike—that all bicycles look alike.

THE MARCH-DAVIS CYCLE CO.,

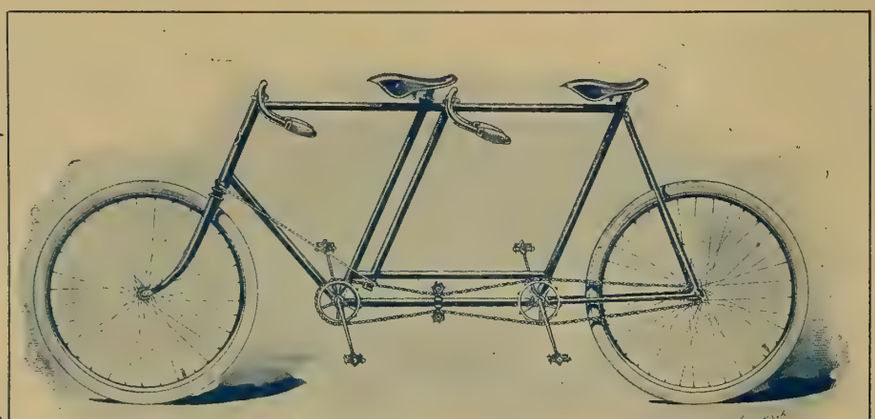
FACTORY AND OFFICE: WEST NORTH AVENUE AND WEST 44th STREET,
Or Hermosa Station on Chicago, Milwaukee & St. Paul R. R., Union Depot.
CHICAGO, ILL., U. S. A.

Branch Houses:
NEW YORK.
SAN FRANCISCO, CAL.
LOS ANGELES, CAL.

Phillips & Buttorff Mfg. Co., Nashville, Tenn., Distributing Agents for the South.
F. M. Smith & Bro., St. Paul, Minn., General Agents Minnesota, The Dakotas.
L. C. Jandorf & Co., New York City.
Wm. M. Justice & Co., Pittsburg, Pa.
Oscar S. Lear, Columbus, Ohio.
Adams & Hart, Grand Rapids, Mich.
J. B. Sickles Saddlery Co., St. Louis, Mo.
Novelty Bicycle Works, Rochester, N. Y.

THE SURPRISE C

MODEL No. 5.



D. D. Tandem. Weight, 36 Pounds.

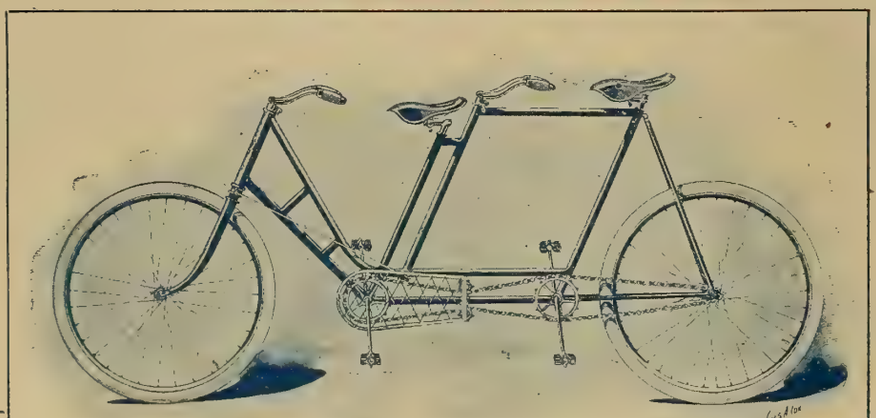
THE HIT
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Have you seen

You could hear
jobbers

THE WOR

MODEL No. 6.



Combination Tandem. Weight, 38 Pounds.

JOHNNY JOH
are with us; ot

We are Hustle

If you

ARNOLD, SCHWINN & CO.

Pacific Coast Depot:

HOOKER & CO., San Francisco, Cal.

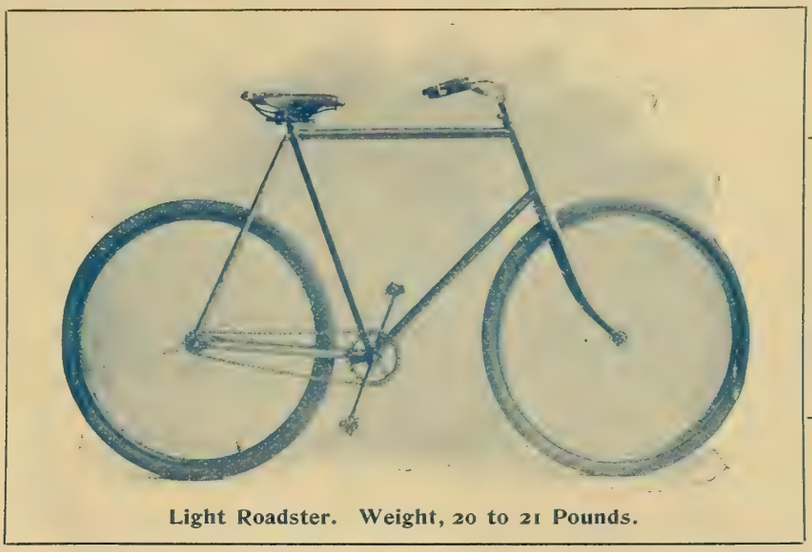
Peoria & Lake
CHICA

THE NEW YEAR

THE SHOW,
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World?—A Beauty.

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, and riders.



Light Roadster. Weight, 20 to 21 Pounds.

MODEL No. 2.

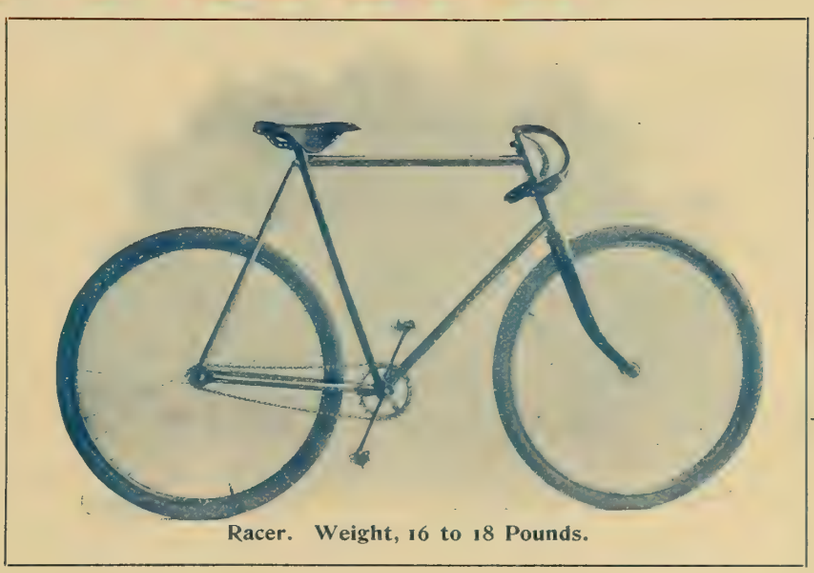
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AND T. W. ECK

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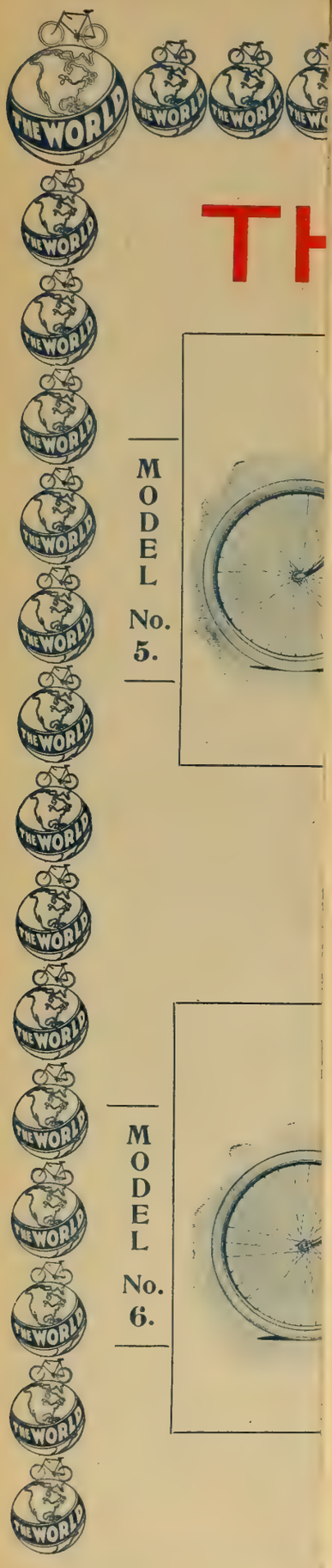


Racer. Weight, 16 to 18 Pounds.

MODEL No. 3.

We will deliver Machines promptly on Order.
Agents, write for Terms and Catalogues.

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MODEL No. 5.

MODEL No. 6.

Pacific Coast Depot:

HOOKER & CO., San Francisco, Cal.

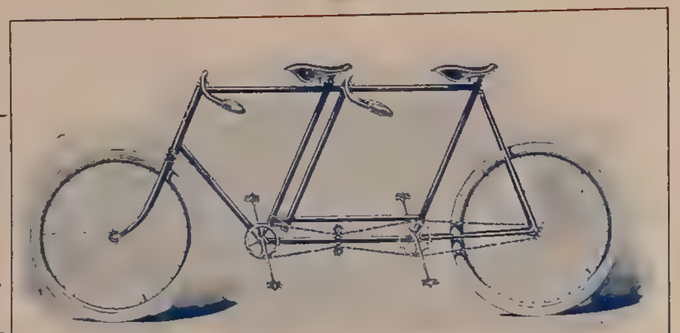
Peoria & Lake

CHICA

THE BEARINGS Cycling Authority America

THE SURPRISE OF THE NEW YEAR

MODEL No. 5.



D. D. Tandem. Weight, 36 Pounds.

THE HIT OF THE SHOW, AND NO "JOLLY."

Have you seen The World? A Beauty.

You could hear it on all sides, from makers, jobbers, agents, and riders.

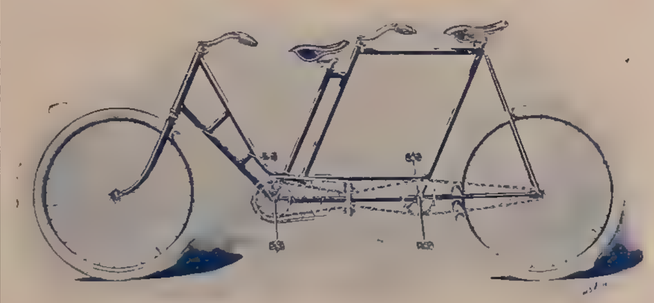


Light Roadster. Weight, 20 to 21 Pounds.

MODEL No. 2.

THE WORLD CYCLES

MODEL No. 6.



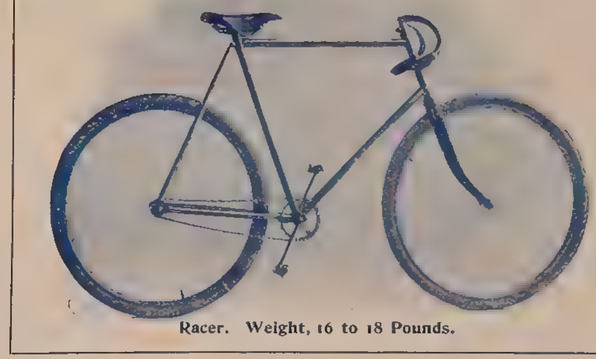
Combination Tandem. Weight, 38 Pounds.

JOHNNY JOHNSON AND T. W. ECK

are with us; others to follow. "Surprises."

We are Hustlers and want Hustlers.

If you fill the bill, write.



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We will deliver Machines promptly on Order.
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Pacific Coast Depot:

HOOKER & CO., San Francisco, Cal.

Windsor Bicycles

CHICAGO'S VICTORS. NEW YORK NEXT.

A Streak of Luck!

Many a dealer thanked his lucky stars and chucked himself right under his chin when he compared the "American Beauties" with all others he saw at the show, and realized that he had the agency for their sale and the other fellow didn't.

Windsor Bicycles

SIMPLY UNAPPROACHABLE.

A GOOD THING AGENCY---WRITE.

Sieg and Walpole Mfg Co
KENOSHA WIS

BRANCH HOUSES: Chicago, Milwaukee, Los Angeles, Cal., Portland, Ore.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor Bicycles

The League Tires.



Choose the Best

The League Inner Tube

is the perfect tire. No butt ends. A continuous air circuit. Repaired in a minute, and while on the wheel. Endorsed by experts on sight.

The League Hose Pipe

is the leading tire. Purest Pará rubber. Special fabric. Every detail of manufacture perfect.

NOTE.—A pump and "Minute" repair outfit supplied with every pair of tires.

Specify League Tires on your '96 wheels; accept no others. Every claim substantiated. Correspondence invited. Makers of Rubber goods for over 50 years.

AGENCIES.

Stoughton Rubber Co , Boston.
N. Y. Belting & Packing Co., Ltd., Phila.
Patapsco Rubber Co., Baltimore.
Goodyear Rubber Co., Buffalo, N.Y.
Ong, Many & Salter, Chicago.
Julius Uihlein & Co., Cincinnati.
N. Y. Belting & Packing Co., Ltd., St. Louis.
Central Rubber & Supply Co., Indianapolis.
Toledo Rubber Co., Toledo.
J. H. Gould, Syracuse.
N. Y. Belting & Packing Co., Ltd., San Francisco.

NEW YORK BELTING & PACKING CO. LTD

Pioneers and Leaders. **New York City.**

ENGLISH TRADE NOTES.

LONDON, Jan. 4.—The fact that society is really going to devote at least one more season to cycling, is demonstrated by the number of machines which have been sold from the Holborn Viaduct depots during the week preceding Christmas. This is to be accounted for by the fact that a bicycle is considered quite "the thing" as a Christmas gift by many of the moneyed classes, and the result has been a Christmas trade far in excess of that of former years. Even now, when the weather is bad, a good many society people still take cycling exercise in the parks. The poor slaves of fashion will do anything rather than be behind the times, and they will suffer any amount of discomfort. I have even seen ladies riding in the parks in pouring rain. Carlyle was very right.

The Pneumatic Skate Co., Ltd., which was recently promoted with a capital of goodness knows what, is to be voluntarily wound up. According to the prospectus which was issued a short time ago, the skates would soon become universal. Doctors were to use them to visit their patients, tax collectors were to pursue the hapless ratepayers with them, the butcher boys were to skate their daily rounds for further orders, and every walk of life was to be turned into one long skate. And now the company has smashed after an existence of a few weeks. It is simply another instance of the rotten state of our present company laws.

Rumor About the Pope Company Denied.

There seems to be no foundation for the rumor, which has been freely circulated here, that the Pope Mfg. Co. was negotiating for the American rights of the Simpson chain. When I first heard the rumor I discredited it, for I fancy that American engineers are too sharp to be caught by such a thing as the "wonderful chain." By the way, Mr. Simpson is being interviewed right and left by reporters who know nothing of mechanics, and articles are appearing to the effect that the chain is the greatest boom yet given to the cycling world. It is simply monstrous that such articles should be printed, but in the present state of the outside press, it is only natural. Meanwhile the cycle trade looks on and smiles, and manufacturers place large contracts for ordinary patterns of chain. *News of the Wheel* seems to be the only cycling journal left to cry "behold the marvel," and even *Wheeling* is keeping very quite about the "new era" it promised on the strength of a couple of downhill records.

A Wooden Frame Bicycle.

At the Stanley show a German firm exhibited a wooden cycle-frame. I should not have referred to it here, had it not been that one or two papers have spoken somewhat favorably of the so-called invention. As a matter of fact, the frame had absolutely no rigidity, and the crank-bracket oscillated from side to side at the slightest pressure. By-the-way, in addition to adopting steel handle-bars, the Bamboo Cycle Co. has now decided to line the canes of the rear fork-legs of its machines with steel tubing. Verily, there is yet hope for the Bamboo company.

The new Osmond chain, which is really only a roller chain of the usual pattern, but of half-inch pitch, is getting a good advertisement in the press by letters from chain makers, claiming the invention. The chain will run well, and I think that it is a good thing, and that Mr. Osmond is deserving of every credit for improving a type which had been almost abandoned, notwithstanding the advantages which is possessed.

There May be Three Shows.

There is a rumor to the effect that Humber & Co., Ltd., have already taken space at the next Stanley show. I am, however, told that at present no such step has been taken, and if what I hear be true, it is more than likely that there will be three cycle shows next autumn. The third will most likely be run by certain large firms who have not been satisfied with the arrangements at either of the present exhibitions. Let us hope that the rumor is false, for the possibility of three cycle exhibitions in London is too dreadful.

The women racing disgrace still goes on, and up to the present no steps have been taken to stop it. The trade is being pestered by these females, and a few of the smaller firms have succumbed, and are paying either for wins or fixed sums as retaining fees. The folly of the whole thing is apparent, when I say that the track on which the latest series of these races has been held is thirteen laps for the mile. Some of the cycling papers are encouraging the proceedings, and one writer has protested against the hounding of the "plucky girls" as he styles them. Well, lion tamers and female gymnasts are often plucky, but they are not ladies. The female racing is doing a great deal of harm to the trade, as it is helping to uphold the prejudice against cycling for ladies, which still exists in the minds of most middle-class people. What with professional racing and rational dress, the cause of cycling for ladies can not advance as it should do.

Sturmey Against Narrow Treads.

The *Cyclist* this week contains a short article on single bearing crank-brackets, and points out that the increased cross strains developed by bearings of this class must be detrimental to the running of the machine. Mr. Sturmey, who is the most fearless and outspoken editor connected with the cycling press of this country, states that he does not believe in excessively narrow treads, and I feel certain that the day is not far distant when there will be a return to treads of a reasonable width. I know from conversations I have had with several of the leading manufacturers, that the trade is not in favor of any further attempt to reduce the present widths, and indeed one or two firms have decided to make a stand in the matter. Amongst these is the Coventry Machinists' Co., many of whose roadster machines for next season have treads of 5 and 5¼ inches.

WILL O' THE WISP.

IT IS CALLED PERFECTION.

The perfection automatic rim drilling machine, manufactured by Perkins & Co., Grand Rapids, Mich., is a serviceable and efficient machine for drilling wood rims for spokes and nipples. The chuck is of a new type, a scroll being used instead of the usual toggle-joint. This admits of the drilling of rims of various diameters without changing the links each time. The rim is placed in position on the chuck, the machine put in operation, and the drills and counter-sinks complete the work without removing the rim to turn it. A great saving of time is effected and the depth of the counter-bore is carefully determined automatically by gauging it by the surface of the rim. A smooth ring is attached to the counter-borer at a proper distance from the cutting edge, and the drill spindle is made in two parts with an intervening tension spring, which yields when the gauge ring comes in contact with the rim.

One drill only is used for both the bores and the counter-sinks, and the rim is finished at one operation and one entire revolution, the machine automatically spacing the rim for the spokes, and determining the four angles on which they are drilled. The machine stops of its own accord when the last hole is finished, and the time for completing a rim is under forty seconds. The machine is so accurate that a rim can be turned a hundred times around, and the drill will pass each time through the first series of holes without enlarging them.

THE SCHOVERLING, DALY & GALES LINES.

Schoverling, Daly & Gales are putting on the market a complete line of juvenile, and low and medium-priced wheels for the coming season, which agents will find a desirable line to handle. It comprises the Gales, the Manhattan, and the Gotham.

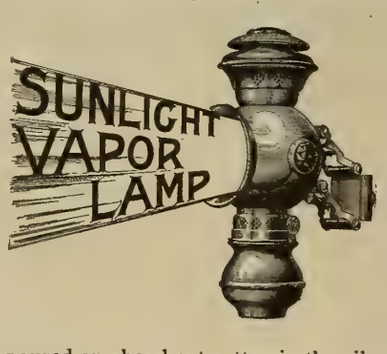
The Gales is a high-grade wheel at a medium price, possessing every up-to-date feature. Material and quality is the finest that can be put in a wheel, and large tubing, barrel hubs, and several unique features are employed. Gentlemen's wheels will be made in three heights of frame—22, 24, and 26 inch, and will weigh 22 pounds, equipped with either Vim or Morgan & Wright tires, listing at $75. The ladies' wheels have a beautiful design of frame, will weigh 23 or 24 pounds, fully equipped, and retail for $80.

The Manhattan is an up-to-date wheel with 1⅛-inch tubing, barrel hubs, excellent finish, and is fully guaranteed in every respect. It is made in both diamond and drop frame, three styles of each, 24, 26, and 28 inch, for children and adults. The 24-inch size sells for $40, the 26-inch for $50, and the 28-inch for $60.

The Gotham is a superior make of juvenile wheel, being first quality in all respects, and with best standard equipment, Morgan & Wright quick-repair tire, Garford saddles, etc., making the finest line of 24 and 26 inch wheels in the market. The 24-inch lists at $40, and the 26-inch at $50.

NEW VAPOR LAMP.

The Sunlight vapor lamp has been placed on the market to fill a long felt want for a lamp that will absolutely not shake or jar out. This lamp is made by the Manhattan Brass Co., of New York City, whose western department is located at 132-134 Lake Street. The weight of the lamp is twelve ounces. It is of solid brass, finely nickel-plated and polished, and not a drop of soder is used in the make-up. Every connection is either clinched or riveted. Thedraught arrangement is mechanically perfect, assuring a strong steady light. The best combustion, and absolute safety is claimed. The vapor is created from ordinary benzine poured on absorbent cotton in the oil reservoir. The lamp will burn eight hours. In shape the lamp is graceful, and the workmanship is of the highest character. The Manhattan Brass Co. has been in the lamp and burner business for the past thirty years, and during the past few years has been making a special study of bicycle lamps. In this vapor lamp has been found an article that surpassed all other efforts.



In the Hunter Arms Co.'s exhibit was shown an ancient hunter in all his armor. Inside the armor was a member of the Thistle Cycling Club, but the men of his club forgot the fact, or seemed to, when they went up with pins and shoved them in the cracks to see whether it was alive. They found out, and the luckless member resigned his job on the evening of the first day, preferring to be on the outside where he could find out whether some one else was alive.

"Bearings" magazine form appears February 6.

"305"

Note our number.

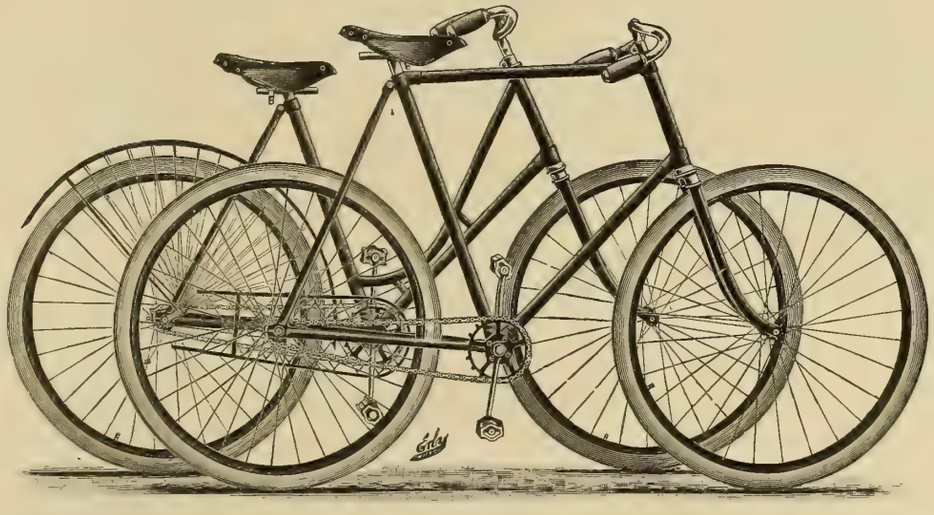
Our wheels and discounts will do the rest.
Look us up and be convinced.

Bell's CYCLES

New York Cycle Show.

Mention The Bearings

HERE'S OUR TEAM FOR 1896

Silver  Rimmed

WABASH MODELS, B and C, $75.00.

SOLE VICTOR AGENTS.

Salesroom,
139-141 Wabash Ave.

THORSEN & CASSADY COMPANY CHICAGO

Mention The Bearings

The Bearings' Circulation.

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In Weight, as follows:

Number Pounds 8641

No. Sacks 65 . . Tare 162

Net

Amount of Postage, $ 84.79

O. R. B. Weighing Clerk.

Last week THE BEARINGS sent out nearly ten tons of papers through the postoffice. On this page are fac-similes of the postoffice receipts. The number of papers can be readily figured. The following is the operation:

A single number of THE BEARINGS of last week weighs just 2 pounds. Divide the total number of pounds by the weight of each paper as follows, and the result is the total number of papers sent out at second-class rates:	3,696	pounds
	50	"
	1,648	"
	5,909	"
	8,479	"
	2)19,782	pounds
	9,891	papers.

To the number sent out as second-class matter must be added the foreign circulation which is sent out under stamps, papers sold through the news companies, papers distributed by boys in Chicago, papers sold from THE BEARINGS office, and papers reserved for files and future orders. The numbers are as follows:

Foreign circulation, news companies, distributed in Chicago, and reserved for office use and future orders, about	3,000
Distributed at the Chicago Cycle Show	1,000
Sent out at second-class rates	9,891
	13,891

THE EMPIRE BICYCLES

GOOD AND STRONG

NILE GREEN RIMS

Made their first bow to the public at the Chicago Cycle Show. Their introduction amounted to an ovation.

See the Empires at the New York Show.

EMPIRE CYCLE CO.,

MANUFACTURERS,

SYRACUSE, N. Y.

TOLEDO TRADE NEWS.

TOLEDO, OHIO, Jan. 13.—One show is over, and THE BEARINGS correspondent thought he would have a few moments with the manufacturers between shows, but not so. Those who do not go straight through to New York are so busy getting down orders and posting their notes on the exhibits, that the correspondent was left to try new models and listen for scoops over the 'phone. Geo. H. Fisher, of the Gendron Wheel Co., leaves for New York Tuesday, to be absent two weeks. Mr. Yost leaves Saturday night, and others will follow, though the number in attendance there will not be so large as at Chicago, so far as Toledo is concerned. Messrs. Yost, Jaquet, Betts, Fisher, Snell, Curtis, Kirk, Southard, Trueman, and others at the show report that they secured several orders. They were from the small trade, but the money is all of one color.

Mr. Snell is one of the busiest men in Toledo, and outside of that brazed tube scheme, and the routine business of the Snell Cycle Fittings Co., the writer is informed that the new tube mill will have $5,000,000 behind it, and is bound to be a success. That is a stock saying, but those little details like "tube" marked envelopes, statements regarding scarcity of tube, etc., crop out with surprising frequency.

There is something in the wind that will be perceptible before long. Mr. Snell says several fellows have tried to "hang him up," and he expects to take his turn at pulling the cord.

Will Market Wooden Handle-Bars.

It is reported that the Toledo Bending Co. will soon place a wooden handle-bar on the market.

Nelson & Hubbele report that they have the sole agency in this section for the Fargo company's ball bearing shoe. They have quite a stock of cycling specialties, and will first develop a local trade. They are jobbers of cement, lamps, bells, the Tie company's novelties, and other specialties and novelties.

J. L. Yost says he did a good business at the Chicago show.

A. U. Betts & Co. sold over 500 enameling ovens and vulcanizers at the Chicago show.

F. E. Southard, president of the Toledo Metal Wheel Co., captured several orders for Rigby juveniles at the Chicago show.

The Kirk-Young Mfg. Co., of which Mr. Southard is also president, is now well under way, at the factory, and the output is being disposed of rapidly.

The large addition to the Snell Cycle Fittings Co.'s factory started up last week with the automatic machine department at work. New men are being added daily, and the rush around the office and shops is decidedly evident.

Is Making Lark Bicycles.

The Toledo Mfg. Co. is now at work in its new factory. Its second-grade ladies' wheel is to be called the Lark. F. C. Avery is superintendent of the new factory.

F. H. Smith, formerly with W. H. H. Smith & Co., lumber dealers, will hereafter be identified with the Truman Cycle Co. After learning the ins of the business he will practice on the outs, and will go on the road in the fall.

T. B. Terry, president of the Dauntless Bicycle Co., is in the west. Tuesday he expected to attend a convention of agricultural implement and bicycle manufacturers at Kansas City. He will also visit St. Louis, and expects to stop with Mr. Thompson, the Chicago agent, during the latter part of the week.

Alvin Peter Interviewed.

The fame of the Viking crew, Jew wedding, Viking menus, and all reached Toledo before any of the "crew" appeared, but Alvin Peter was seen and was asked to tell about Chicago show affairs, which he did. The talk drifted into mechanics, and Mr. Peter declared that were he not a little shy on tubing, he would make 12,000 Vikings in '96. As to a factory for '97, he says he won't say anything, but he said that all the talk of a factory to turn out 100,000 wheels is wind. He admits that he will enlarge next season, but how extensively will not be known until the season of '96 is well advanced. So far as retail business is concerned, the Viking has not had a fair chance, as it appeared too late last year to be "in the swim" for early birds. As to the future, A. Viking Peter may be depended upon to do something original. "Wait until next year," he said, "then I'll have something new. I have, however, engaged those eight parlors at the Auditorium Hotel for '97, providing another show is held there. If you don't believe it, write to the management, or I'll show you my contract."

As to advertising schemes, Mr. Peter is full of them. He says he admits he is a "farmer," but that doesn't make any particular difference, as he appears to be "on the map" in the bicycle business. Regarding his retail store in Toledo, he declares that he will turn the town upside down. He will have a balloon ascension from in front of the store, if the weather will permit, and a man will go to the clouds on a Viking. As another attraction, he says he will mount a Viking bicycle at the factory on the morning of Washington's birthday, the opening day, and ride to the store via the principal business street. He says he has never ridden a bicycle, but knows he can ride a Viking straightway. He is already figuring on '97 trade, and will send ten traveling men out August 24.

These traveling men, by the way, are all well named, and are a jolly crew. There is "Captain" Jack Swindeman, "Wauseon" Eager, "Little Zimmy" Church, "F. A. T." Peters, Colonel Lautz, and—there will be others.

CANADIAN TRADE MATTERS.

TORONTO, CAN., Jan. 13.—At the meeting of the Canadian Cycle Board of Trade executive, held last week, it was decided that the twelve-month guarantee clause would be adhered to for the season of '96. A number of manufacturers have already closed contracts with this understanding, and it was felt that no new arrangements could be made until next year. The board will, however, stick to the balance of the agreements as adopted at the last general meeting, and the syndicate nuisance has probably received its quietus. The board will not make any attempt to regulate the manufacturers' prices, but there is no doubt that the high-grade wheels will be retailed at $100. Quite a demand has set in for a cheaper grade of wheels, and the manufacturers will endeavor to supply a substantial machine at about $75, beginners having some reluctance to pay the higher price.

The Trade Outlook for '96.

It is confidently expected, and there are good grounds for the belief, that the possibilities of trade for 1896 will exceed anything previously known in the history of the trade in this country. In fact, some of the Canadian concerns now assert that the orders received up to date exceed their total output for last year. It is also stated that H. A. Lozier & Co., who are already established in their magnificent new factory at Toronto Junction, intend to embark in the manufacture of tubing next season.

Will Push the Dayton.

J. & J. Taylor, having secured the agency for the Dayton, purpose to push the sale of the wheel with considerable vigor. To this end they have secured the services of H. P. Davies, who was formerly the Canadian manager of the Griffiths Corporation, Ltd., and probably one of the best bicycle men in Canada today. With Mr. Davies' extensive business connection, the interests of the Dayton should be well looked after. Fred W. Doll, the well-known salesman, and Sam Gibbons, lately one of the racing representatives of the Brantford company, have been secured as traveling salesmen.

THE HOME TRAINER CONTEST.

The Robinson Home Trainer races held all week in the annex of the Chicago Cycle Show were a decided success. Prizes were given by the manufacturers, and the crackajacks kept their eyes on the records as fast as they fell. There was great rivalry among them, and each would try to lower the preceding record. At the close of the contest the records stood as follows: One mile.—F. G. Barnett, 1:37; A. E. Irons, 1:37¼; William Bainbridge, 1:38. Half-mile.—J. C. Roha, :42; Al. Stuart, :47¾; W. F. Guhl, :48. Quarter-mile.—F. G. Barnett, :20½; A. E. Irons, :20¾; William Bainbridge, :21½. Eighth-mile.—A. E. Irons, :10; D. Cramer, :10⅛.

Ladies' race. Eighth-mile.—Miss A. Porter, :13¼; Lizzie Glaw, :13½.

The prizes were given away at 9 p. m. Saturday. The last race took place between Lee Richardson and Nicolet, the two champion fancy riders. Both tied in the first heat, but in the run-off Nicolet won by three-quarters of a second. Time, :10¼ for one-eighth mile.

DENVER SHOW SANCTIONED.

The projectors of the Denver Cycle Show received a telegram last week from A. G. Spalding, advising them of sanction having been granted for the holding of the proposed show in Denver, February 4, 5, 6, 7, and 8, at Coliseum Hall. Active preparations are going forward to place the hall in shape before the appointed time. Carpenters are busy remodeling putting in booths, and making alterations.

Nearly all spaces are sold, and dealers from all over the country have written saying they will attend. The same exhibits as were at the Chicago show will be seen at the Denver show, and no efforts have been neglected to make it one of the most successful bicycle exhibitions ever seen.

A BARR REPRESENTATIVE.

C. W. Barr, head of the Barr Bicycle Clothing Co., of Chicago, will be better prepared than ever this year to care for the cyclists' trade, and has put in one of the most complete lines of cyclists' outfits in the country. He is sending traveling men to all parts of the country, who are grabbing up the festive orders wherever they stick up their heads. L. P. Davis, who so ably represented the Barr company at the show, will start out next week for Texas and other points in the south and southwest. He is an old hand in the clothing business, and while at the show made the acquaintance of a great many dealers, so that he will have but little trouble in disposing of his goods.



L. P. DAVIS.

Walt McDougall's humorous sketch, "A Bicycle Family," printed in the Christmas number of the *Yellow Fellow*, E. C. Stearns & Co.'s weekly, has been so highly praised and admired that Stearns & Co. will shortly issue it in tasty pamphlet form, illustrated from the author's original drawings.

Change of copy for February 6 issue must reach us by February 1.

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

A HUMBER AGENCY MEANS { REPUTATION PROFIS SATISFACTION

HUMBER QUALITY

Every world's record from 2-3 mile to 1,800 miles.

Humber agents who have shown 1896 models of this world-famed cycle are realizing to the fullest extent the public's appreciation of the fact that

HUMBER QUALITY MEANS { SPEED, STRENGTH, BEAUTY OF DESIGN, FINISH, DURABILITY.

HUMBER & CO., AMERICA, LIMITED.
WESTBORO, MASS.

New York Cycle Exhibit, Jan. 18 to 25, 1896.
Stands 64, 65, 66, 67, 68.

New York Salesrooms, { 318 Broadway. 5th Ave. & 42d St.
Brooklyn Salesroom, 545 Fulton St.

Mention The Bearings

TRADE HAPPENINGS.

ALBANY, IND.—The Albany Mfg. Co. has been incorporated by Alfred B. Gates, Philip Goetz, Joseph K. Tedrow, Albert J. Beveridge, and Chas. F. Smith, to establish a large tube mill, and manufacture medium-grade bicycles. Cold-drawn seamless steel tubing will be manufactured also. Capital stock, $1,000,000.

ALEXANDRIA, VA.—M. A. Tappan, of Washington, D. C., will establish a bicycle factory to employ fifty hands at the start.

ALEXANDRIA, IND.—J. P. Strom, of Anderson, Ind., bicycles, has opened a branch store here.

BALTIMORE, MD.—The Chesapeake Cycle Co. has been incorporated by James S. Shipley, Chas. H. Porter, Albert G. Ripple, Geo. H. Will, and Samuel T. Richards. Capital stock, $5,000.

BALTIMORE, MD.—The Maryland Mfg. & Construction Co. has been incorporated with S. Davis, Warfield, president, and will equip a plant for the manufacture of 5,000 bicycles the first year. C. F. Pease, formerly of Chicago, will be in charge.

BALTIMORE, MD.—The Speedwell Cycle Co. has been dissolved, and Joseph Wiesenfield and Sol Simpson have formed a partnership, under the name of the Little Joe Wiesenfield Co., for the purpose of conducting the bicycle business. Moses Meyer has an interest in the company.

BELLOWS FALLS, VT.—L. G. & C. E. Howard, hardware, have taken up bicycles, having secured the agency for Chief cycles for Vermont and New Hampshire.

BETHEL, OHIO.—W. M. Scott, hardware, etc, is preparing to take up bicycles and wants a good agency.

CHICAGO, ILL.—The Rex Cycle Co. has been incorporated by Merritt W. Pinckney, West Dallas, and Julius A. Johnson, to manufacture bicycles. Capital stock, $10,000.

CHICAGO, ILL.—The Imperial Ball Bearing Axle Co has completed arrangements with the Gananoque Spring & Axle Co., of Gananoque, Ont., Can., for the exclusive manufacture of Imperial ball-bearing axles in Canada, having sold to the Ontario company the shop right for a term of years.

CICERO, IND.—George Anthony, bicycles, has opened a new store.

COLUMBUS, IND.—The Columbus Brass & Iron Co. has commenced the manufacture of bicycles, turning out a high-grade wheel called the Hoosier.

DARDANELLE, ARK.—W. E Partin, machinery, is preparing to handle bicycles, and is in the market for a good agency.

DUNKIRK, OHIO.—J. Ewing & Co., hardware, stoves, etc., is preparing to take up bicycles, and invites correspondence from manufacturers of wheels and sundries.

ELMORE, OHIO.—Jaeger & Georgii, hardware, bicycles, etc., are interested in the establishment of a bicycle factory.

GALVESTON, TEX.—W. R. Follis and others have incorporated the Galveston Cycle Co., with a capital stock of $25,000 to deal in cycles, etc.

GAYLY, PA.—A. B McBrier, hardware, etc, will take up bicycles, and invites propositions from manufacturers of wheels and sundries.

AKRON, OHIO.—The Akron India Rubber Co. will in a few days begin the manufacture of their Perfect tires.

ALBANY, N. Y.—The W. & P. Armored Tire Co., of Syracuse, was incorporated for $100 000 to manufacture the Warson & Pickett patent armored vehicle and bicycle tire in Buffalo, Directors: M. L. Warson, of Kensington; E. F. Pickett, of Buffalo, and T. H. Spaulding, of New York City.

ALBANY, N. Y.—W. H. Bramson has opened a retail cycle store at 422 Madison Avenue. He will make the Truss Frame follow his Leader.

ANDERSON, IND.—The Hartford Bicycle Co., of Morrow, Ohio, intends to establish a bicycle factory here, and Mr. Boland, J. Carpenter, M. Norton, and C. Fiseer are figuring on going into the company.

BALTIMORE, MD.—The A. Ely Co. was incorporated for $50,000 by A. Ely, Charles G. Cugle, W. J. Unverzagt, F. V. Coggins, and C. B. White. The firm will continue the business of the Alfred Ely Co., bicycle dealers, at 8 W. Baltimore Street.

BELTON, MO.—Moseley & Gregg, hardware, bicycles, etc., new firm, composed of George Moseley and Walter S. Gregg, of Independence, Mo., will open a new store this week.

BLOOMSVILLE, OHIO.—Geo. F. Behm, hardware, etc., is preparing to take up bicycles and wants a good agency.

BYERVILLE, OHIO.—P. E. Hoopman, hardware, is preparing to take up bicycles, and wants the agency for a good wheel.

CAMBRIDGE, OHIO.—Carlisle & Grimes, hardware, sporting goods, etc., will add bicycles, and invites propositions from manufacturers of wheels and sundries.

CHAGRIN FALLS, OHIO.—Baer & Ashberg, hardware, etc., is preparing to take up bicycles, and invites propositions from manufacturers of wheels and sundries

CHICOPEE, MASS.—The Spaulding & Pepper Co. has been incorporated by Thomas S. Spaulding and Wm C. Breed, of New York City, and Wm. S. Haskell, of Brooklyn, to manufacture rubber tires and parts of bicycles and wheels, in Chicopee Falls, Mass., and Brooklyn, N. Y. Capital stock, $50.000.

CHICOPEE FALLS, MASS.—Spalding Bros.' bicycle factory will be removed to Newark, N. J., contrary to the recently published statement that they would move the plant to Bridgeport, Conn.

CINCINNATI, OHIO.—The Armleder Vehicle Co. is making preparations to handle a large trade of bicycles next spring in connection with their wagon and carriage trade.

COUNCIL BLUFFS, IOWA.—J. I. Findley, bicycles, has opened a new store, and will handle the Tribune and Sylvan wheels.

DES MOINES, IOWA.—As a result of the chattel mortgages filed against the Lathrop-Rhoades Co., on Thursday, the Pacemaker Bicycle Co. became involved yesterday and two chattel mortgages against the company of $5,825 were placed on file One for $2,935 was filed by the Polk County Savings Bank, and a second for $2 900 by S. H. Smith, of New York. R. T. Wellslager is named as receiver for the company.

FREDERICKSBURG, IND.—Hunter Bros., hardware, etc., is preparing to take up bicycles, and invites correspondence with manufacturers of wheels and sundries.

FREEDOM, N. H.—The Noyes Tanning Co., of Freedom, are manufacturing leather tires for bicycles.

GALVESTON, TEX.—The Irwin Hardware Co. has added an extensive line of sporting and athletic goods, and will take up bicycles. They have recently enlarged their place of business.

GALVESTON, TEX.—H. L. Gibson today filed a trust deed to C. L. Powers, transfering for the benefit of creditors his stock of fishing supplies, bicycles, etc. Liabilities, $3,485; assets not given.

GRAND RAPIDS, MICH.—Carroll H. Hartman, general agent of the Fox Machine Co., has left that company and taken an interest in the Sligh factory, with headquarters on E. Fulton Street. The Fox company has rented stores on S. Division Street and placed them in charge of A. E. Bacon.

GREEN SPRING, OHIO.—A. R. Kanney, hardware, etc., will take up bicycles, and invites correspondence with manufacturers of wheels and sundries.

GREENVILLE, MICH.—E. A. Kemp has bought the interest of P. D. Edsall in the bicycle business and will run it alone this year.

HOLYOKE, MASS.—The Keating Wheel Co. is thinking of removing its bicycle plant to another location, and will not renew the lease of the factory building it is at present occupying. The company wishes to manufacture 20,000 wheels next season, which will necessitate enlarged quarters.

JACKSON, MICH.—H. R. Thompson and J. H. Carpenter have decided to branch out into the bicycle business. They will manufacture and do high-grade bicycle repairing at 123 W. Cortland Street.

JACKSONVILLE, FLA.—W. A. Gilbert has bought the bicycle stock of W. L. Huffstetler,

and will run a general renting and repairing business in connection with his other establishment. W. Triesback will be manager of the bicycle department.

JERSEY CITY, N. J.—F. Eveland has opened a branch bicycle store on 8th Street, Bayonne.

LANSING, MICH.—Evans & Ver Planck, bicycles, reported to have placed chattel mortgages on record.

LONGMONT, COLO.—J. A. Buckley, hardware, etc., is preparing to take up bicycles, and solicits propositions from manufacturers of bicycles and sundries.

LOS ANGELES, CAL.—Russell Mfg. Co., bicycles, reported to have recorded chattel mortgage for $2,815.

LOS ANGELES, CAL.—George Bradbeer, bicycles, reported to have placed on record chattel mortgage for $250.

LOUISVILLE, KY.—Chas. C. Nolting & Co., 1st and Walnut streets., bicycles, have accepted the agency for the America bicycle.

LOUISVILLE, KY.—W. A. Thomas, bicycles, has commenced business at 327 W. Walnut Street, and will handle the Crimson Rim and a line of medium-grade wheels.

MALVERN, ARK.—MacNutt & Cooper, hardware and furniture, is preparing to take up bicycles, and invites correspondence from manufacturers.

MANSFIELD, OHIO.—C. Lewis has bought supplies for his new bicycle store, to be located on Park Avenue W.

MIDDLETOWN, OHIO.—C. C. Fouts, hardware, sporting goods, etc., is preparing to take up bicycles, and is inviting co respondence from manufacturers of wheels and sundries.

MILWAUKEE, WIS.—The Wisconsin Water Cycle Co. was incorporated for $10,000 by P. J. Salentine, G. F. Cremer, and J. N. Salentine.

MITCHELL, S. D.—The Rogers Mfg. Co. was incorporated by W. J. Healey, A. J. Pollard, T. Fullerton, R. G. Welch, and others, to manufacture bicycles. Capital stock, $50,000.

MOBILE, ALA.—Quinn & Paukette, bicycles, have been appointed agents for the Dayton and Keating wheels.

MONTPELIER, OHIO.—D. M. Marshman, hardware, etc., will add a cheaper line of bicycles, and de ires correspondence with manufacturers of other than high-grade wheels.

MUNCIE, IND.—A company has been formed at this place to manufacture Doctor Redding's new speeder hub for bicycles.

NASHVILLE, TENN.—The Grey & Dudley Hardware Co. has opened a bicycle and sporting goods department, and has rented additional storage room for that purpose.

NEW BRITAIN, CONN.—P. & F. Corbin have established a cycle sundry department, in charge of E. Rockwell, of the New Departure Bell Co.

NEW CARLISLE, IND.—The Brumnill Hardware Co. is preparing to add a bicycle department.

NEW YORK, N. Y.—The Warwick Cycle Mfg. Co., of Springfield, Mass., has opened a branch salesroom at 16th Street and Union Square. Augustus H. Tennis is resident manager.

NEW YORK, N. Y.—Nuttall & Loucks, a bicycle firm, recently bought all the Raleigh parts, etc., closing out the Raleigh Cycle Co., and will make bicycles, tricycle parts, etc., at 420 W. 27th Street, New York.

NIAGARA FALLS, N. Y.—The Electric Cycle Co. has been incorporated by Frank N. Sherwood, Edward J. Miller, and others, to sell bicycles and conduct a bicycle riding school and livery company. Capital stock, $2,500.

OAKLAND, ME.—The Rogers Iron Works wants to buy machinery for the rapid production of bicycle hubs. Send catalogues, cuts, description, and prices.

OMAHA, NEB.—Rosenstock & Price, juvenile bicycles, toys, etc., reported to have given a chattel mortgage for $7,300.

PASCOAG, R. I.—Geo. P. Gross, hardware, sold out to George Carter, who will add bicycles.

PLAINFIELD, N. J.—A new firm, to be known as the Jersey Stamping Works, Geo. H. Cobb, manager, will open a bicycle manufacturing establishment at the corner of E. 4th and Washington streets.

PORT HURON, MICH.—G. E. Yokom has sold out his electrical supply and bicycle business to a new corporation, known as the Port Huron Cycle & Electrical Co.

QUINCY, MASS.—The Quincy Cycle Co. has decided to enlarge its capital and become incorporated.

REDLANDS, CAL.—John F. Dostal, hardware, bicycles, etc., opened a new store in the Academy of Music Building.

ROCKVILLE, CONN.—The Windermere woolen mills, with fourteen tenement houses and thirty-five acres of land on the outskirts of this city, have been sold to G. H. Proctor, of New York, for $30,000. The mills will be started as soon as possible as a bicycle factory, employing 400 hands.

RUTHERFORD, N. J.—Wm. D. Peck, bicycles, reported to have placed on record a chattel mortgage for $231.

SALEM, MASS.—Waters & Brown, hardware, bicycles, etc., opened a new store. This is a new firm composed of Henry A. Waters and J. Clark Brown.

SAN FRANCISCO, CAL.—Shirley Bros., manufacturers of the Golden Gate bicycles, are reported to have failed.

SEATTLE, WASH.—The Fred I. Merrill Cycle Co., of Portland, Ore., will establish branch salesrooms.

SEYMOUR, IND.—H. N. Timms, of Des Moines, Iowa, has begun operations in the new bicycle factory, under the firm name of the Timms Mfg. Co.

SHEBOYGAN, WIS.—M. A. Randall, hardware, has opened a new store and will add bicycles. He was formerly in the hardware business at West Branch,

SPRINGFIELD, MASS.—The Windermere woolen mills, etc., were sold to G. H. Proctor, of New York, who will operate it as a bicycle factory. It will be running in 90 days and will employ 300 men.

SPRINGFIELD, MASS.—Brewer & Coburn, the shoe dealers at 480 Main Street, have secured the agency for the Rambler bicycle, which has been until lately handled by B. L. Blaney, and their store will be fitted up to handle wheels in addition to their other trade.

SPRINGFIELD, MASS.—S. A. Grant is reported to be organizing state companies to manufacture a bicycle that can be built for the actual cost of $13.33 without the tires.

SPRINGFIELD, MO.—Burns & Magnein will open their business in a few days at 305 College Street, with a full line of bicycles and sporting goods of all kinds, and will also conduct a bicycle and sporting goods repair shop.

ST. PAUL, MINN.—The Cycle Advertising Co., of Minneapolis, was incorporated for $100,000, by C. F. Baxter, G. Hinton, of Minneapolis, and G. N. Baxter, of Faribault. It proposes to manufacture wheels and machines, and to decorate fences and sidewalks with advertisements.

ST. LOUIS, MO.—The Western Bicycle Co. has been incorporated with a capital stock of $5,000.

SYRACUSE, N. Y.—The Syracuse Specialty Mfg. Co. will manufacture bicycles, turning out the Frontenac, a high-grade wheel.

TERRELL, TEX.—The Terrell Hardware Co. has been incorporated by F. M. Barton, James Wallace, and P. N. Scott. Capital stock, $5,000. Will take up bicycles and invites propositions from manufacturers.

TERRE HAUTE, IND.—Havens & Geddes Co. has added a bicycle department to its furniture business.

TOLEDO, OHIO —The Union Mfg. Co. will open a handsome retail store, February 22, at this place.

TOLEDO, OHIO.—Paal & Saelzler, bicycles, have commenced business at the corner of Adams and 11th streets, handling the Snell and Crown wheels.

TOLEDO, OHIO.—E. W. Ott will shortly commence manufacturing bicycles, putting out about 1,000 wheels this season.

TOLEDO, OHIO.—The Brewer Seamless Tube Co. will build a new plant for the manufacture of a superior grade of seamless tubing for bicycles. The capacity at first will be 100,000 feet a week, and expect to do business about March 15.

UNIONVILLE, CONN.—Ætna Hardware Co. has secured a factory building, and will manufacture a bicycle chain and a bicycle hub from anti-rust metal.

WAUKEGAN, ILL.—H. M. Wheeler will open a branch bicycle store at Evanston and another at Highland Park, shortly.

WELLINGTON, KAN.—Smith & Fleming, bicycles, new firm, have commenced business.

WESTON, NEB.—March & Bartek, hardware, are reported to have sold out to Joseph Staska, who will add a line of bicycles.

WORCESTER, MASS.—The Ramsdell & Rawson Co., bicycle manufacturer, has increased its capital stock to $13,000, and the name of the firm has been changed to the Rawson Mfg. Co.

ZANESVILLE, OHIO.—Ashley & Stotts, bicycles, has been succeeded by E. H. Ashley.

Recent Patents.

552,271.—Electrical bicycle; Ogden Bolton, Jr., Canton, Ohio; filed September 19, 1895; serial No. 563,002. (No model.)

552,307.—Elastic tire for wheels; James Tonks, Birmingham, England; filed June 20, 1895; serial No. 553,435. (No model.)

552,312.—Motor for bicycles; Sumter B. Battey, New York, N. Y.; filed April 19, 1895; serial No. 546,380. (No model.)

552,353.—Toe-clip; Albert V. B. Cutler, Worcester, Mass., assignor to H. Parker, George Howe, and Ellis D. Howe, same place; filed August 3, 1895; serial No. 558,122. (No model.)

552,376.—Crank-shaft for bicycles; William H. Jordan, Indianapolis, Ind.; filed June 5, 1895; serial No. 551,744. (No model.)

552,567.—Mud-guard for bicycles; Henry E. Williams and Ellery S. Caywood, Chicago, Ill.; filed September 30, 1895; serial No. 564,084. (No model.)

552,719.—Hollow metal wheel; William B. Roberts, Chicago, Ill.; filed September 4, 1894; serial No. 522,037. (No model.)

552,722.—Fastening for tire valves; George H. Schrader and Henry Kraft, New York, assignors to said Schrader; filed April 28, 1894; serial No. 509,314. (No model.)

552,819.—Cyclometer; Fred M. Carroll, Union City, Pa., assignor of one-half to James Beene, same place; filed May 13, 1895; serial No. 549,171. (No model.)

25,030.—Saddle for bicycles, etc.; Charles Hedenburg, Young, N. Y.; filed November 16, 1895; serial No. 569,231; term of patent, fourteen years.

25,031.—Bicycle pedal frame; Peter Gendron, Toledo, Ohio; filed August 24, 1895; serial No. 560,440; term of patent, seven years.

Trade-marks.

27,581.—Bicycle lamps; Alfred J. Eno, Newark, N. J.; filed December 4, 1895; essential feature, the words "Aladdin's Lamp," used since September 1, 1895.

27,582.—Bicycles; Hay & Willits Mfg. Co., Indianapolis, Ind.; filed December 7, 1895; essential feature the word "Outing," used since November 1, 1894.

27,583.—Bicycles, tricycles, carriers, and parts and attachments; Knickerbocker Cycle Mfg. Co., New York, N. Y.; filed December 7, 1895; essential feature, a representation of the personality known as "Father Knickerbocker" riding a bicycle along a country road, said road having a stone wall or fence at its farther side, and beyond said wall or fence a landscape with trees and shrubbery in the foreground, the whole forming an elliptical figure, and disposed beneath said figure the words, "Trade-Mark," used since June 1, 1895.

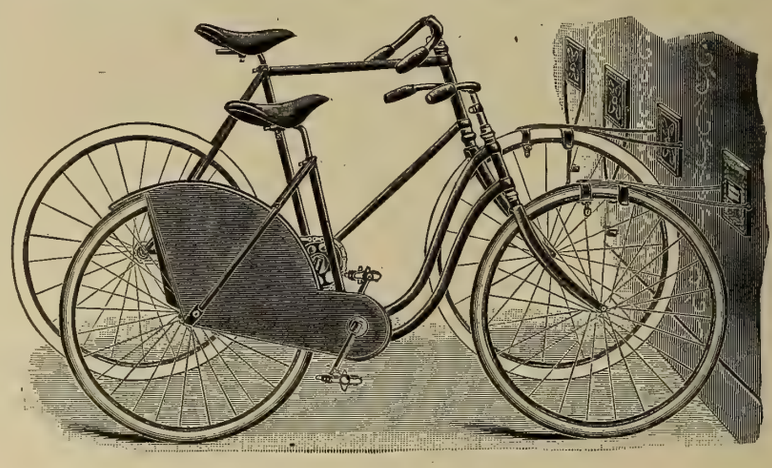
27,626.—Bicycle lamps; Hitchcock Lamp Co., Watertown, N. Y.; filed December 16, 1895; essential feature, the words, "Happy Thought."

Designs.

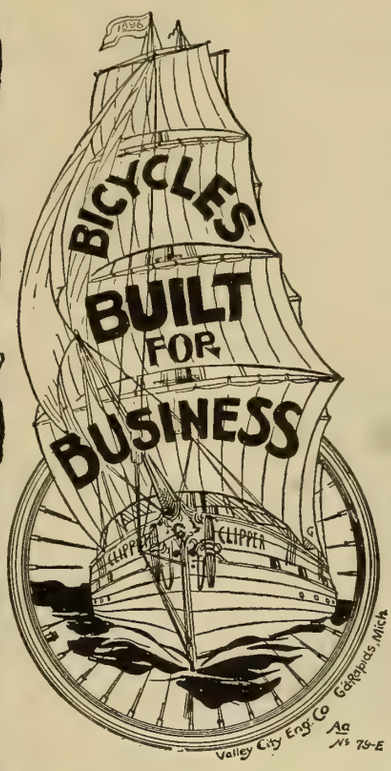
25,043.—Name-plate for bicycles; Edward Read, Cambridge, assignor to the William Read & Sons, Boston, Mass.; filed December 2, 1895; serial No. 570,859; term of patent, three and a half years.

THE SECURITY BICYCLE HOLDER.

The Westcott-Jewell Co., Seneca Falls, N. Y., offers a bicycle holder known as the "Security," which possesses many points of merit. The device consists of a wall support of handsomely embossed wood, with wrought-steel arms fitted with clasps for holding the tire of the wheel. The form of the arm is varied to suit any condition of storage, so the bicycle may be set parallel to the wall, or at any angle. The illustration accompanying this article shows the regular pattern, which is fitted with clasps for locking the wheel in position. When not in use the arm folds



against the wall, entirely out of the way. The holders occupy no floor space whatever, and can be attached to a side wall in a few minutes' time. A great variety of finishes is offered; the back may be of any color wood, plain or embossed, of steel plate, oxydized copper, or nickel plate, with card holder if desired. This last style is made with removable front and mica card protector. An advantage possessed by the Security is the adaptability of the device for holding the bicycle while cleaning. The machine is set with the handle-bar and saddle on the floor, and the arm and clasps will hold either the front or rear wheel, leaving one wheel free to revolve. Suitable linings of rubber are fitted to the clasps to protect the nickel and enamel of the wheel.



Successful Sailing...

through troubled seas of business is the aim of all business men. Many firms have built up a great business by careful attention to the wants of their customers, and by supplying those wants. Few bicycle makers pay enough attention to the wants of dealers. Most makers simply *copy* the productions of another maker, without *knowing* whether they are correct or not.

"Within the past three years the Grand Rapids Cycle Co., (Makers of Clipper Bicycles) has advanced with strides which have surprised all who knew them. Success has been due to a careful study, and a knowledge of the wants of dealers."

No maker takes more (and few as much) interest in the *dealer* than we do. Each year we communicate with our customers, asking for criticisms and suggestions which will *improve* our wheels. Our '96 product is the result of practical suggestions and improvements of *dealers*, backed up by a *knowledge* and *experience* of men, who for ten years or more have been practical wheelmen. Mr. *Dealer*, *your* success in selling bicycles

depends upon a good Pilot

wheel for a *leader*. Why not handle *New Clippers*, make a *leader* of them? They, *with* the help of the concern which builds them, will guide you safely to the *Business Harbor of Success*.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Mention The Bearings

Spaces 41 42 New York Show.

"Fenton" Wheels Have Blue Crowns. "Fenton"

FENTONS

"Fenton" Wheels Have Blue Crowns. "Fenton"

Spaces 41 42 New York Show.

The superiority of this magnificent wheel was demonstrated beyond a doubt at the Chicago Show last week. Its unquestionable qualities and its marked improvements above any bicycle upon the market produced something in the nature of an "eye opener."

The FENTON will do likewise at the Madison Square Garden in New York during the National Cycle Exhibit.

FENTON METALLIC MFG. CO., - Jamestown, N. Y.

Mention The Bearings

FIRST GUN FIRED.

NEW YORK, Jan. 15.—The annual meeting of the Board of Trade was held at noon today. The meeting was adjourned to January 22 without opposition, and before any business of importance had been transacted. Spalding was absent and Coleman occupied the chair. Kennedy-Child was present and explained that he had sent out a notice supplementary to Burnham's celebrated lunch circular, because he knew that no one had the right to say the meeting would be adjourned. When Burnham attempted to talk he was promptly squelched by Coleman. There were thirteen stockholders present in person, and almost all others by proxy.

A Fight was Imminent.

There was plenty of suppressed feeling among the stockholders, and it would have taken little to have precipitated a fight. Kennedy-Child is working tooth and nail for Gormully for next president, with the understanding, it is said, that he will receive Gormully's support for the secretaryship, which he covets again. One prominent member of the board made the statement that if the election of Gormully meant the election of Kennedy-Child also, then the Chicagoan would be defeated, for the stockholders of the board would never have Child for secretary again.

Kirk Brown's Letter.

Kirk Brown has sent out the following letter to the stockholders and associate members of the board:

NEW YORK CITY, Jan. 14, 1896.

TO THE STOCKHOLDERS AND MEMBERS OF THE NATIONAL CYCLE BOARD OF TRADE OF CYCLE MANUFACTURERS.

Gentlemen: The Cycle Board of Trade, as at present constituted, includes among its stockholders many of the best known and most successful manufacturers of bicycles and their component parts in this country. But the actual number of stockholders is only fifty-two. And fifty-two men, no matter what their standing, can not represent the wishes of a trade that numbers with the allied industries that depend directly upon it, several hundred firms and corporations. Nor can they exert the influence that such a body as the Board of Trade should command, and would if it were truly representative of an industry that now York, ranks among the most important in the country.

For instance, it is admittedly desirable to either disestablish the national shows, or to continue them on such a basis that the exhibitors shall derive all the profits, and the cost of exhibiting thus be minimized. Any action that would be binding on the trade could only be taken by an organization that included a large majority of the members of that trade in its ranks. Here is a good reason (and one that requires immediate action) for adopting a scheme that will largely increase the active membership. The lack of interest shown in the workings of the Board of Trade by some is exemplified by the fact that many of the associate members of the organization have failed to post themselves, even on the matter of their standing in it, and are under the impression they are stockholders as well as members. A glance at the list inclosed herewith will probably disclose to many for the first time the fact that they are members of the organization in name only, and have no power in its councils. The Board of Trade is a corporation under the laws of the state of New York and the stockholders own and control it.

If this lack of interest should continue, the present holders of the capital stock can not be blamed if they continue to conserve for themselves the government of this organization, as they were forced to do in the beginning, because of the impossibility of obtaining more subscribers, the law requiring the full payment of the stock. A plan that meets with much approval calls for a redistribution of the capital stock on the basis of one share to each concern or business. This of course entails a surrender of all but one share by those stockholders who at present own more than one. Many of these holders of stock recognize the weakness of the association as at present constituted, and have signified their willingness to surrender their surplus stock if all will do likewise, and if an assurance of sufficient subscriptions by others should be given.

It is quite certain that all the stockholders will be parties to this plan, if enough interest shall be shown in the affairs of the organization by the trade in general. If you are not a stockholder you are earnestly requested to aid in the adoption of this plan by proffering your subscription to one share of stock ($10), and as a stockholder I shall be very pleased to present on your behalf such an offer at the meeting to be held on the 22nd inst., at Madison Square Garden (during the cycle show). Remember that the success or failure of the plan depends solely on the interest evinced in it by you. Let me have your offer of subscription and an expression of your views on the subject. If you are a stockholder you are reepectfully urged to be present at the meeting, either in person or by proxy, and to favor the adoption of this plan for the enlarging of the active membership.

Very respectfully yours, KIRK BROWN.

SELLS THE STEARNS IN CANADA.

Bruce L. Robinson, whose photograph appears herewith, is one of the Canadian traveling representatives of E. C. Stearns & Co., and is well known to nearly all the Canadian wheelmen and the trade generally. Mr. Robinson was formerly salesman with the Charles Stark Co., who formerly had the Canadian agency for the Humber and resigned his position to act as one of the representatives of the American Rattan Co., the Canadian agents of the Stearns company. Mr. Robinson possesses in a rare degree the qualities of a good salesman, and has a host of friends among the bicycle fraternity. He is a genial and pushing young man, and thoroughly understands his business. E. C. Stearns & Co. is to be congratulated in having such a capable representative.



B. L. ROBINSON.

New form of "Bearings" begins February 6.

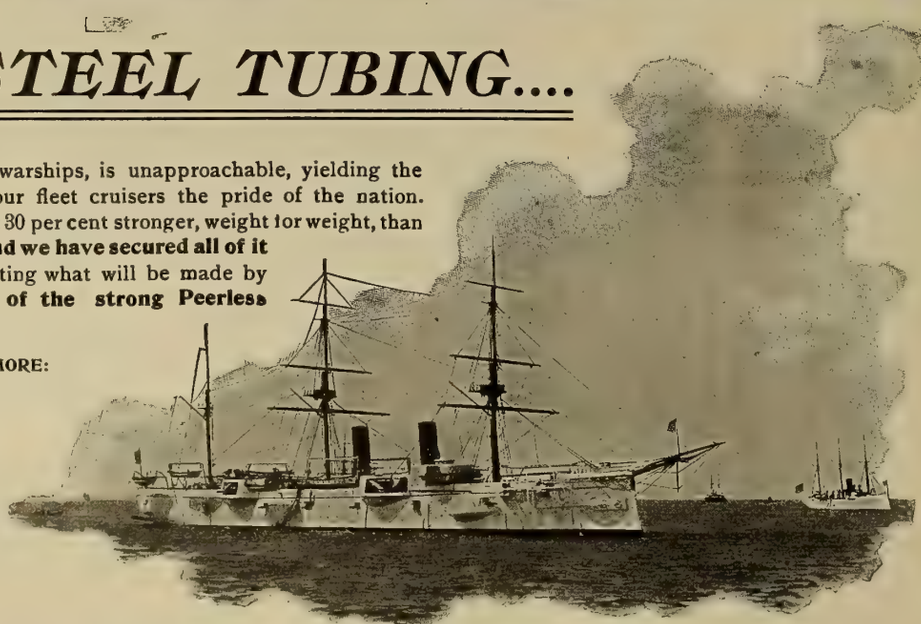
NICKEL STEEL TUBING....

Nickel Steel, in Uncle Sam's warships, is unapproachable, yielding the invulnerable armor which makes our fleet cruisers the pride of the nation.

By its use a bicycle can be built 30 per cent stronger, weight for weight, than with the ordinary steel tubing. **And we have secured all of it that will be drawn in '96,** excepting what will be made by one other concern. **This is one of the strong Peerless points for '96.**

AND HERE ARE SOME MORE:

Flush joints from stem to stern. Tubular construction throughout, including hubs and crank bracket. Nickel and Peerless Special Steel tubing, drawn especially for us. Peerless patent handle-bar and seat-post adjustments, no clumsy bolts and clamps. Peerless tubular fork-crown—the finest thing yet produced. Perfect fittings and appointments, and magnificent finish.



The Peerless Manufacturing Co., Cleveland, Ohio.

Makers of Peerless and Triumph Bicycles.

GOOD Terms for GOOD Agents.

Send two-cent stamp for our new booklet, "The Story of the Bicycle."

LODGE & DAVIS MACHINE TOOL CO. REORGANIZED.

It was recorded in these columns lately that Charles Davis, president of the Lodge & Davis Machine Tool Co.; Thos. P. Egan, president of the A. J. Fay & Egan Co.; Robert Laidlaw, president of the Laidlaw-Dun-Gordon Co., and Thomas McDougal had purchased the entire stock held by the Lodge interest in the above company. Charles Davis and Thos. P. Egan are now in Chicago for the purpose of combining the large interests operated by each company in that city.

They have, heretofore been strong competitors, operating two of the largest machinery houses in Chicago. Their stores in other cities will also be combined at an early date. The consolidation of these three companies forms one of the strongest concerns in the country, employing over 2,000 men.

The Davis & Egan Machine Tool Co. will continue to manufacture high-grade tools for the production of locomotives and stationary engines, electric dynamos and motors, sewing machines, bicycles, mining and agricultural machinery, woodworking machinery, steam pumps, printing presses, etc.

The company proposes to largely increase the capacity of its plant and to add such new lines of machine tools as will enable it to furnish entire shop equipments, from the smallest to the largest machines. The works are being operated day and night, and an additional force of seventy-five men will be put on within the next ten days. The new company controls unlimited capital, has no indebtedness or preferred stock, and will rank as one of Cincinnati's leading industries.

The officers of the company are, Charles Davis, president; W. H. Burtner, vice-president; B. B. Quillen, secretary.

CLEVELAND HAS ONE TOO.

CLEVELAND, OHIO, Jan. 12.—New Year's Day was a great day for the Association Wheels, it being the occasion of their cycle show. The attendance was very large and the programme varied and attractive. The exhibition included nearly all the prominent makers, and souvenirs, which please the ladies, were given away with lavish hand. The most novel and most sought after of these was a ticket issued by Manager Smith, of the Biclorama, good for one lesson at that institution.

The exhibition in the gymnasium was interesting to a degree, and consisted of wheel evolutions by a selected team, fancy riding by Sid Black, and a game of polo awheel between Black and Jack Hazleton.

Throughout the day the Association orchestra discoursed good music, and in the evening the University of Rochester glee and mandolin clubs gave a concert in Association Hall, which was free to all. The Association Wheels are to be congratulated upon the success of their undertaking.

A Few Hardy Members

of the century division of the Cleveland Wheel Club started out for a century run as the new year was ushered in, but met with the same snow-drift experience encountered last year and were obliged to give up the attempt. Gifford made the best effort, covering in the neighborhood of sixty miles. He is a candidate for the captaincy for the coming year.

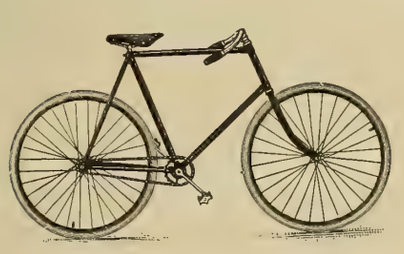
SPAULDING MACHINE SCREW CO. ASSIGNS.

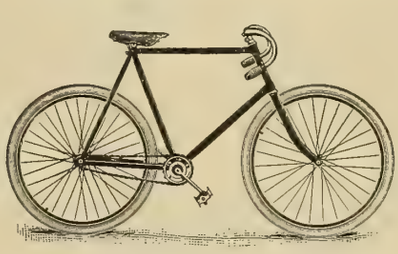
BUFFALO, N. Y., Jan. 14.—The Spaulding Machine Screw Co., of Kensington, has made a general assignment to John R. Kiem, of New York, for the benefit of creditors. The papers in the assignment were filed with the county clerk about noon. No statement of the assets or liabilities is made. The company manufactures bicycle fittings and other light machinery. It was generally supposed that it was doing a good business. The only preferred creditors named are employes for salaries. The company was never incorporated, being a co-partnership organization. The proprietors are Thomas H. Spaulding, of 40 E. 25th Street, New York City, and William H. Crosby, of 649 Auburn Avenue, this city.

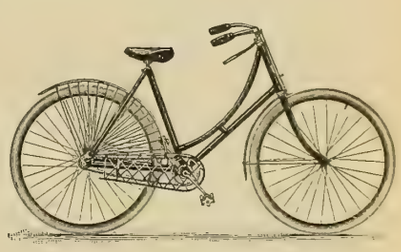
In the afternoon the company's attorneys made a motion before Justice Ward for an order permitting the assignee to carry on the business. The justice said he had no power to do that, as the assignee had not complied with the statutory requirements and filed the statement of the assets and liabilities. The company's attorney said that the liabilities were $150,000; probable assets, $250,000, and volume of business during the past year $300,000. The failure, the company's attorneys say, was forced by the failure in New York of T. H. Spaulding. He was interested in the firm of Spaulding, Jennings & Co., manufacturers of steel, at Jersey City. This firm also made an assignment Friday.

Manager W. H. Crosby says that the assignment was a great surprise to him. He fears that the customers of the company will think that the factory has closed down and that they can not be supplied with parts. He says that not a day will be lost, that work will go on the same as before and that orders will be filled the same as if nothing had happened. He is confident that a settlement will be arrived at and that the creditors will be paid in full.

Nile green rims are the latest in bicycle vernacular. Their beauty and plainly evident fine workmanship attracted a lot of attention at the Chicago cycle show, where they were exhibited by the Empire Cycle Co., of Syracuse, N. Y.


Model 27.


Model 21.


Model 24.

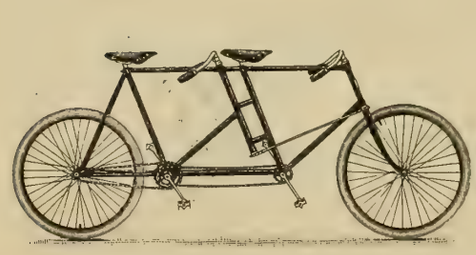

Model 26.

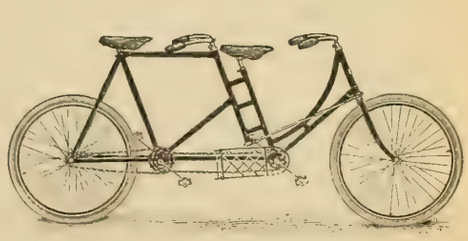
Tribunes for '96

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New York Show, Space 11.

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This is the way you are always sure to feel
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A first-class experienced superintendent for a large new bicycle factory. One who has had extensive and varied experience only wanted. To a high-class man, fully competent to assume all responsibility and with executive ability and accustomed to directing a large number of men, a permanent position and liberal terms will be made. Also wanted frame builders, filers, wheel builders, assemblers, enamelers, and general bicycle machinists.

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Referee.	Vol. 14.		*Bicycling World.*	Vol. 30.	
Nov. 2	'94		Nov. 30	'94	1
Nov. 30	'94		Dec. 14	'94	3
Dec. 7	'94		Dec. 21	'94	4
Jan. 11	'95		Dec. 28	'94	5
	Vol. 15.		Jan. 4	'95	6
May 17	'95		Jan. 11	'95	7
			Jan. 18	'95	8
Cycling Life.	Vol. 5.		Jan. 25	'95	9
May 9	'95		Feb. 1	'95	10
May 23	'95		March 29	'95	18

If you have any of the above papers to spare and will send same to us we will send you THE BEARINGS for one month free.

THE BEARINGS PUBLISHING CO.

CHICAGO.

S. A. HAINES.



S. A. HAINES.

S. A. Haines, who claims to be the oldest hardware commercial traveler in the country, started in life as a green boy in 1856, so green that he wouldn't burn. But he had a heap of awkwardness and main strength, and he kept pushing ahead under the direction of Messrs. Hotchkiss' Sons, by whom he was employed, until '68. Then he organized the firm of Graham & Haines, commission hardware merchants, which continued until '82, doing one of the largest commercial hardware businesses in the country. He then gave his attention more particularly to selling goods directly from the manufacturers as a manufacturers direct representative. He says that today he sells more lawn mowers than any other man in the world. He is a world-wide traveler, his business calling him from the Pacific coast on the west to St. Petersburg on the east. Five years ago he became associated with the Eclipse Bicycle Co., insisting that the proper outlet for bicycles was through the hardware trade. He is enthusiastic on this point and is today probably the largest seller of bicycles through the legitimate hardware trade of any man in the country.

THE WINDLE ONYX FINISH.

One of the hits of the Chicago show was achieved by the Windle Cycle Co., of Worcester, Mass., with its onyx finish. This onyx finish is a completely new discovery. The process of its creation and application is a carefully guarded secret, and the Windle Cycle Co. possesses the sole rights for the application of onyx finish to bicycles. The onyx finish is not an enamel, or any substance that can be removed from the steel frame. It can not be scratched, scraped, or injured in any way. Wear has no effect upon it. Nothing affects it. It can not be cracked, broken, or defaced with a hammer. The problem for the everlasting finish for bicycles is thus herein solved. The onyx finish presents no less than a hundred different variations in color and figure beauty. Hardly any two wheels are alike in finish. The handsome specimens of wheel architecture in the Windle Co.'s exhibit were not merely exhibition features, but are duplicates of the wheels that are being made for the ultra-fashionable trade. The Windle factory is running both day and night to fill the orders that have been showered upon the company by dealers at the show. By the introduction of several other exclusive improvements, the results of the experience of Willie Windle, the Windle wheel bids fair to prove a dangerous competitor for the older concerns. The new Windle crank-hanger connection makes the frame the most rigid and strong yet constructed. It is reported that the Windle makers have, during the past week, refused several manufacturers for the treating of thousands of bicycle frames with the onyx finish.

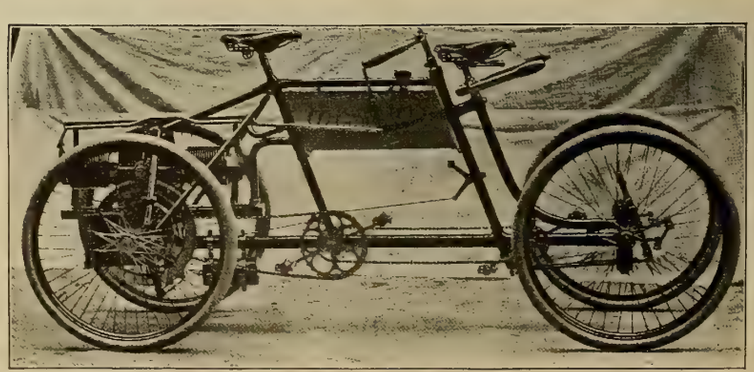
MAY RESULT IN BOYCOTT.

SPRINGFIELD, MASS., Jan. 13.—The strike of the polishers at the Overman Wheel Co.'s works in Chicopee Falls may result in a boycott on Victor bicycles by organized labor. At its annual meeting the Central Labor Union appointed a committee to wait upon Mr. Overman. Failing to secure a settlement, a boycott will be the probable outcome. The labor union also voted $250 for the strikers. This sum, however, is not very formidable when divided among sixty men. Members of the trade, without expressing themselves as to the merits of the case, are of the opinion that as long as the Overman company runs day and night and is unable to keep up with orders, a boycott will not be effective.

Rambler Agency Changes Hands.

The Rambler agency in this city has been transferred from B. L. Blaney to Brewer & Coburn. Mr. Coburn is widely known among riders.

The third trial of the case of Edgar J. Ouilet against the Overman Wheel Co. resulted in a verdict of $7,062 for the plaintiff, who was injured by the falling of a hanger. Ex-Governor Robinson was attorney for the Overman company.



Exhibited at the Paris Cycle Show.

See us at the



New York Show.

LIKE A TON OF BRICK

Did we strike them at the Chicago Show. Every one went away pleased with the "AMERICA" and its many improvements. Every one was hunting for tandems but gave up the hunt when they clapped eyes on the "AMERICA" with its center-driving sprockets. Agents who had signed with us were tickled to death, and those who hadn't and then found it too late, were kicking themselves. Before selecting his agency for '96, a dealer should not fail to see the "AMERICA." We make the regulation diamond frame as well as the "truss."

International Mfg. Co.

73-77 Fulton St., Chicago.

TRADE NOTES.

Teddy Allsup, the racing man, who a few years ago held all the Ohio state championships, was quietly married a few days ago to a young lady in Dayton, Ohio.

The John Shillito Co., one of the largest dry goods firms in this city, has taken in a large stock of wheels. They are the Dauntless, manufactured in Toledo.

L. C. Jandorf, of New York, has contracted for the Czar and March-Davis agencies 1,000 wheels from the Snell Cycle Fittings Co., and 5,000 saddles from the Garford company.

The incense burned in the Sterling exhibit (this was oriental, you know) attracted attention to that quarter whenever the crowd could get near the prettily decorated stand.

A. L. Arnot & Co. will fit up a riding school in their basement before the trade opens up. The basement, which is about 30x100, will be entirely remodeled. This will make five riding schools in this city.

The firm of E. V. Taylor & Co., who went into business only last year, have found their old store too small for them. By the first of next month they will occupy their new and larger place on Ninth Street near Race.

The Cline Cycle Mfg. Co., of Chicago, makers of the Rainbow wheels, had an attractive exhibit at the Chicago Cycle Show, in which was displayed a complete line of their high-grade machines which attracted wide-spread notice.

In the rush of getting out such a large paper last week a mistake was made and the wrong cut printed in the advertisement of Iver Johnson's Arms & Cycle Works. In their ad this week the right cut is published and we refer our readers to it.

Among the exhibitors at the New York show who will show sample wheels equipped with the Brown-Lipe changeable gear are the following: Barnes Cycle Co., Ames Mfg. Co., Tourist Cycle Co., Hunter Arms Co., National Cycle Mfg. Co., and the George Worthington Co.

An error occurred in THE BEARINGS of December 26, when in the description of the Harris wrench the address of the Bicycle Wrench Mfg. Co. was given as Buffalo. The company is located at 988 First Avenue, New York City, where all correspondence should be addressed.

L. D. Cabanne and bride arrived the same day that W. C. Sanger and bride arrived, and Titus, their old team mate, looked lonely in his single blessedness, and at once declared, somewhere down near St. Louis there was a girl who would have him, and that was where he was going before his return to New York.

The Milwaukee branch of the Union Mfg. Co. has removed from 291 to 273 31 Street. The present quarters of the Union store are very large and commodious, and pictures of the prominent racing men in the country adorn the walls of the establishment. The repair shop is in the basement and is about 35x60 in size.

The following members of E. C. Stearns & Co.'s staff will be in attendance at the New York Cycle Show: Frank C. Riggs, J. A. Atwell, J. B. Eccleston, Harry T. Dunn, G. H. E. Hawkins, G. F. Wiese, and H. R. Gilbert. Both Mr. Stearns and Mr. Maslin, of the firm, will also, in all probability, be present a portion of the time.

"Bearings" magazine form appears February 6.

Quite a few changes have shown up in the trade since the first of this year. James Kelly, who formerly was the head repair man for Ed H. Miller, has connected himself with the Miami Cycle Co. at Middletown, Ohio. Howard Ralston, also a Cincinnati boy, has been representing the Miami Cycle Co. at the Chicago show during the past week.

The A. R. March Mfg. Co., of Chicago, had no display at Tattersall's, but showed its full line of wheels at the factory at 43 to 47 South Canal Street, where many orders were secured from visiting trades people. The cost of an exhibit at the show has been put into machinery to facilitate the work of filling orders in the future. High-grade single and tandem bicycles constitute the output of the concern.

WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

FOR SALE—New novel bicycle cuts. WILLIAM STRONG, Cincinnati, Ohio. 4

WANTED—Several traveling salesmen. State experience and salary expected. Address KIMBALL, care of "The Bearings." 2

WANTED—To correspond with one who is competent to take charge of a bicycle factory; who understands the making and cost of material that enters into them. Address: L. L. DUNLAP, Pontiac, Mich.

WANTED—One thousand medium-grade bicycles at the right price. Address: SPOT CASH, "The Bearings."

FOR SALE CHEAP—Livery at St. Augustine, Florida. Located opposite to entrance to Hotel Alcazar and Casino. Fifty dollars total rent until June. Wheels all Fowlers but two. Four racers, of which three are Fowlers and one Sterling, three ladies' and four roadsters. Four of above new, balance run three months. Address: P. O. Box 846, St. Augustine, Fla.

WANTED—Young man with three years experience in the retail cycle business would like position with some manufacturing company representing their wheel on the road. Bonds and references furnished. Address: C. G. B., care "The Bearings."

WANTED—Six frame makers. Address: CANTON CYCLE MFG. CO., Canton, Ohio.

WANTED—Experienced superintendent of well-known bicycle factory wishes a change and is open for engagement. Address CHANGE, care "The Bearings."

FOR SALE—Marlin repeater, 32-40, new shot gun, good condition, 12 gauge, scroll saw, lathe attachment, Lester's improved. Write for particulars, J. D. NAFTZGER, Hanna, Ind.

Allerton's Chain Compound

The high-grade Chain Lubricant. Unlike all others. Keeps the Chain bright as well as lubricated. Will not soil hands or clothes. Will not collect dust and dirt. Price per tube, 25 cents.

Sample free to dealers who send business card. Electros furnished. Manufactured only by

ALLERTON LUBRICANT COMPANY,

Mention The Bearings. **710 Old Colony Building, CHICAGO, ILLS.**

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CHEW WHITE'S YUCATAN GUM.

PEPPERMINT FLAVORED

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To relieve the distres ing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

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High Class Color Work, especially adapted for the Bicycle Trade.
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The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St.,
NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.
A couple minutes walk to Cycle Row.

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Formerly Winter's Cafe,
Cor. State and Van Buren Sts.

Has Reopened at 231 State St.

Near Jackson St.

HIGHEST GRADE OILER.

Does not leak.
Regulates supply of oil to a drop.



25c.

"STAR" OILERS (second only to the "Perfect") 10c.
Oiler Holders or Pump Holders, 25c. each.
CUSHMAN & DENISON, 172 Ninth Ave., New York

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XII
No. 26
CHICAGO, JANUARY 23, 1806.

ZIMMMERMAN TWICE DEFEATED.

The "Skeeter" Beaten in Two Races by Australian Riders—Apparently in the Best of Form.

WELLINGTON, N. Z., Dec. 26.—Zimmerman's riding and the chances of the Australian cranks against him are the all-absorbing topics in wheel circles in this quarter of the globe just now. The excitement caused by the "Skeeter's" defeat at the hands of Parsons had somewhat lulled, but was quickly renewed when the champion made hacks of his young conqueror and the other Australian cracks at the Sydney carnival.

After this there was another lull, which, on Saturday last, at Melbourne, culminated in a scene of the wildest excitement. This was at a carnival which Zim was carrying out "on his own," and during the course of the day he suffered defeat in two one-mile scratch races, and this when he was apparently in good fettle, for he admits he was in the best of health and condition.

The honor of defeating the champion in the first race on Saturday goes to a New Zealander, H. J. Pither, while his second vanquisher on that day, D. Walker, hails from the land which claims Parsons, viz., Victoria. Last year Pither won all the important events and championships in Maoriland, but at the end of the season he left for Australia, where both he and Walker are employed by the Australia Cycle Agency, which also had Parsons on its staff. The race in which Pither defeated Zim was an invitation scratch mile, which resulted: H. J. Pither, first; A. A. Zimmerman, second; W. Martin, third.

How Zim was Beaten.

The race was a cracker from the start, throughout which Pither held a good position. At the end of the third lap Zim was leading, when it is said that Pither stole a march on him and got level with him fifty yards from home. The New Zealander kept up his magnificent sprint, wearing down the champion, and passing the post a winner by a good two yards. The finish was so close that Martin expressed himself as dissatisfied with the judge's decision, and said he thought he ought to have been placed second. Zim admits that Pither's performance was a fine one, but explains that after the latter stole the march on him it took him all his time to hang on to Pither, and he could not maintain the spurt. The time was 2:33⅗.

Zim next suffered defeat in the international scratch mile, Martin again filling the third position. Martin made the pace from the pistol shot, and soon had a lead of forty yards on Zim, but the latter, with a splendid sprint, caught him 100 yards from home. Walker then challenged Zimmerman, and, sticking to him like a leech, beat him by six inches on the post. Martin was some distance in the rear. The race was run in two seconds quicker time than the invitation mile.

After his defeat by Pither, Zimmerman went at his own half-mile Australian record of 1:02⅕, from which he succeeded in knocking off four seconds and the odd fifth. His record, however, is still four-fifth seconds behind that of Parsons for the same ground.

Owing to these two defeats the general opinion is abroad that Zim can not hold a long sprint, but, although the champion has said he was in the best of form last Saturday, I do not think he could have been in first-class condition, for it will be remembered that at the end of last month he was ordered by the doctor not to ride. Since that time he spent a fortnight at Katoomba, in the Blue Mountains, and has only ridden at a small meeting at Newcastle, where he easily defeated R. W. Lewis and E. Payne in a half-mile scratch race. Parsons was suffering from an attack of influenza and was unable to compete at Zim's carnival.



A. A. ZIMMERMAN AND T. H. JUSTIN.

Martin Riding Well.

Martin is riding in splendid form now, and, in addition to coming third in the two races above named, he won the mile open handicap in 2:31⅘, from scratch, defeating Walker (40 yards) and March (100 yards) with ease.

I should have made a correction in my last letter *re* the report that Parsons had expressed his belief that he could defeat Zim when the latter was at his best. That was the substance of the message sent across by the cable man, but what Parsons really said was that, knowing Zim was not in the best form, he made the pace very warm from the start, with the intention of breaking him up. In this he was successful, but Parsons candidly admitted that he thought the positions would be reversed when the champion was well, and in this he was right.

An Aggregation of Stars.

Early in the new year will probably see Zimmerman, Martin, Porta, Harris, and some of the Australian cracks touring New Zealand, and their appearance here will doubtless give the cash amateur branch of the sport a mighty shove ahead.

Pither, when he defeated Zimmerman, was suffering from a burned arm, and appeared on the track with his arm in bandages, so that his victory was all the more creditable. He is twenty-two years of age. The only explanation Zim can give of his defeats last Saturday is that he was not familiar with the track, whereas Pither and Walker were well acquainted with it.

Every one is wanting to know what has become of Megson, to whom they were looking to lower Zimmerman's colors. It looks very much as though he had overdone it, as he has twice fainted after racing, lately. The witty Sydney *Bulletin* advises him to forsake the track, as, "when a woman faints it doesn't mean very much, but when an apparently strong man faints it means a great deal."

Winner of the Sydney Wheel Race.

W. W. Harkins, of Sydney, who is but seventeen years of age, won the Sydney Wheel Race and the $500 prize attached thereto, from the 240-yard mark. The limit man in this race received a start of 80 yards from Harkins. This was Harkins' first win.

Notwithstanding Zim's assertion that he would not enter nor start for the Austral Wheel Race at Melbourne, he was entered and handicapped for the big event. Zim denied that he gave authority to any one to enter him, and he stuck to his determination not to compete, and the meeting knew him not. It is asserted that Zim's entry was a bogus one, merely to act as a draw for the public. So, not to disappoint the public, Zim afterward ran his own carnival in that city.

The $1,000 prize and the Austral Wheel Race also went to a young rider, A. B. Crisp, of Tasmania, who is twenty years of age, and who has only been cycling during the past eighteen months. He was on the 255-yard mark, and had to give the limit man 105 yards. This is also his first win.

The Wellington Cycling Club ran a twenty-mile championship road race the other day over a very rough stretch of road and against a gale of wind for half the distance. Considering the adverse circumstances, the race was won in the good time of 1:03:52⅖, the winner riding a 28-pound machine, which is the New Zealand roadster weight.

A. W. Harris and Zimmerman have been matched for a mile race.

GIDEON IN HOT WATER.

Life Made Miserable for the Racing Board Chairman at the Show—His Views on Racing.

NEW YORK, Jan. 21.—Chairman Gideon says that the Class A men of this country have given him more trouble than all the professional and B men put together, although the case of Titus, Cabanne, and Murphy is figured in. This astute chairman will not say just what will be the disposition of the racing question, for of course, he does not know. He will recommend the scheme which has been published, but to all appearances does not think it will be accepted. Nothing of a substantial nature could be gained from him in a long talk, but some things came out that were of interest. Chairman Gideon says that he will not accept applications for dates on the National Circuit for another season, and that he is telling applicants that they will have to make application to the new board. "I am tired of this racing business," said Mr. Gideon. "I have lost thirty pounds in the last year and am losing right along."

"I was told by ex-Chairman Raymond that another such a fool as himself would never be found to fill the position, but I am inclined to think that he was mistaken, and that I was the man he thought never would be found. As I said before, I have had more trouble with the A men in finding them out, for the reason that their misdoings are harder to trace. I do not say that there are no pure amateurs, but I do think that a majority of the good men of the pure amateur class are crooked. I have found a great deal of it. This B matter has caused a lot of bother and is far from finished yet. I think the national circuit of the past season was too long, but I can give you no figures on the location of the dates for the circuit without going into my annual report. I can say, however, that a great majority of the meet promoters received dates that were satisfactory to them and for which they applied."

"What do you think of the plan to start the national circuit in southern California and bring it from there through Arizona and New Mexico; thence through Texas; thence through the south, north to Louisville and south to Jacksonville and north to Savannah, and thence by boat to Waltham; from Waltham west as far as St. Louis, and thence returning to Springfield; thence westward to California again, and record breaking there? Do you know that such a circuit may be brought to 3,000 miles less than this year's circuit?"

Too Much Traveling on Last Year's Circuit.

"Undoubtedly such a circuit might be laid out, but I would not have the laying out of it without I was chairman again, and that is by no means certain as yet. I think there was too much traveling in this year's circuit. I hear that southern California is a great racing point, and it will no doubt be included in the circuit this season, whether at the beginning or at the end, or both, I can not say. I am not reappointed as yet."

"What do you think of the proposition to require the meet promoters, who apply for national circuit dates, to place at least one class race on the programme, in order that all the racing men may be given a chance in the fight for prizes? Do you know that certain men have captured all the plums in the open races of the season, and that dozens of men had not the slightest show? Do you know that there have been but four class races on the programmes of all the national circuit dates, and that something must be done for the further propogation of the sport and increase of the number of men and to prevent the making of the teams all one man?"

"I realize all that," replied the chairman, "but it is hard to say to the meet promoter 'you must,' but you newspaper men may carry on the fight to a good end and secure this better than we could by force. The meet promoters should be willing to do this to secure large entry lists. All that will be considered by the new Racing Board, and I am not reinstated as yet."

"Do you know that an official handicapper for Class B events is wanted for the national circuit. The local handicappers know nothing of the form of the men from day to day, and the local handicappers go by the score card of the meet previous in making up their handicaps. In this way a man may receive a too small handicap at some meetings, may not make a showing, but will receive the same handicap from day to day until he meets a handicapper who recognizes his ability or his nonability, and places him right. From meet to meet and day after day month in and month out, it is seldom that a scratch man starts in a handicap race for the reason that he has little or no show, the handicapper having an over-estimated idea of the ability of the circuit chasers, and giving the local men, men who are never on the circuit but have ability, marks where a scratch man has no show to overtake them or to be in the finish."

A Class B Handicapper.

"That would cause a howl from the local handicappers all over the country, and they would go to their local consuls and would make a kick through the local and the chief consul, until the life of the Racing Board chairman would be a more arduous one than at present, and the good Lord knows that that should never be."

"But, Mr. Gideon, the local handicappers are nearly always more than willing to give up that part of their work in a large section of the country, for they realize that they know little of the ability of the men before them, and they do not wish to take their censure. A good handicapper today handicaps on form and he can not do so without following the men. Bald may belong on scratch today and at twenty yards tomorrow; some other man who had twenty yards yesterday having scratch to-day, purely and solely on a matter of form. An official handicapper would be able to read the form of the men from day to day, and traveling with them as he did would be able to place them right from time to time."

"That is all very true," said the chairman, "and the matter will stand consideration. I would not say that it has not been considered. My annual report will tell of some of the things that have been considered."

"Can you give an idea of your thoughts on the status of the racing question? How do you think the matter will turn out? Will there be two or three classes, or only one?"

Will There Be Three Classes?

"That is more than I would care to say, and I think you will find that question a deep sea that it is impossible to cross at the present time."

"Will there be as many records accepted another season as this, that is to say, will there be all the standing and flying starts, paced and unpaced records, singles, triplets, and all the other multicycle records?"

"What is the use of a standing start record when it is against time?" was the reply of the chairman. "I do not see but that we shall have to have records for the two classes, amateur and professional. But as for three classes of records, and a half-dozen classes of each, I can not see the need, and something may be done at the National Assembly. It would relieve the Racing Board of a great deal of work if this matter could be settled in a more substantial manner, and all of these standing start records could be removed."

The chairman was tired and took the early opportunity to get away, but was met a few minutes later in another aisle of the show by Stillman Whittaker, in close confab. Whit was talking of applying for reinstatement. "I am as white as the country snowball, the inside of the snowball, I mean," said Whit; "and I shall make application. I am not coming up with my money for membership until I see I am back, and I will come quick enough then." But the chairman was again in hot water, and again broke away, only to be cornered by a couple of Class B men, who had been "laying" for him. They wanted to find out whether they would sign as pros or B. They wanted to sign, and wanted an idea as to whether it should be cash with a division, B as it is, or B as it is proposed, for gold bricks with a percentage off when settlement was made.

Gideon Evasive.

The chairman looked over his glasses and got away again with an evasive answer, and was taken in hand by a prominent maker and employer of teams, who began at once an earnest conversation. Later the chairman issued from the private office and there was a very bored and tired look on his face, which lasted all the evening, for it was first one and then the other, racing men, employers, newspaper men, daily and weekly, and it is small wonder that the chairman gave it out early in the evening that the cycle show was very pleasant, but that he could not see the wheels for questions that were fired at him from everywhere, and that he should retire and return to the quietness of Philadelphia on the earliest train or change his hotel and never be seen at the show again.

Cabanne came to the show with his wife and met another spectre of the past. It was two against one, and the chairman finally broke away again, and started for the door with President Willison. But the chairman was not to get away so easy, and it was a long time before he could retire. President Fourdrinier, of the Press Cycling Club of Boston, met him near the front door, and the two had it out hot and heavy, up one aisle and down the other, and finally into Machinery Hall, over the Press Cycling Club matter. President Fourdrinier thinks that the Press Club has suffered enough, and he wants the matter righted, so that the club can apply early for the dates wanted in next season's national circuit, and for other dates it is thinking of wanting. The Press Club is on the black list of the League through what it calls the presumption of its representative, who paid the racing men in checks instead of gold bars at a reduction. If the Press Club will tell the names of the men to whom it paid the money or the checks, then the Racing Board will think more kindly. This the club will not do, and there the matter stands for the present.

Murphy Tackles Gideon.

When the chairman had gotten away from the pleading Boston president, he again started for the door, and there met another spectre in C. M. Murphy, who took him into the restaurant, and there had a warm argument. Murphy had his sleeves rolled up. He was sitting on one chair, Gideon on another, and the two were in hot confab when Mrs. Murphy and Charlie's youngest child entered. They took a position a little way off and Mrs. Murphy looked for all the world as though she could tear the eyes out of the chairman, who had injured the reputation of her Charlie. When that confab ended is not known, but Murphy laid down the law in strong style and pleaded for mercy. Whether the case will be re-opened is not known, but it is reported that such a disposition will be made and that before long. It is said that the confession of Titus is responsible for this, as the chairman recognizes that two of the men have been done an injustice. This is thought to be the status of the case. It is now said that Titus, by his jump to the Syracuse company, has lost the friendship of Spalding and that Titus claims that Spalding has thrown him down in the matter of a fight for the righting of the matter as was promised by his former employer.

The life of the chairman was made very miserable all day and all evening, and should he fail to show up at the show tomorrow, the reason may be known.

ALMOST PARADISE.

Record Breakers in California have a Most Enjoyable Time—Some of the Sights They See.

CORONADO, CAL., Jan. 19.—Amid blooming verdure, bathed in the sunshine of perpetual spring, with the waters of the Pacific glistening at her door, lies the pearl of the southwest—San Diego—and across the beautiful little bay is Coronado. The pretty little island seems to be a place apart from the rest of the busy world, and the soft spell that hangs over it takes possession of the soul of the bustling eastern men of business, and for the nonce he forgets the cares of the world that he has left behind him, and sinks almost imperceptibly into that *dolce far niente* characteristic of the island-dwellers.

It is hard to realize that they are fighting Jack Frost in the east, for we have not had a day's rain for a month, and yesterday the thermometer registered 82 degrees in the shade. It is like the climate of Italy, and yet unlike it; for, while it brings an early maturity, the fierce passions that characterize the hot Italian natures are lacking, and in their place a languorous indolency. And the women have ruddy cheeks, bearing Nature's own stamp of health and vigor; erect carriage, and splendid figures, and eyes large and dreamy in repose, and reflecting, in sudden flashes, the every emotion of the soul within.

Advent of the Record Breakers.

The advent of the Syracuse racing team was hailed with delight by the fair San Diegans, and many are the subterfuges employed by the riders in their efforts to elude the vigilance of their keen-eyed trainer. Last week a delegation of young ladies waited upon Trainer Shafer, and in behalf of the Coronado Cycling Club asked that the racing men might be allowed to participate in a parade to be made by their club. With a smile, Mr. Shafer asked the young ladies how they would like to ride the quad in the parade. The girls' eyes snapped, and, after realizing that he meant it, they mounted the big $1,200 machine, rode to the clubhouse, and took their place at the head of the parade. There were 125 in line, the girls leading on the quad, followed by the record breakers on tandems and singles, the rest of the club lining up in the rear. The quad was ridden by the Misses Edith Allison, of San Diego; Helen Saulsbury, of Los Angeles; Louise Brown, of Ottumwa, Iowa, and Miss Della Hizar, of Coronado.



Shafer After Ziegler.

Last week Shafer, accompanied by Charley Wells, left for the north, and it is suspected that the object of his trip is to secure the services of Otto Ziegler for the record trials, in place of Hamilton, who, owing to the illness of his wife, will probably be unable to return to California for some time. Further record trials have been postponed until the return of the manager, but work-outs continue to be the order of the day, those pacemakers who are not laid up in consequence of the exertion attendant upon record trials showing, by the time they make, that they are capable of making still deeper cuts in the records. Recently Taylor, Swanbrough, Smith, and Hewitt made three miles on the quad, followed by Wells, in 2:10, 2:07, and 2:02. Stone, Washburne, Schmidt, and McCreathen worked out five miles on the quad, each mile being made in better than 2:15.

An Impromptu Race.

The number of people at the track every day testifies more strongly than words the interest that the presence of the record breakers has aroused in the sport. The work-outs invariably result in the riders of singles attempting to beat the pacemakers to the tape at the finish of the last mile of the work-out. In consequence considerable rivalry exists between the men, and recently Shafer, happening to overhear an argument between a number of the men as to their respective riding abilities, took his cigar out of his mouth long enough to say, "Well, boys, to settle the question, I'll put you all on the tape this afternoon, and let you fight it out for a mile." At this the boys scattered for the training quarters to get ready for the race, and had the race been for $1,000 there could not have been more interest shown. The news of the race having spread, there was quite a crowd at the track in the afternoon to witness it.

At the report of the starter's pistol, Taylor jumped out and tacked on to the tandem, the others, with the exception of Wells, who received a poor start, going to the first quarter in a bunch; at the half Wells crawled up to Swanbrough, pocketing Stone. They turned into the stretch, and Hewitt made a jump for Taylor, who started his spurt, passing the tandem, and beating Hewitt three wheel lengths to the tape, Wells, Swanbrough, Schmidt, and Stone finishing in the order named.

Their Leisure Hours.

After their day's work is over, the men drive out to Point Loma, one of the portals that guards the entrance to the harbor, from whence a grand view can be obtained of Coronado and San Diego, and, standing upon the highest point, the eye wanders over the illimitable expanse of ocean.

And, as they return, the deep boom of the sunset gun comes rolling over the water, and goes reverberating among the hills, returning again and again in echoes that tremble, and finally grow still; while afar off to the west the last red beams of the golden chariot of day make a shining pathway across the ocean, tinting the fleecy clouds with colors such as only that great artist of the universe can place upon his canvas.

And presently the light fades, and dies; the cold, clear stars shine out, and the roll of the surf comes to our ears like friendly voices, whispering—could we but understand—the secrets of the deep. And afar off the slowly rising moon throws her silvery mantle athwart the darkness; and in the soft stillness of the night we forget our heartburns and weariness, and, as we turn our faces homeward, our thoughts are purer, and we feel stronger for the strife of the world.

LEGISLATION IN MARYLAND.

BALTIMORE, MD., Jan. 21.—Never before was cycle legislation of so much interest to the wheelmen of Maryland as at present. There has just convened what promises to be the most remarkable legislature in the history of the state. Those who now take their seats do so as the result of a political revolution. They are elected to make reform and radical legislation, and the cyclists of the state have taken the tide at its first turn and propose to get in on the ground floor. They will push through three bills bearing distinctly on themselves. The first is for the reconstruction of the road laws of the state on the plan of the Massachusetts law. This looks to the formation of a road commission to handle all such matters.

To Protect Pneumatic Tires.

Another piece of legislation that will almost surely succeed will be a bill to prevent the destruction of pneumatic tires by the throwing of glass or any other destructive matter on the highways. The cyclers contend that the tires of their bicycles represent a large amount of investment, and are as much a species of property as anything else. As such they contend every precedent guarantees them protection, and that it is the duty of the state to protect them against either the carelessness or the malice which causes broken glass and such destructive agents to be thrown on the highways. The cyclists will also ask the Solons to pass a law requiring signposts at all cross-roads of the state.

Proposed Changes in Racing Rules.

Though some of the changes in the racing laws which will be effected here next month will be radical, they will not be so startling as was predicted and hoped by some. The first in point of interest is the move on the part of the Racing Board to get itself into the pawnbroking business. Though rather out of the line of the usual, this new move will have points which may recommend it. The plan is for the League to buy up gold medals and fix them at a standard value. These medals will then be bought by the race-meet promoters and hung up as prizes. The men who win them return them to the Racing Board and, thirty days after, receive 90 per cent in cash of the amount paid to the Racing Board by the promoters. If this is not cash prizes, it is so near it as to be no idle jest. The division between the B man and the professional is so thin that a blind man could see through it. They only difference is that the B man will have to wait thirty days for his money and will then receive but 90 per cent of par value, the other 10 per cent going into the strong box of the League. The line of demarkation between the professional and B man could not be found with a thousands diameter microscope. This at least will be the recommendation of the Racing Board, if it does not change its mind.

Speaker Thomas B. Reed will Attend the Assembly.

The plans for the Good Roads banquet are taking on the most elaborate form. Subscriptions to covers will be $5. The Maryland Bicycle Club's magnificent Mount Royal Terrace home will be used. This is one of the largest and finest cycling clubhouses in the country. The decorations promise to be lavish. This banquet occurs the first night of the meeting of the delegates to the National Assembly. Chief Consul Conway W. Sams and Albert Mott are working hard on the arrangements. A feature of the occasion will be a speech by Speaker Thomas B. Reed, who is a wheelman and member of the L. A. W., and who says he will make the speech unless something now not seen should occur to prevent. John K. Cowan, the great head of the Baltimore & Ohio Railroad, which corporation is a stickler for the free carriage of wheels, will also be a speaker, as will Governor Lowndes, who is looked to for much local good roads legislation. The halls at the Royal Arcanum are ready for the meeting of the Solons.

ZIMMERMAN WILL RETIRE.

SAN FRANCISCO, CAL., Jan. 17.—Zimmerman's manager, W. J. Walford who arrived from Sydney on the steamship "Mariposa," announces that the champion will do no more racing after he leaves Australia. Zimmerman had malarial fever in Ceylon and has not regained his form since. He will return to this country soon, and will devote himself to the management of a bicycle factory at Freehold, N. J.

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Advertising Rates on Application.
Copy for advertisements must be in hand the SATURDAY before publication to insure insertion.
All manuscript intended for publication should be in hand not later than MONDAY, and should be addressed "EDITOR THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

GEO. K. BARRETT, EDITOR.

ADVERTISERS, PLEASE NOTE.

Copy for our issue of February 6, the first issue of the new form, should reach our office not later than February 1.

All advertisements for which new copy or changes have not been received by that time will be reset to new size—it is as easy to set new ads as to reset the old ones—and we hope every advertiser will take advantage of this opportunity to rearrange his advertisement.

You will confer a great favor on the publishers if you will immediately send in your copy for February 6 issue, so that our composing room will not be unduly taxed at that time.

Remember, we will reduce, at our own expense, all special cuts of borders, fancy lines, etc. If we have none of your small cuts, kindly forward them to us at once.

THE NEW YORK SHOW.

Comparisons, on the authority of a very eminent writer, are odious. This fact will not prevent us from indulging in a comparison between the Chicago and New York Cycle shows, nor do we believe that the comparison will prove odious.

At the present writing the New York show is in full blast. The crowds that attend are large, very large, and the building is crowded beyond the comfort point. Nevertheless, the crowds are not so large as those that attended the Chicago show. This is accounted for by the fact that but little real attention has been paid to the daily papers of the city. This does not mean that the papers have not contained a vast amount of news and gossip about the show, but what they have contained the papers themselves, and not the show management, are responsible for.

In the matter of spectacular effect, the New York show undoubtedly has the best end of the argument, but not very much the best at that. The beautiful Madison Square Garden is responsible for the advantage in this detail.

At both shows there was considerable criticism of the management At Chicago the anathemas were hurled at the decorating company most of all. In New York the chief cause of complaint seems to be that a very few of the big makers have monopolized, or if they have not monopolized, at least they occupy, most of the desirable positions on the main floor of the building. Some one dubbed the five exhibits of Spalding, Pope, G. & J., Stearns, and the Western Wheel Works, "the Greek Cross," presumably from the fact that the forty spaces occupied by these five exhibitors form the figure whose name has been adopted. The pseudonym immediately became popular.

It may with truth be said that both shows are thoroughly successful, and the idea that there will be no more shows falls flat before the immense success of the eastern and western spectacles. There is a universal complaint that the shows are held far too late, and a cry for shows early in November for the trade of 1897.

KENNEDY-CHILD TALKS.

Last week we made some statements in regard to A. Kennedy-Child, which we find are not borne out by the facts of the case, and as THE BEARINGS keeps to the motto, "with malice toward none," we hasten to make the amend honorable. Mr. Kennedy-Child states his position in the following letter. In a personal interview he said that he was induced to become a candidate for the position of secretary of the Board of Trade only when requested to run by a number of the present directors of the Board of Trade, who visited him at Hartford for that purpose. His letter:

EDITOR THE BEARINGS: My attention has been called to an article appearing in the last issue of your publication, commenting upon the National Board of Trade of Cycle Manufacturers. While I have no official right to object to any criticism you may see fit to make regarding my competency or incompetency, I feel that, with your usual desire to be fair and truthful in your statements, you will understand my reason for asking you to make the following corrections regarding myself:

In the first place, while I hold the office of secretary of the organization, the salary attached to it could hardly be depended upon by my stablekeeper as of sufficient magnitude to pay for the oats my horses eat.

In the second place, I have had absolutely nothing to do with the executive work or management of the offices of the board since A. G. Spalding was elected president. Neither have I in any way been instrumental in the hiring of assistants equally "competent or incompetent" with myself. I have, as a director of this corporation, given such consideration as circumstances required to the various projects suggested by the president. My labor heretofore in reference to the corporation has been one of personal interest in the trade, as I am a stockholder, and have been for many years, in two of our well-known eastern cycle manufactories, with one of which I was actively associated for five years. My business is entirely outside of cycling, I being engaged in daily newspaper work in my native city, where my "utter incompetency" has resulted in my fellow-citizens having conferred upon me the highest municipal and fiduciary trusts (which I hold today) in their gift.

Yours faithfully,

NEW YORK, Jan. 20. A. KENNEDY-CHILD.

GOOD OLD ZIM!

The news comes from far-off Australia this week that Zimmerman, our king, our champion, the man whom we were willing to wager could beat any one in the world, has been dethroned and laid on the shelf—in cycle history labeled "good old has beens"—now occupied by W.W. Windle, W. F. Murphy, G. M. Hendee, W. A. Rowe, and a host of men who made cycle history in the good old days when we used to salute our fellow wheelmen when we passed them on the road, and when we used to wear tights, and adorn our handle-bars with ribbons. Good old Zim! His fate is only that of other champions—he has played the game too long, and, like the moth which hovers around the flame of the candle, too fascinated by the bright light to notice that it is in danger of singeing its wings, he has fallen. It has always been predicted that Zim's fate would be the common fate of all, and for once the croakers seem to have struck it right. Zim should have retired in the fall of '94 when he was the undisputed champion of the world, when he had just returned home from abroad after having defeated the best men on the other side. But, like the champions in other sports, he needs must have just one more whirl at the game, and that last whirl has been fatal.

What makes matters worse is to think that Zim should go to far-off Australia and there be defeated by two mediocre riders, men who could not stay a minute with any American rider who followed the circuit the past season. If Zim wanted to have his colors trailed in the dust, why couldn't he have stayed at home and let Bald, Cooper, or some other crackajack do it? Then his reputation would have been saved somewhat. The critics would have said: "Well, Zim made a game fight, but, poor old fellow, youth and advanced ideas in training were too much for him." But to think that Australians should do the trick is too much. But it is only another illustration of the way a champion meets his athletic death. Poor old Zim!

CURING THE BLUES.

To keep in good humor with oneself there is nothing like looking on the bright side of things and making good out of evil. The reiteration of this trite expression is occasioned by the self-complaisant words of a representative of an Ohio publication, which is now making a bid for popularity



as a cycling weekly. This correspondent visited the Chicago Cycle Show to write up the exhibits. He couldn't handle the whole thing, so the editor at home filled in the vacancies with matter lifted bodily from the forecast of the show in THE BEARINGS of January 2, for which, by the way, no credit was given this paper. By this means the visiting correspondent found time enough to write a letter for publication in the paper under discussion, stating that he was frequently admonished to "keep the size of the paper down" (nothing very difficult, we take it, in this particular case).

"We would rather have a quarter-page ad," the manufacturers are credited with saying, "in a readable paper, than a double page in one of mammoth size, which our customers may think life is too short to think of reading."

When the advertiser is found who would prefer a quarter page in that or any other cycling paper to two pages in THE BEARINGS, we would be pleased to make his acquaintance, for he would be a paying investment as a dime museum freak.

The correspondent referred to, who is undoubtedly a representative of the paper in more ways than as a reporter, has looked with jealous eye through the 210 pages of advertising in the THE BEARINGS, and, because he realizes the utter impossibility of securing them himself, has tried to console himself and his fellow workers by arguing that they are undesirable, at least from the advertiser's standpoint, because such a great number of them makes the paper too much like a catalogue. So he is going to "keep the size of his paper down."

If anybody finds THE BEARINGS unreadable, we would refer him to the Ohio journal, whose pages scintillate with good things copied from our paper of the week before. As THE BEARINGS had no forecast of the New York Cycle Show, it is probable that our esteemed contemporary will have a very incomplete report of that affair.

'TWILL BE AN EXCITING RACE.

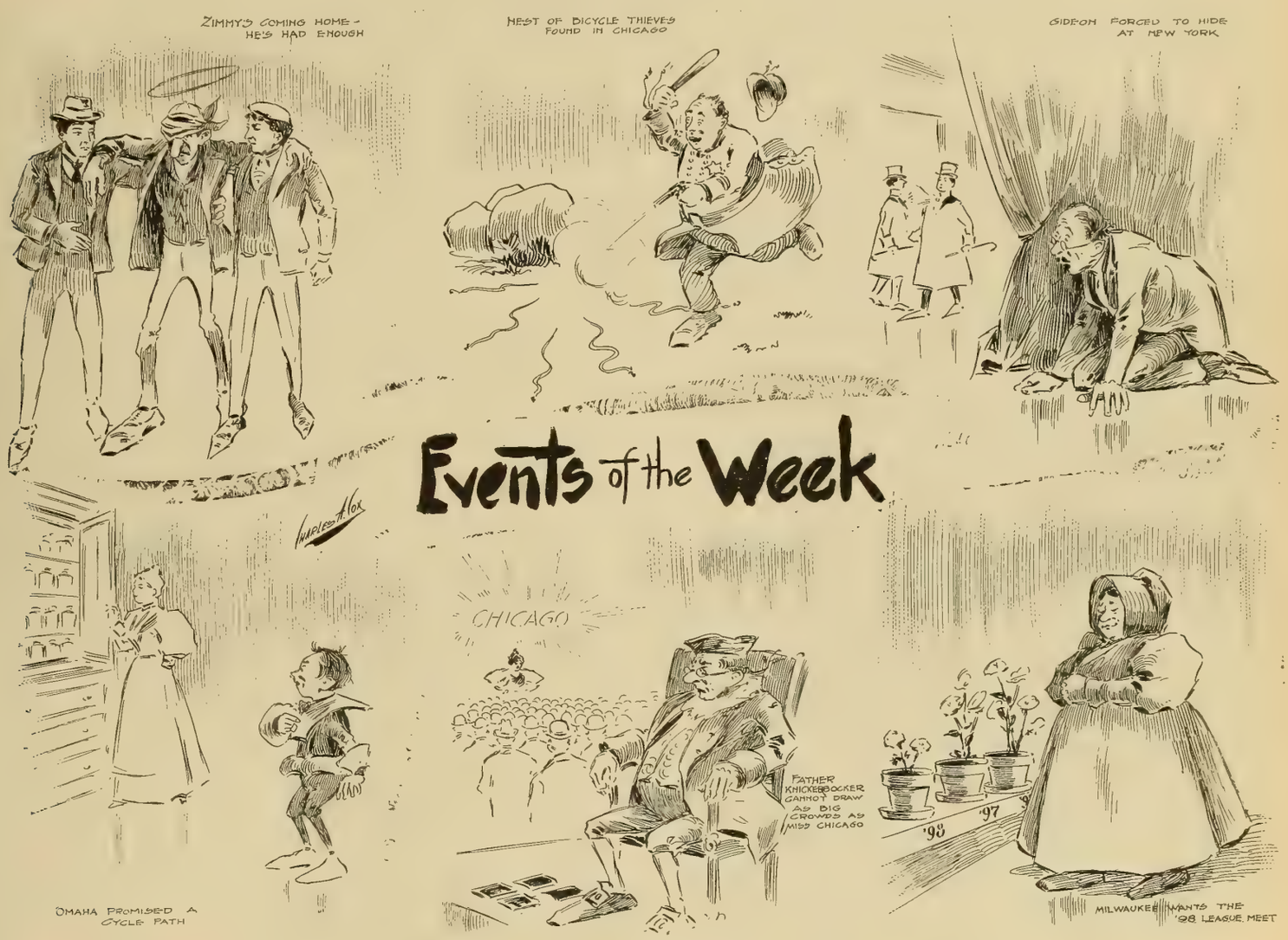
NEW YORK, Jan. 21.—Arrangements with the New York Central Railroad Company are now pending for a race between the Empire State express, with a record of one mile in :36 and the Fowler sextuplet, now on exhibition at the spaces of the Fowler Cycle Mfg. Co. in Madison Square Garden. The race will be contested some time during the month of April, and will be over a three-mile course asphalt, five feet wide, the exact location of which will be decided in the near future. The distance will be one-half mile, flying start and the Fowler Cycle Mfg. Co. is willing and anxious to wager any amount of money that the Sextuplet will win the contest. In this race the big machine will be ridden by six of the fastest racing men in the world.

OMAHA PROMISED A CYCLE PATH.

OMAHA, NEB., Jan. 20.—The Omaha-Council Bluffs cinder path scheme recently received a black eye, only half a dozen wheelmen responding to the call for a mass meeting. The information that the offer of $1,000, made by the proprietor of the Grand Hotel, Council Bluffs, had been withdrawn, had much to do with the small attendance and lack of interest in the scheme. Inasmuch as a path of this kind would only benefit the people of Council Bluffs, from a financial standpoint, it is not thought that the citizens of Omaha will push it along, particularly when the Sarpy County commissioners are talking of giving us a fine path to Fort Crook, one of the finest military posts in the country, situated about ten miles south of Omaha, the expense to be born by Sarpy and Douglas counties.

That veteran organization, the Tourist Wheelmen, is discussing plans for a clubhouse for the coming season. Last year it was exclusively a riding club, and a good one in that respect, as the captain's report for '95 clearly shows, but the clubhouse idea was broached from so many quarters, that it was discussed at the last monthly meeting and a committee appointed to investigate and report at an early date. The Young Men's Christian Association club is to be reorganized in the near future. It is proposed to call this the Triangle Club, adopting the insignia of the Y. M. C. A.; to have a club room during the season; to adopt a nobby uniform, and, in short, to have an up-to-date club in every respect, with a fine schedule of runs.

Omaha has never had a winter that afforded such good cycling weather as the present one has. Taken altogether, there have, so far, been but two weeks that a wheelman could not ride and enjoy it, while many of the local enthusiasts have not missed a day, riding their wheels to and from work, and also taking several moonlight and Sunday runs.



THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA



They had been at the cycle show. He had taken her there that the beauty of it all might touch the chord in her heart he had so long endeavored in vain to strike, and break down the few remaining prejudices she held against the wheel. And it had been a clever move on his part. The shining wheels, the artistic draperies, the gay and rosy faces—all had a most decided effect, and that night she was "almost persuaded." He saw the enemy was wavering, and pushed his forces bravely and persistently into the gap.

It is almost needless to say that Day Angell and Violet Weston were lovers. They were completely enslaved to each other. The farms of their fathers adjoined; they had tramped to the district school together year after year; each knew the nooks and corners of their native woods equally well; and she could put a ball into the bull's eye at forty rods as many times as he. But Day was ambitious and had early left the farm and come to the metropolis to make a fortune. He was soon the most trusted employe of one of New York's well-known cycle stores; became an enthusiastic cyclist, and took many a pleasant spin over the roads of Jersey and Westchester.

Violet secured a school in a town near the city, so that Day might see her "at least once a week." If ever his wheel had been a blessing, it certainly was now, for when Sunday's sun rose clear in a cloudless sky, away spun Day to his lady-love. He had thought that she would enthuse over cycling, as she had over the sports of their younger days, but Violet was an extremely modest country maiden, so progress was slow. "It's too bad," he would often say, "to sit here on the veranda, when we might be riding away through the beautiful country, stopping now and then to enjoy the peaceful quiet of some secluded nook, away from all the coarseness of the world."

"Day, dear," she would answer, "mother would never forgive me if I ever rode a wheel." Then Day won Mrs. Weston over to his side, but still Violet had refused. Even the good old family doctor had tried without effect, so Day had despaired, until the happy thought of the show came to him. Every night they were there, and he was feeling happier. The wheel was pleading its own cause most eloquently.

"Won't you ride now?" he had asked, as they parted, the last night of the show. "Not yet, Day; not yet," and Day once more despaired. The winter wore away and spring came, but still he could see no signs of gaining his point.

It was a bright, beautiful Sunday in June. Day was bowling along over the post road, thinking of the girl so dear to him who was losing all the pleasure and delights offered by the wheel, when a female figure shot by, pedaling steadily, gracefully but swiftly. If there was one thing above another Day was proud of, it was that he had never been defeated in a "sprint" on the road, and that very few cyclists passed him; so he started in hot pursuit of the fair one. Heavens, how she pedaled! One, two, three miles, and he was only holding his own, and was almost played out. They were scarcely ten yards apart. She bent low for the final spurt, as they approached a sharp bend in the road which had to determine the finish. What speed! Just then a wagon swung into the road not a rod in front of her. She seemed not to see it. There was a sickening crash, but, as her wheel struck, Day, by a superhuman effort, rushed alongside, threw one arm 'round her waist, and so snatched her from a horrible accident.

It was Violet! When she revived from the shock she stretched her hand out to him and whispered, "Day, I've learned to ride."

The force of the fall had not been so great as the nervous shock, and Violet was soon again on her wheel.

* * * * * * * * *

In the town where Miss Weston was teaching was a young man who "clerked" at the general store. "Rich" Murdock was a fine specimen of manhood, being of athletic build, and having dark-brown hair with the slightest suspicion of curl; eyes to match the hair, and a frank, manly face. A few years before the advent of Miss Weston in Glenville, he had come to the town a stranger, but now every one knew the jolly, rollicking "Rich." Whenever the young people wanted to get up a social, a straw ride, or the like, Violet Weston and "Rich" Murdock were the first ones consulted, and invariably the management of the affair was left to the two.

As is the way in such things, Day soon began to be annoyed by the gossip that went the rounds, linking "Rich's" name with that of Miss Weston, but he seemed not to mind it other than to turn his heel on those who were inclined to say too much. "Rich" and Violet were, as a matter of course, constantly thrown together, and, in fact, would often be seen wheeling toward town side by side.

The usual aggregation of farmers and "hired help" were in the store one Saturday evening, discussing, as they have a way of doing, the faults and errors of their neighbors. "It 'pears to me," said Farmer Simpkins, "that that 'ere young city feller'd better look out, or Murdock won't leave him no gal."

"It's my opinion," added Ned Cox, "that Angell ain't got no gal now, 's far ez thet goes. Soon's school's out, off they goes on them bisickles, heaven knows where! My girl Nell, she saw 'em sitting on a bank so close that a streak o' sunlight no bigger'n a pin couldn't a squeezed between 'em nohow, and she—"

"Rich Murdock and Violet Weston's run away!" came through the open door, and in rushed Frank Laing, waving his hat, and acting generally as though he had never had so much fun in his life. He was soon the center of an attentive audience, and began:

"Why, they went out on their wheels right after dinner, and Joe Hopkins sez he saw 'em get on the New York train at Arrytown. I just come from the house—you know she's boarding with us now—and they haven't heard a word from either of them. Down at Swan's, where Rich boards, he left word that he would be back for supper, but he ain't there yet. Joe reckons they've been married a'ready, as he saw 'em come out of the court house at Arrytown arm in arm, as loving as two doves. I take it they just got a license and are going to finish the job in New York."

There was dead silence for a moment after Frank ceased speaking, while Simpkins looked at Cox, who nodded his head and winked his eye in a sort of "I told you so!" manner.

"Done's brown ez a shad on a camp fire!" said Simpkins. "'Taint right, noways, and I'm goin' to telegraph Day Angell right away, or else he'll be coming up here tomorrer chipper ez a sparrow, and have to face 'em all, and 'taint right noways." So off went the following telegram to Day:

"Rich and Miss Weston ran away this afternoon and got married.

"JERRY SIMPKINS."

"Good God!" groaned Day as he read it, and then sank back into his chair, thrusting the telegram into his pocket. His expression became hard, and an uncomfortable light came into his gray eyes. Jumping to his feet, he exclaimed:

"If that's a joke, the man who made it won't live to make another one!" and, thrusting his revolver in his pocket, he mounted his wheel and rushed to the Grand Central, being just in time for the train for Glenville. Arriving, he went first to Laing's. There everything was in commotion, with neighbors in the house and out talking in groups, which became suddenly quiet as he drew near. Finding that every one told practically the same story, and that it was generally agreed that the two had eloped, half sick, and hardly knowing what he was doing, he jumped on the wheel and started to return by road to New York.

"The wretch! The scoundrel! It is all his work. I'll fix him if ever he crosses my path!" Such thoughts kept flashing through Day's mind and he would grasp his revolver tightly, being brought back to himself only by the sudden lurch of his wheel. He was about five miles from the city, when he was rudely awakened from one of these reveries, if they might be so called, by striking the ground broad-side.

"Why don't you look where you're going?" came from out of the darkness; "or light your lantern, so a fellow could see you?"

Day was crazed, for he knew that voice only too well. He had often heard it at Laing's house and at the store. He fairly shook with rage.

"I'll creep closer," he muttered to himself, as he pulled his pistol from his pocket. "He'll never move from here alive. Curse him, I'll show him what comes of robbing a man of his happiness, his life, his all!"

"What's the matter? Are you hurt?" asked the unsuspecting "Rich," who was adjusting his handle-bar and saddle, which had been twisted in the collision. For an answer the muzzle of a revolver was jammed into his face and he heard Day fairly shriek:

"You dog! I have you now. You will never entrap another innocent girl into marrying you. Have you anything to say before I send you to eternity? Speak, quick!"

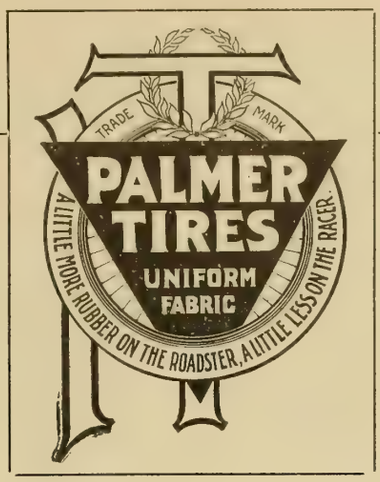
"Entrapped! Married! You're crazy man; what do you mean?"

"What do I mean, you guileless lamb? I mean that you have stolen the purest girl who ever lived, and forced her, by some dastardly means or other, to marry you. Where is Violet Weston?"

"Violet Weston! She and I married! Poor girl, she's lying now at the New York Hospital, suffering with a broken arm, and she keeps asking for you. Be calm a minute, Day, old man; it's all right. I went right to your rooms and found you had left on your wheel; but where for, they couldn't say. Fortunately the ticket agent knows you and remembered your buying a ticket for Glenville. As the last train had gone, I started out awheel to find you. Put up your revolver, old fellow, and let's go back together. I will tell you all about it as we ride along."

Day slowly pulled himself together, straightened out his wheel, and, after begging "Rich's" forgiveness, started off with him.

"You must remember Violet's little brother, Teddy, who was stolen years ago from her father's wagon? Well, here he is! I am he. To make the story of those years of absence short, let me tell you the most important facts: I was taken to England, thence to Africa, Madagascar, and



World's (Quarter-Mile) Records

Gleezen's men, the Stearns team, swiped three world's records at Santa Monica, Cal., on December 28. The Yellow Fellows had Palmer tires on them.

Kiser did a quarter, paced, in ..... :22 3-5
Schefski did a quarter, unpaced, in ..... :24 flat
Randall, Schefski, and Hatton did a quarter, on a triplet, unpaced, in ..... :22 flat

Chasing the Circuit

On Palmer Tires.

Twelve different kinds of tires won prizes on the national circuit last year. We don't know how many others tried. The difference between the Palmer percentage and the percentage of the other tires is so great that the other fellows might just as well have not bothered. Here are the figures:

PALMER TIRES	won 55 3-10	per cent of all prizes
Morgan & Wright Tires	won 21 2-10	per cent of all prizes
Hartford Tires	won 9	per cent of all prizes
G. & J. Tires	won 5 6-10	per cent of all prizes
Vim Tires	won 2 2-10	per cent of all prizes
Straus Tires	won 1 7-10	per cent of all prizes
New York Tires	won 2 5-10	per cent of all prizes
Cleveland Tires	won 2-3 of 1	per cent of all prizes
League Tires	won 1-5 of 1	per cent of all prizes
Akron Tires	won 1-8 of 1	per cent of all prizes
Diamond Tires	won 1-8 of 1	per cent of all prizes
Buckeye Tires	won 1-8 of 1	per cent of all prizes

Winning races on Palmer tires is no trouble. So many fellows wouldn't ride them if it were otherwise. You don't have to pedal yourself to death when riding PALMER TIRES. They give a delightful sensation.

THE PALMER PNEUMATIC TIRE CO.

133-135 South Clinton Street,
CHICAGO.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
66 Reade St., New York, and 159 Lake St., Chicago.

Australia. My captors were evidently sailors, for I was never off the ship for years. She was wrecked off the coast of Australia, where I was taken in by a miner named Murdock, and lived with him until he died. About the end of the twelfth year in the mines, I struck it rich, realizing a clear £50,000 from four nuggets. I sailed immediately for America, and have been here for six years, trying to find some trace of the Westons. I knew my right name was Weston, for I had kept a little piece of cloth on which were written the words 'Theodore Weston.' This was sewed on the coat I had on when I was stolen. I have been tracing up Violet's ancestry, not daring to make too open inquiries, and it was but a week ago that I learned positively that she is my sister. This morning I told her of it, showed her the well-worn piece of cloth, and she immediately recognized the writing as mother's. So we decided to go to New York this afternoon and give you a surprise. I took her into the clerk's office to show her the record of my inquiries and investigations, and the account of the kidnaping, which was still on file. We were crossing Broadway, on the way to your office, when first thing I knew she gave a little scream and was knocked down by a cable car, being thrown so forcibly that her right arm was broken. She bore it like a hero, never even wincing. I took her to the New York Hospital, as I knew no one in town."

Day, in turn, told all that had happened, and became more and more embarrassed as they proceeded, but was put at ease by the happy "Rich."

* * * * * * * * *

There was a double wedding next year at the old Weston farmhouse, Miss Fannie Angell becoming the new mistress of the Weston place, and need I say who brightened Day Angell's home?

Not the least important feature at the great event were the three bicycles, over which swung the motto: *Vis unita fortoir.*

TO IMPROVE KENTUCKY ROADS.

LOUISVILLE, KY., Jan. 20.—Gov. William O. Bradley, in his message to the new legislature, took occasion to call attention to the condition of the roads in the state. The reference was not very long but embraced much of interest to every inhabitant. He said:

"The state, as a rule, has paid but little attention to the establishment and maintenance of public roads. Either the present system is defective or its provisions not enforced. If persons convicted of misdemeanors were compelled to work out their fines on the country roads it would prove quite beneficial.

"I can not undertake to enter into a thorough discussion of this subject, but earnestly call your attention to it. Good roads are of great benefit to those who are compelled to ship merchandise or produce, and as has been well said by an eminent writer, are 'indubitable evidences of thrift and a high order of civilization.'"

Forgot it Owned the Road.

In connection with the above it is worthy of note that the new administration has already made one great discovery. The state has owned a turnpike for thirty-five years without any attention on its part. A turnpike company took charge of it, and to the certain knowledge of one person has been collecting toll on it for twenty years without turning a cent of money into the state treasury, even in the depleted condition of the latter. The discovery was made only a few days ago, when one of the patrons of the road made a complaint to the state auditor about the actions of the company. The road has been kept in fair condition all of this time, but the state got no benefit from the tolls collected on it.

The First L. A. W. Bequest.

A message was received last Saturday afternoon by one of the daily papers stating that "Pap" Ruff, the eccentric cyclist and L. A. W. member, was dead after only two or three days' illness from pneumonia. He was nearly 70 years of age. Many were the expressions of sorrow upon hearing the sad news, as he was known to every local member of the Kentucky Division who had met the cheerful old man during the past five years. Yesterday his will was opened and offered for probate in the county court. In it he bequeathed $2,000 to a young friend in Owingsville, $1,000 to Kentucky Division L. A. W., and the balance to the Hon. J. J. Nesbitt, of the same town. It is believed that the latter was left to the attorney to send to the deceased's family or relatives in some other state. No conditions are attached to the bequest to the division, and it comes at a very opportune time in order to carry out some plans that were delayed by lack of funds.

MILWAUKEE LOOKING AHEAD.

MILWAUKEE, WIS., Jan. 20.—The reason now given for Milwaukee not making a very strong fight for the '96 meet at the annual meeting held at Marinette on December 20, is because its vision was directed to 1898. In 1898 Milwaukee will possibly get the semi-centennial celebration in which the whole state will participate, and then Milwaukee will want the state meet, and it will be guaranteed that the cycling interests of the state will be thoroughly represented in connection with the meet. The possibilities for a grand demonstration can be readily recognized, and this city will not be at all backward in realizing them. There is also a possibility of the national meet to be held here in 1898. Prominent wheelmen who have discussed the subject argue that Milwaukee could get the national as well as the state meet if the celebration was assured.

The following were the officers elected at the annual meeting of the Milwaukee Wheelmen: President, W. C. Neilson; first vice-president, S. S. Cramer; second vice-president, E. D. Haven; secretary, E. L. Fielding; treasurer, W. B. Nasecar; directors, F. J. Morawetz, F. T. Andrae, F. J. Schroeder, and O. H. Linke; captain, G. F. Carroll; first lieutenant, W. L. White; second lieutenant, A. B. Anderson; delegates to the Associated Cycling Clubs, F. J. Morawetz, H. P. Andrae, and W. N. Burbin. The annual report of the retiring secretary showed that the club is free from indebtedness. One year ago the club owed about $500.

BICYCLE THIEVES RUN DOWN.

An organized gang of bicycle thieves has been brought to light in Chicago by the arrest of a young negro named John Traver, but generally known as "Viper," and Bert Demmett, who conducts a repair shop on Wabash Avenue, and whom the negro boy calls his partner in the bicycle stealing business.

Chicago cyclists have suffered greatly during the past year from the depredations of the bicycle thieves, and hundreds of stolen wheels have been reported to the police department and Wheelman's Protective Association. It has been difficult to apprehend the thieves up to the present time, because of the careful and systematic manner in which they conducted the business, but the city police have worked steadily on what they recognized as a regular branch of the "profession," and through the finding of a tandem belonging to Gormully & Jeffery have made the above arrests. Young Traver has divulged many secrets of the gang and located many missing wheels, which have since been recovered, and has been the means of unearthing a regular storehouse for stolen wheels in Lemont. A miscellaneous collection of Ramblers, Thistles, Waverleys, Deckers, Victors, and Derbys has been recovered by the police, and in most cases restored to their owners.

The stolen wheels have been sold in the towns along the Drainage Canal, and even in Rockford, and in the southern part of Chicago. High-grade machines were sold by the thieves at prices ranging from $9 or $15 up, and they have become so common in Lemont that the negroes and poorest of the poor may be seen riding them.

GREEN AND ERSWELL DENY IMPUTATIONS.

John Green and C. S. Erswell, the Cheyenne riders who startled the country with their wonderful straightaway records in December, were in Chicago during the Cycle Show, and took occasion then to refute the statements which have circulated rather freely through the papers and racing circles, to the effect that their records were made upon a perfectly straightaway track on a down-hill grade, and with a gale blowing on their backs each time. They also emphatically deny the reports that they concealed their wheels in carriages before the rides and then stripped the tires from them afterward, so that they might write to the different tire makers to secure bids for announcing to the world that their records were made upon certain makes of tires.

The two men feel hurt that their performances should be received with such apathy and that they should have imputed to them unfair and dishonest methods and objects. They are well fortified with affidavits from the weather bureau officer, the governor, the surveyor, and witnesses of the performances, all of Cheyenne, copies of which have been forwarded to H. B. Walden, of the Century Road Club. Erswell says the rides were made upon Palmer tires, and were in no way faked, nor were underhand means resorted to.

THE C. R. C. HAS A NEW CONSTITUTION.

C. M. Fairchild, secretary of the Century Road Club of America, is sending out copies of the new constitution and by-laws of the organization. There have been several important changes made. Applications for century bars must be sent to the chief centurion of the state, in which the applicant lives. This officer will then approve it and forward it to the secretary. Failure to send the application to the state officer will only result in delay, as, should it be sent to the secretary direct, it will be returned to the proper officer for his approval.

During the past year the club has progressed very satisfactorily, and the prospects for the future are better than ever before. The new by-laws provide for a mail election in the event of a failure to hold a regular election. President Skinkle will shortly take advantage of this provision and order a general election of national officers.

The Century Road Club has just voted to reduce the time limit for century riding from sixteen hours to fourteen hours. This to go into effect February 1. This action was taken after a great deal of discussion and is the result of an almost unanimous demand all over the country.

Another idol destroyed! Little Michael, who has hitherto been considered invincible in either long or short distance races, and the challenger of Johnny Johnson, has been defeated and forced to quit a race before it was half over. What makes matters worse is the fact that his conqueror was none other than Lumsden, who was thought to be a good old "has been."

E. S. Hartwell, the Denver man, is out for the L. A. W. treasurership. Mr. Hartwell is one of the few really prominent League members in the far west. He was a most promising candidate for vice-president last year, and it seems but fair the L. A. W. should recognize the far west and give him the coveted plum.

ADVERTISEMENT.

NATURAL SELECTION.

The Unanimous Choice of the Ten Winners of the New York "Journal" Contest—The Manager's Account.

The following letter from the manager of the New York *Journal* furnishes interesting reading for the prospective buyer of a bicycle:

THE MORNING JOURNAL.
Business office.

NEW YORK, Dec. 27, 1895.

M. L. BRIDGMAN, ESQ.,
Metropolitan Bicycle Co., 50th Street and Boulevard, New York City.

Dear Mr. Bridgman: In reply to your letter of inquiry, I beg to say that on Sunday, November 10, the *Journal* published portraits of ten famous and well-known persons and offered prizes of ten bicycles to the ten persons (readers) who should first send in the correct names of the portraits.

It was called the "Age and Youth Contest" because the portraits were reproductions of portraits taken in childhood or youth of the individuals.

Part of the announcement read as follows:

"And now a word about the $1,000 worth of bicycles that are to be given away in this unique contest. It is not a bargain-counter collection of wheels. In fact, there is no collection at all. The winners will make their own selection right from the establishment they favor the most. Nothing could be fairer than that, either to the manufacturers or the public. Guessers will be quick to appreciate the value of this privilege. Here are the makes of bicycles that are open to choice: Columbia, Stearns, Spalding, Victor, Remington, Keating, Syracuse, Rambler, Cleveland, and Waverley."

Over 30,000 persons sent in solutions more or less correct. On Sunday, November 17, the winners were announced. The following are their names as published in the Sunday *Journal* of November 17.

"Here are the ten winners of $100 bicycles in the *Journal's* "Age and Youth Contest," with the number of correct guesses, and the time at which they were received appended to each name:

"Henry E. Meredith, 48 W. 96th Street, received 13th, 12:30 p. m..... 10
"Lester Ralph, 19 W. 36th Street, received 11th, 9:30 a. m..... 9
"Albert Lee, 126 E. 34th Street, received 14th, 8:30 p. m..... 9
"F. A. Almuth, 163 W. 72d Street, received 11th, 9:30 a. m..... 8
"Herman W. Grannis, 3 Union Square, received 11th, 9:30 a. m..... 8
"Otto Braune, 184 Decatur Street, Brooklyn, received 12th, 5 p. m..... 8
"N. W. Parker, 18 E. 16th Street, received 13th, 12:30 p. m..... 8
"J. B. Haffey, 283 49th Street, Brooklyn, received 11th, 9:30 a. m..... 7
"Mrs. N. Hyman, 62 E. 93d Street, received 11th, 9:30 a. m..... 7
"M. N. Anderson, 179 W. 93d Street, received 11th, 9:30 a. m..... 7

"Each of the ten winners announced above is invited to communicate as soon as he likes with the Age and Youth editor who will make instant arrangements for the transfer to him of any bicycle of the make and pattern he most approves. There need be no more delay about it than there has been about the contest itself, which has made a record for celerity."

In compliance with the above invitation the winners called at the *Journal* office to select their wheels. We had expected that a wide divergence of opinion existed regarding the merits of the various wheels; but to our surprise *they all selected Columbias.* I take pleasure in stating this fact.

Sincerely yours,
The Journal,
(Signed) C. N. PALMER, business manager.

"POPE'S LEADERSHIP."

It there is one thing more than another that the cycle shows have demonstrated it is the fact that for really up-to-date features the Columbia is far ahead of any other wheel. There were many new ideas exhibited in the different makes of wheels as compared with models of previous years, but one fact that impressed itself very forcibly upon the observer was that all these so-called new ideas were but imitations of the improvements in the Model 40 of 1895.

Columbia bicycles are the Standard of the World. No one ever thinks of disputing it, and it is being continually acknowledged in the most unexpected ways, as the following extract from the report of the Chicago show, given in *The Wheel* of January 10, will serve to illustrate:

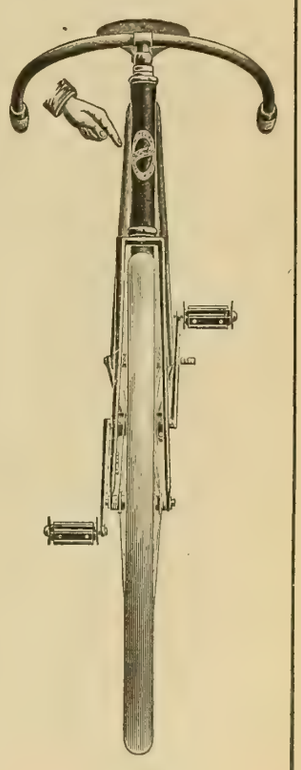
"Nearly all of the innovations mentioned were introduced last year by the Pope Mfg. Co. There are those people who dispute Pope's leadership, but, prejudice aside, it was never more apparent than now that he should have inaugurated this year's changes twelve months ago, and that his alteration of such a petty detail as a name-plate should cause alterations all along the line are facts that will not down. The Columbia, and indeed nearly all of the old wheels, seem to have approached that finality of pattern and construction so long expected."

The Pope Mfg. Co., authors and creators of Columbia bicycles, have published for 1896 their characteristic desk calendar. It is very convenient, can not topple over and is never out of its place whether at the right hand or the left.—*Brooklyn Eagle.*

The calendar can be obtained for five 2-cent stamps by addressing the Calendar Department, Pope Mfg. Co., Hartford, Conn.

10 times out of 10

The New York Journal recently offered ten bicycles to the ten winners in a guessing contest, leaving the choice of machine to each.



ALL OF THEM CHOSE

Columbia
Bicycles

STANDARD OF THE WORLD.

Nine immediately, and one after he had looked at others. And the Journal bought Ten Columbias. Paid $100 each for them, too.

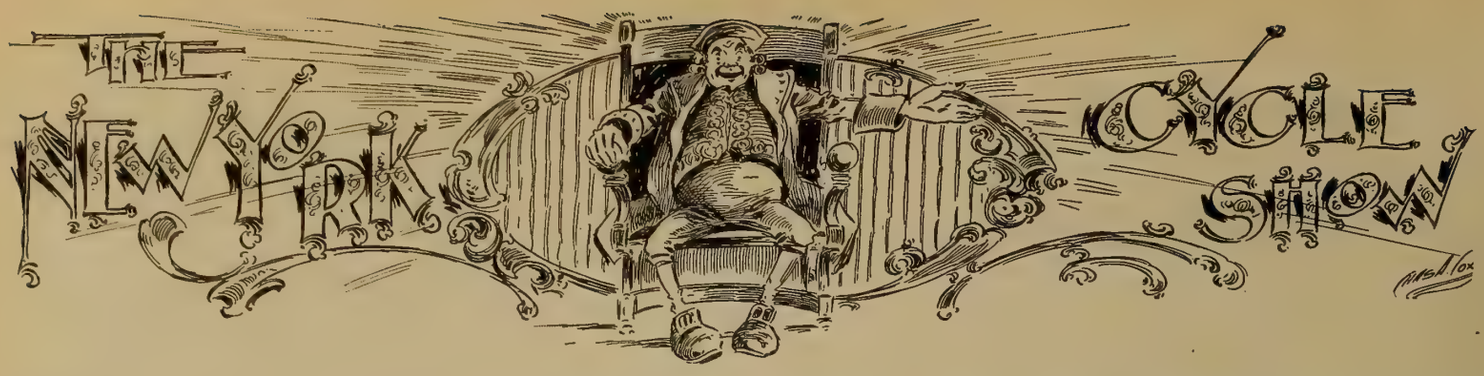
On even terms a Columbia will be chosen

TEN times out of TEN.

POPE MANUFACTURING CO.

1896 Art Catalogue free from the Columbia agent; by mail for two 2-cent stamps.

HARTFORD, CONN.



MADISON SQUARE GARDEN UNCOMFORTABLY CROWDED, BUT THE ATTENDANCE IS NOT SO LARGE AS AT CHICAGO ✦✦ NEW YORK HAS THE BEST SPECTACULAR SHOW, BUT THE GARDEN IS RESPONSIBLE FOR THAT ✦✦ THE DECORATIONS ✦✦ DESCRIPTION OF THE FOUR HUNDRED EXHIBITS.

NEW YORK, Jan. 20.—The second annual cycle show, under the auspices of the National Cycle Board of Trade, opened in a blaze of glory last Saturday night in Madison Square Garden. There is not a better building in the United States for such a spectacle than this one, and there will not be another until the Coliseum is finished in Chicago. The latter building will take in more than two Madison Square Gardens, and it is to be hoped that at least one more successful national show may be held and that a building may be found large enough to hold all the exhibitors who apply for space. There are 400 exhibitors at this show, and every one who applied for space has not been accommodated. There are makers here who are offering large premiums for space at the show, and even then are not obtaining it. Four hundred exhibitors are a great many, and the number is a few more than was seen at the Chicago show.

The Scene an Animated One.

Madison Square Garden is a beehive of industry. The spaces on the main floor are set off by spaces in each of three galleries that surround the main floor, and as each of these galleries are lighted up very brightly, the scene is an animated one from any place in the upper galleries. To these upper galleries the people go for a look at the scene and for a quiet smoke. Smoking is not allowed on the main floor but it may be enjoyed in the boxes and in the galleries. The boxes are new to the cycle show, that is the private boxes, and in these select invited parties gather to talk over matters and to leave their wraps.

The Opening Night.

On the opening night most of the exhibitors and many of the spectators, mainly the gentlemen, appeared in dress suits. When the crush of the opening night came these dress suits might as well have been the clothes of working men, as far as appearance went, for it could not be determined whether the people were in dress suits or in ordinary clothes. It was a gaily dressed throng at any rate. The crush reminded one of the Friday at the Chicago show, when 20,000 people were present. At the opening night in New York the number was less than 10,000, but seemed more, for the New York show has less aisle space. The aisles are nine feet wide only, while Chicago had twelve feet, and the main aisles of the building are said to be one-third as long only. This will make a great difference in the crowds, although the building will be more crowded than at Chicago all the time. The aisles in the galleries are very narrow all through, except on the first gallery, which is wider than the others.

General Plan of the Show.

In the general plan of the show, the wheels have been placed on the first floor, the tires and accessories in the galleries. From any of the gallery exhibits the scene in the lower floor is one of animation, and resembles a hugh pit, with the splendid electric lighting of the exhibits to set it off. The exhibitors who have gone to the expense of electric signs are more than repaid, for the reason that the signs may be located easily from the galleries. It was thought that these gallery exhibits woul i not be visited by many, but in the crowded condition of the first floor, people naturally rushed to the galleries to get away from that crowd, and the galleries also became crowded.

When the Crowds Began to Come.

The show was very pretty when one could go round the aisles before the crowd was allowed to enter from the front. When the crowd began to come on Saturday night, it poured in, and the stream of humanity was apparently without an end. Soon the crowded condition of the house became a positive inconvenience, and the people began going out as they had come. The aisles cleared as fast as they clogged, and in the closing hours the attendance was small, and sightseeing was easy and comfortable.

Thus far at the show the freaks that were made so much a feature at the Chicago show are absent, while the souvenirs are not so plentiful. The exhibitors were not all ready on the opening night, but nearly four-fifths of them were. Decorations for some of the booths will be made later in the show, in the way of potted plants and bric-a-brac, and these will add to the general beauty. The electric decorations seem to be general, and yet there are no new signs particularly. The show people have done some electric decorating, and the large wheel at one end is a decided feature. This was seen last year. It is a huge bicycle in action, with "1896" above it, and "National Board of Trade" in huge letters underneath it. At the other end of the building is a huge flag with scintillating colors of electric lights. The lights in this wave backward and forward. Under this flag, at the front of the building, is the special box of the L. A. W. officials, and under the wheel at the other end are the boxes of the cycling papers.

Some of the Decorations.

The decorations of the building are streamers across the top, and electric lights are seen on each of the arched girders. On each of the posts of the top galleries are groups of lights and arc lights are between each of the posts. Altogether it is a blaze of electric lights, and, as seen from a seat in the officials' box, is a gala scene, with the great rows of lights crossing and recrossing the great arched roof, the streamers, and the galleries four deep at either side. The stands around the outside form a circle, and there are three double rows of exhibits in the center. Owing to large spaces given to some of the larger exhibitors, the number on the main floor is not as large as was seen on the floor of Tattersall's. The aisles are shorter and exhibits closer grouped than in Chicago.

Electricity in Great D mand.

In the stands the electric lights are used most elaborately. There are no are lights in the center of the building, and the light is dimmer than at Chicago—more subdued as it were. The effect of the lights in the exhibits is brought out in this dim light. The galleries are not particularly fitted with electric decorations.

The Spalding-Bidwell Co. has the stand directly at the entrance of the first floor, and at the upper end of the center row of spaces. The Remington with six spaces, and the Sterling with four, are directly back of them; then comes an aisle. The Pope Mfg. Co has eight spaces with aisles all around; the Spalding comes next with eight spaces and aisles all around; and then the Western Wheel Works, with eight spaces, followed by the New Mail, the Orient, Clipper, and Imperial. The Ames Mfg. Co. is on the end of the row.

Ben-Hur in a Good Location.

To the left of the center aisle, the outside of the center to the left, is the Ben-Hur on the inside, and the White Cycle Co. and Cyclists' Supply Co. backing up to this stand. The Tinkham Cycle Co. has the four spaces at the end of the first section, with aisles on three sides, and across this aisle on the inside the Liberty has four spaces, with the Lovell and the Keating backing up to this stand on the outside. Across the aisle is the Stearns exhibit with aisles all around. R. H. Wolff & Co. have seven spaces across the aisle, with the Thistle breaking in with an exhibit on the outside. The Buffalo Cycle Co., the Black Mfg. Co., and Geo. Worthington Co. finish this aisle.

Grouped around the center of the building are found the bone and sinew of the trade, and of the Cycle Board of Trade: The Syracuse, four spaces; Gormully & Jeffery Mfg. Co., Spalding, and Stearns, each eight spaces, and Fowler four. To the front side of the center is the Indiana Bicycle Co. against the wall with four spaces, the Eagle with four double on the aisle, the Columbia with eight double, the Liberty with four single, the Keating with two, and the Lu-mi-num with two against the opposite wall. Back of the center spaces are the Crawford against the left wall with four single spaces, and the Monarch with four single spaces.

Where Some of the Big Guns are Located.

To the right of Spalding is the exhibit of the Gormully & Jeffery Mfg. Co. This is eight spaces with aisles all around. To the left of Spalding is the Stearns exhibit. This covers eight spaces, with aisles all around. The row across the center has Spalding at the center, Gormully & Jeffery at one side, and Stearns at the other, with Fowler on the left outside and Syracuse on the right outside.

To the right of the door as the building is entered, and in the first of the center aisles, is the Humber exhibit, running to a point as the turn is made. Back of this is the Cleveland with two spaces, and the Smalley




ESCENT BICYCLES
CHRISTY SADDLE
Spalding

with two spaces backing up to each other. Across the aisle is the Eagle and Peerless with four spaces each, running from aisle to aisle. Gormully & Jeffery's eight spaces come next with aisles all around, and then come the Majestic and Monarch, with four spaces each backing up to each other, the Monarch on the outside of the center. The Royal Cycle Works, the Puritans, and Schoverling, Daly & Gales bring this line to a point at the lower end of the building, the spaces running to single width at the point where the turn is made.

Large Makers Somewhat Scattered.

Around the outside of the building are a number of the larger makers. To the right of the door is the Yost Mfg. Co. This stand is carpeted in modest shades and draped in olive green. The front is open and the Gold Crank Falcon is on a stand at the front. The back of the stand is gracefully arranged in silk pleatings of green and pink. A wooden wheel of old vintage is shown. This has a log-chain and a spring saddle made from a bed-spring. The sign of the stand is set off by a row of eighty electric lights. The Dayton people have three spaces adjoining the two of the Yost company. The Dayton stand is draped in maroon, and has a row of electric lights along the back just below the sign. Rugs cover the floors. The stand is plain business all through. The Eclipse Bicycle Co. is gay with emerald colored wheels. The back of the exhibit is in maroon, and the sign is a handsome shade of emerald green with the words in gold-blocked letters, shaded in red with gold trimmings.

Barnes Company has its Chicago Exhibit.

The Barnes Cycle Co. has brought its exhibit from Chicago complete, and has but few changes. The effect is a brilliant white, and this is offset by small dashes of purple. The electrical wheel, which attracted so much attention at Chicago, is directly opposite the entrance to the stand, and many other brilliant incandescent lights cast over the stand a very bright light, which brings out the full benefit of the decorations. White rugs, over a white carpet on the floor, and the wheels in white attract attention to the stand and its representative white flyers.

In direct contrast is the stand of the St. Louis R. & W. G. Co. next, for this is black as black can be. The stand is in mourning colors, black crape at the back, black carpet, black railings and black decorations all through, relieved by a little silver tinsel and the silver of the wheels, which is intensified in this way, and which effect was sought in the decorations.

The Fowler Stand.

Another contrast is in the next stand, for the Fowler booth is again a great curiosity, owing to its bright shades of white and purple. The back is of pleated white silk, the clear white being set off by purple in festoons and in neat trimmings. The four spaces are attractive. At the back of the stand is set the cut glass signs that were seen at Chicago, bringing attention to the "frame tells the name," to the "most highly finished bicycle in the world," and to the "Chicago hustle made the Fowler famous." The signs above are of white with gold letters and the entire exhibit is set off by six groups of frosted lights, with nine lights in each group, and below these to set off the cut glass signs, three clusters more. The sextuplet at the front of the stand is the main attraction, and the people are kept moving in constant streams through the exhibit and in front of the same. There are not too many wheels and the appearance of the stand is so pleasing that people are heard to remark that they must go back to see that Fowler stand.

The Outing Attracts Attention.

Hay & Willits have hustled into one of the best positions in the show, and the sign of the Outing in frosted letters on a black background, attracts many to the stand by its brightness. The stand is otherwise plain, but is nicely set off by that sign.

The Gendron Wheel Co. has a looking-glass effect in its stand through a large glass at the back. This gives the place the appearance of being much larger than it really is. The drapings are of maroon and the large brass sign is shown on a maroon background.

McKee & Harrington have a modest and tasty display, the decorations being in mottled velvet, of red pattern. "Lyndhurst," in gold script letters on the same mottled red velvet background, sets forth the name of the wheel. "There's a Richmond in the Field" appears around the corner on a pretty sign, and the effect in the stand is of yellow and red. The National Cycle Mfg. Co. has located in the corner—a dark corner at that—but the national flags used so freely in the make-up of the decorations, draw attention to this stand. The Zenith Cycle Co. has a novel maroon background, making up a frame in which a wheel is to set.

Vikings Much in Evidence.

A rich-looking stand is that of the Viking, with its deep heavy carpet of red, and the wheels neatly displayed on steps built at the back. The sign above the exhibit may be seen all over the room. It gives the name of the wheel, Viking. A large picture of the great Viking is shown. The Crawford, in script on a heavy background of valuable rugs, calls attention to the exhibit of that company. The floor is also covered with valuable rugs. The wheels are not many in the stand and are neatly arranged. The Fenton exhibit is the same as was shown at Chicago.

Where Crimson Rims are Shown.

The Syracuse Cycle Co. was not allowed to build its great bower such as was seen at Chicago, but in all other ways has reconstructed that exhibit. The trophies of the chase are shown at the back of the exhibit and heavy rugs cover the floor in profusion. The sign is in the crimson of the firm with gold letters. Great couches are at the back of the stand and there are three large groups of incandescent lights to set it all off. Chief With-a-long-name is in the stand and in his full war outfitting attracts much attention.

The Indiana Bicycle Co. has a long space, but it is not as cheerfully fixed up as at Chicago. The carpet is red, and bright incandescents cast light on the stand. The sign "Waverley" is above in incandescent lights.

Another Chicago Exhibit.

Rouse, Hazard & Co. have the same pretty mottled sign that they showed in Chicago, and which, set off by the lights at the back of the frosted glass on which the sign is painted, attracts attention. Pierce cycles are shown at the right of the entrance in a long space, of which the decorations are in gold and crimson. There are no lights in the stand, which is modestly decorated.

The Palmer Tire Co. is located in the gallery at the head of the first steps to the left after entering, and has a neat stand, well arranged. The tires are shown on substantial counters, and the back of the exhibit is draped elegantly. Morgan & Wright have their stand diagonally across the building and have arranged it in tasty manner. This is the jumping-off place of that row of the gallery, and, once entering it, the people have to turn and go back right at the front of the stand. Morgan & Wright have carpeted the aisle as well as the space, and the place is a delightful lounging room for tired people. Seats at the back of the stand and chairs at the front and in the aisle will always be found occupied. As usual with the firm, one tire is shown, and the name is on a modest and small nameplate. Over the exhibit some attempt at decoration has been made, with the monogram of the firm in incandescent lights and colors of terra cotta and white.

Monarch Company Changes Its Booth.

The Monarch Cycle Co. has not the elegant booth seen at Chicago, but has arranged an almost altogether different stand. This is four spaces long and at the back is an open square, deeper at the top than at the bottom in its border. The sign "Monarch Cycle Co." appears just above the top of the opening, and wheels are set on a shelf so as to be seen in relief. The lions on either side, with their eyes lighted by incandescents, and electric bulbs in their mouths, attract attention. The stand is carpeted tastefully. Potted plants are everywhere on the stand, and, when completed, it will be very handsome and elegant.

Gormully & Jeffery have a hollow square with the wheels arranged around the outside and the center clear of all wheels. This center is surrounded with settees, upholstered, and at one end is the private office of the company. At the other end is a special department for the display of tires, and the entrance is at the center. No sign is shown above and the large sign seen at Chicago will not be seen here. This booth seems cut off from the rest of the show, and is a quiet retreat for tired customers of the firm. It is a business office pure and simple, and of great elegance. The same plan adopted by others would mean more business to the show as a result, as customers may be brought out of the outer crush and may talk business without interruption.

An Oriental Effect.

The Spalding booth at the center of the main floor is arranged to represent a Turkish home, and is very handsome. There are no railings and the booth is open on nearly all sides, the wheels setting around the outside. Couches are at each corner, couches at the center and on all sides, and on these may always be found customers and friends of the firm. Potted plants around the exhibit on tasty stands, give an air of elegance. Above the exhibit is a neat electric sign that attracts the attention at once. This is on a background of plush and bears the names, "Spalding," "Christy Saddles," and "Spalding Cyclometers." This is a double sign showing from both aisles.

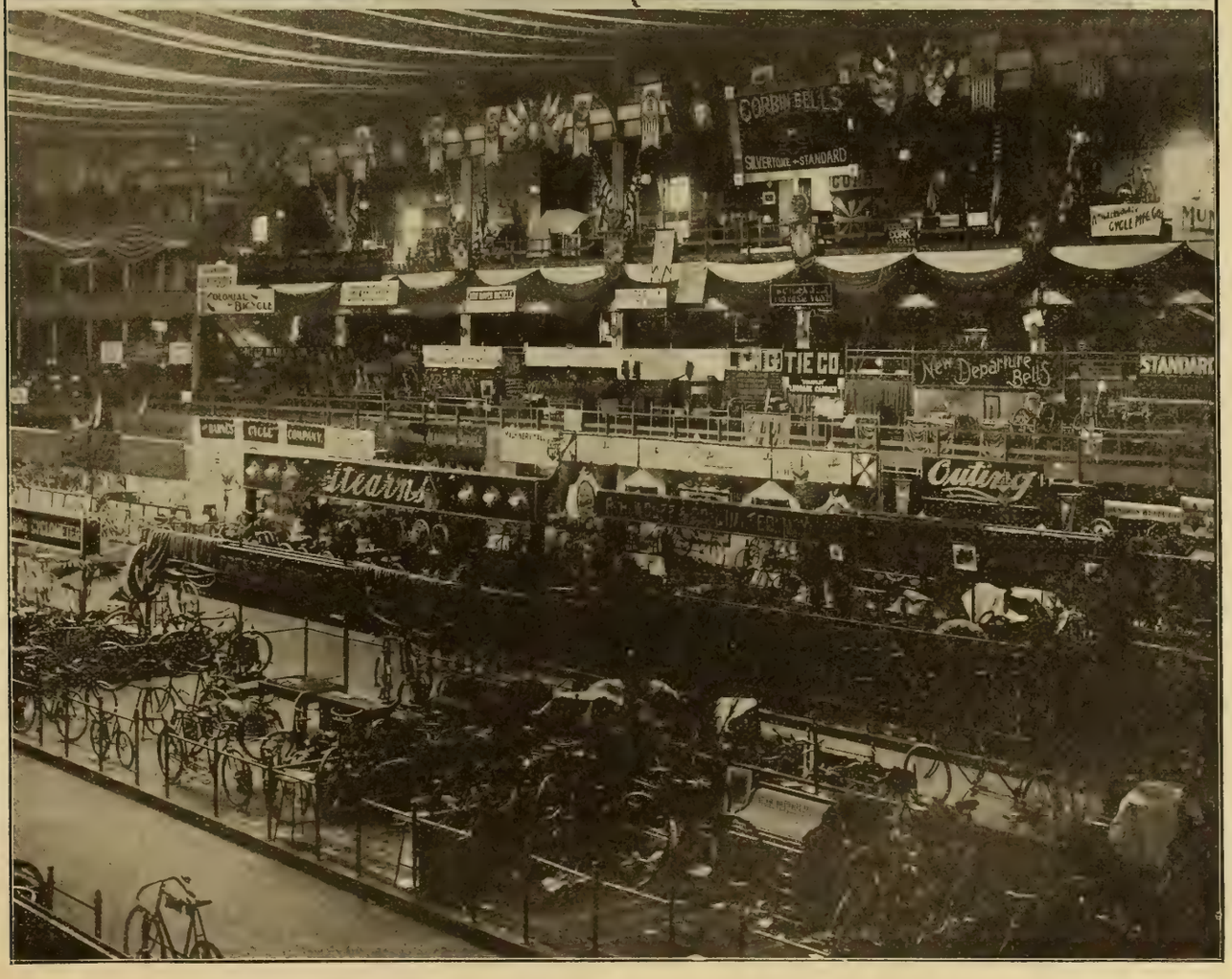
The Yellow Fellow.

E. C. Stearns & Co. are at the other side, and have a stand that is said by many to be the neatest in the building. "Stearns" appears in very pretty electric letters above the exhibit, showing from both sides. At each side of this are neat and very pretty globes. Pendant electric lights of neat and novel design set off the sign in front and at each side. The stand is in orange, the rails being draped prettily, rugs on the floor and couches at the center. Potted plants are seen all around, and other decorations are very elegant. The wheels are on stands above the railings, and are all finished in orange. The Eagle is shown in a plain stand arranged for business. A tasty carpet covers the floor. No elaborate decorations have been tried, and nothing gaudy has been attempted. The Peerless extends through from the aisle. This stand is draped in tan, and rugs cover the floor. Potted plants are freely used, and the wheels are arranged on high stands. A seven-foot sign with 200 incandescents in its make-up is seen above the stand. This bears the legend, "Peerless, a little better than the best."

The Smalley and Humber.

The Smalley is shown in a neat stand. The electric trade-mark shown at Chicago, a large S with "Smalley" across the face, and the signs at either side, "Superb Smalley," were not ready on the opening night. The stand is tastily arranged. "Humber Quality, the result of twenty-eight years' experience," appears over the Humber stand at the corner, on a prettily arranged glass sign. The stand is crowded with the pacemaking machine on which the men rode when they paced Berlo to victory and


UNION
Sterling


CORBIN BELLS
SILVERTONE - STANDARD
COLONIAL BICYCLE
TIE CO.
New Departure Bells
STANDARD
BURNS CYCLE COMPANY
Stearns
Outing

gained for the wheel the world's mile record of 1:40⅘, with the wheel that Berlo rode and with the many samples. Schoverling, Daly & Gales have a sign in miniature electric lights, and the stand of the concern is very prettily draped in maroon. The Royal Cycle Works has reproduced its Chicago stand.

The Majestic.

Hulbert Bros. & Co. show "Majestic" on a sign brought to the notice by lines of incandescent lights overhead. Red and white decorations are made very effective. A plain stand is that of the Western Wheel Works, brought out by electric lights, showing "Crescent." Flowers in pots give the stand a neat homelike appearance. "Perfection. Warwick Cycles," appears in incandescents over the stand of the Warwick Cycle Mfg. Co., and palms and rugs are used freely in the decorations.

The Chicago Stamping Co. has reproduced its Chicago exhibition of United States wheels. The Black Mfg. Co. has its brass sign on a background of peacock blue in a very neatly arranged stand. The R. H. Wolff & Co., Ltd., have a neat stand of seven spaces, having given one space to the Thistle at the outside corner. Heavy Brussells carpet covers the floor and the drapings are of portieres. A stuffed wolf stands at the center of the space, and at each corner are Wolff Duplex wheels, one with a Gatling gun and the other a howitzer, mounted and ready for actual warfare. These are said to have been adopted by the New York state militia.

A Novel Electrical Effect.

The Liberty is shown in a stand that is much like that seen at Chicago, the sign "Liberty" appearing in red at the top and changing at regular periods, shifting out and in, attracting much attention. A bright red carpet covers the floor and no railings being used leaves the stand open. Antique furniture is used. The "Lovell Diamond" is shown in letters of bright incandescents on a white background. This is very brilliant. The Keating is a plain stand with the sign surrounded by electric lights.

The Tinkham Cycle Co. has a cheerful stand set off by potted plants and with the Tinkham carriers at all sides and a large one in the center. Groups of lights are at the top of one of the carriers in the center, making the entire effect of the stand very pretty. The Union exhibit is a very little handsomer than was seen at Chicago, but still maintains the modest manner of the firm when showing at the cycle shows. Potted plants are used and the sign is surrounded by electric lights, setting forth the name "Union."

"Built Like a Watch."

The Sterling Cycle Works is going to have the same exhibit as was seen at Chicago with all of its oriental elegance. This stand will be one of the features of the show, and will be seen at its best early in the week. The same antique rugs are used, the same antique furniture, the same antique lamps, and incense will be burned to heighten the effect of an oriental parlor.

The Remington has a new sign for New York. It is electric and is very bright and large. The stand is plain. The Pope Mfg. Co. has a very tasty stand and well arranged by expert hands used to such work. The sign that was seen at Chicago is seen here, and the lighting is better. Bright red electric letters set off the small blocked letters, and at each end is the name-plate of the concern. Colonel Pope has a private office at one end of the stand, and parts are arranged on stands around the exhibit The general idea of this stand is that of elegance. The Cleveland exhibit is Chicago abbreviated.

The Gallery Exhibits.

The exhibits in the gallery were of a very high order of decoration, as the people had to be drawn off the main floor and that was one way to do it. The spaces were small as a rule and each was raised above the floor from a foot to six inches. The back of the stand was usually the most gaily decorated, as there was little chance for other decoration and for the show of goods. Potted plants were out of place and electrical decorations were scarce throughout the three rows of galleries surrounding the building. These galleries were attractive places, more so in fact than any one would have anticipated, looking from the lower floor to the galleries. The exhibits were really more interesting than those below, for the reason that there was a variety. The sameness of the lower floor gave way to variety in the galleries. In one place it was tires, for the tire makers were all forced to the gallery; lamps, sundries, cycle supply makers, wood rim makers, not a few wheel makers, and everything in the bicycle line but clothing was seen. The clothing makers were forced out of the show altogether, except as they could show their wares on the back of some one of the exhibitors.

The View from the Galleries.

The galleries are of considerable width, and people can pass nicely, so that life is not so miserable for the exhibitors on high as might be supposed. The outlook from these galleries attracts many people, for from there they can look down on the gay scene below them. And it is a gay scene in all senses of the word. The wheel makers in the gallery are a little disposed to be sore, for the reason that they were crowded out of the place where the wheels are shown—the main floor. But the makers in the gallery have the advantage in the fact that there are not so many wheel exhibits in the gallery spaces, and people have time to look and think of the wheels they have seen.

Sameness of he Main Floor Exhibits.

One of the exhibitors said that he was disappointed, for the reason that the lower floor had such a sameness that the people did not see all there was to see in any one stand before they went off to some other stand near at hand. An idea caught in the gallery was worth more, for the people had time to digest what they saw.

Dunlop Tires Shown to Advantage.

The American Dunlop Tire Co. has the stand across the stairway from Morgan & Wright at the back of the building. This stand is modestly decorated in English shades of goods, a tan backing being made of the Sea Island cotton fabric from which the Dunlop tire is constructed. Rugs of a costly nature cover the floor, and above the stand is the sign seen at Chicago, the words "Dunlop Tires" in script letters, made of frosted globes. Single wheels are shown on special stands for the purpose of demonstrating the easy repairing quality of the tires.

The Iver Johnson Arms & Cycle Co. works have a narrow space neatly arranged. This is draped in red with purple trimmings and neatly gotten up all through. A gold letter sign on a red background gives the firm name, and the wheels are shown on a carpeted stand at the back. The rug is very pretty and bright.

Eddie Bald's Picture Shown.

Hartford single-tube tires are shown in one of the handsomest stands of the gallery. This is in the first tier. The stand is rich looking and is so different from the others as to attract attention at once. The sign, "Hartford Single-tube Tires," is in incandescent lights of blue on white back ground, the letters being blocked out. A picture of Eddie Bald and a frame in which is given a list of some of the most prominent wins of that rider, are shown at each end of the stand. A large Turkish couch with great pillows of an inviting nature is at the back of the stand and in front is a marble counter for the tires.

The Newton Rubber Works have a neat stand along the row and have decorated their stand in red. A rich effect is given to the stand by the arrangements of the decorations.

The Bridgeport Gun Implement Co. has a stand decorated in green plush. On the green plush background stars of bright brass are shown with goods displayed on these. Two large sun discs of brass are on either side and draw attention to the stand. Bells on large rims are hung at the back and the entire appearance of the stand is neat and tasty.

The stand of the J. D. Warren Co. attracts attention with a neat arrangement of leather goods, the entire decoration of the stand being in harmonious shades.

The World Exhibit.

The exhibit of the World is very tastily arranged at the head of the stairs at the first entrance to the gallery to the right after entering the building. This stand is an improvement over the exhibit at Chicago, and is so arranged as to attract the attention of the passers by on the lower floor. The predominating color is Johnson's, a rich shade of lavender. The back of the stand is in pleated goods of this shade, and is trimmed with knots of lavender ribbons, with bunches of violets at each intersection. On one side is a new picture of John S. Johnson, and at the other side a picture of Tom Eck. In the center is the frame containing a half-hundred of the principal medals won by Johnson on his wheel. A photograph of A. D. Kennedy is also shown, Kennedy being one of the firm's team. The floor is neatly carpeted and the stand is very attractively arranged, and is very neat at all times.

"Philip and 100 gear," appear over the stand of the Phillips Wheel Co. The letters are block and the lights bring out the ad very clearly. A wheel at the back of the stand is kept in motion by electricity, showing the novel gear being introduced by the firm.

A Handsomely Decorated Wheel.

Gold and silver plated wheels, heavily chased in these valuable metals, are shown by the Howard company, and attract more than attention to its stand. The stand of the Manhattan Rubber Co. is in red, the back being pleated goods of this color and the carpet of the same shade.

Parkhurst & Wilkinson have a great quantity of matter, their varied line being arranged very artistically in a three-space stand. Frames contain the various lines. At the back and center of the stand is a flag made of bicycle chains. Singer & Co., Ltd., said by the local papers to be the only English concern showing in the building, but in reality an American concern, now making wheels at its factory at South Framingham, has a stand that attracts attention, owing to the fact that it shows wheels fitted with chain guards and gear cases. These are transparent. The stand is neatly carpeted, has a backing of yellow pleated goods and a sign of white letters on a blue background and vice versa.

McMullen's Richly Decorated Stand.

Trimmed all in black rich-looking velvet, with frames of goods, the backgrounds of which are all of velvet of varied shades, and with a bright red carpet, the stand of Roger R. McMullen & Co. is one that will attract attention. The large lines of goods handled by this concern for a score of the large makers are shown in the most attractive style that could be devised, and attract attention. The Garford Saddle Co., in the same stand, has its complete line of Garford and Brown saddles arranged tastily on trees at one end.

Vim Tire Booth Nicely Decorated.

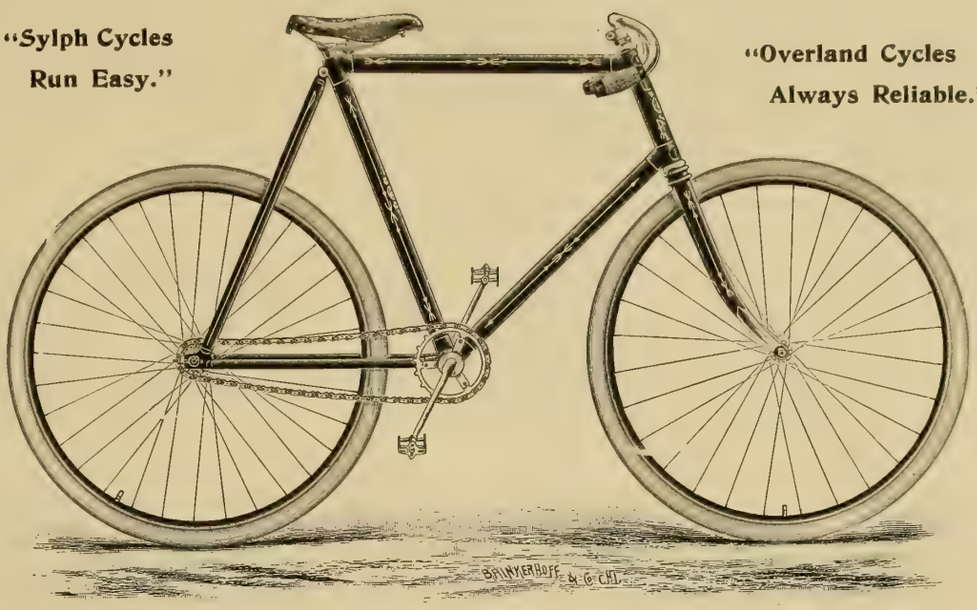
The Vim tire booth is nicely laid out for work that is done in demonstrating the tire and in showing the vulcanizer. A large electric sign is shown above with the word "Vim" in electric letters on a floxine colored background. The general colors of the stand are of this color, floxine



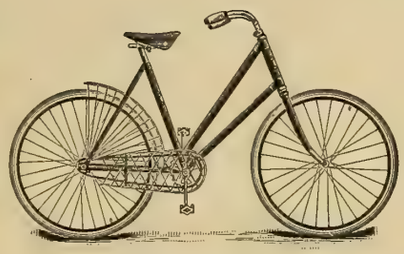
SYLPHS & OVERLANDS

"Sylph Cycles Run Easy."

"Overland Cycles Always Reliable."



Model P Sylph, 21½ lbs., $100.00.
HANDSOMEST AND HIGHEST GRADE.



No. 16 Overland, 24 lbs., $65.00.
Strictly High Grade.



No. 12 Overland, 24 lbs., $75.00.
Absolutely Unequaled at the Price.

AT THE CHICAGO SHOW.

Thousands saw and admired our superb assortment of wheels. The universal verdict was that our line was not only the finest on exhibition, but

Absolutely Complete

It was freely admitted that our No. 12 Overland at $75.00 was superior to anything shown at that price, and fully equal to almost all the $100.00 patterns; while the Sylph was positively without a peer. It contained more strictly high-grade features and fine mechanical points than any other wheel on exhibition. Undoubtedly the same will be true at New York. We still have some unoccupied territory and will be glad to hear from responsible dealers.

EXCLUSIVE TERRITORY.

CATALOGUE FREE.

ROUSE, HAZARD & CO.,

142 G Street, PEORIA, ILL.

Mention The Bearings



THE STUBBORN

That most of our 1892 agents are our 1896 not as represented, or if they had not been sion when we say now that no matter what than the

MAJESTIC

Women's Loop Frame, 22 inch.

Men's Frames, 22, 24, and 26 inch.

$85

NET PRICE IN PROPORTION



WE REFER TO THE FOLLOWING AS TO WHETHER WE BUY THEIR BEST.

TUBING—Birmingham (Eng.) Weldless Steel Tubing Co.

STEEL—Spalding & Jennings.

SPOKES—Excelsior Wire Needle Co.

CHAIN—Indianapolis Chain & Stamping Co.

BALLS—Simmons.

SADDLE—Mesinger.

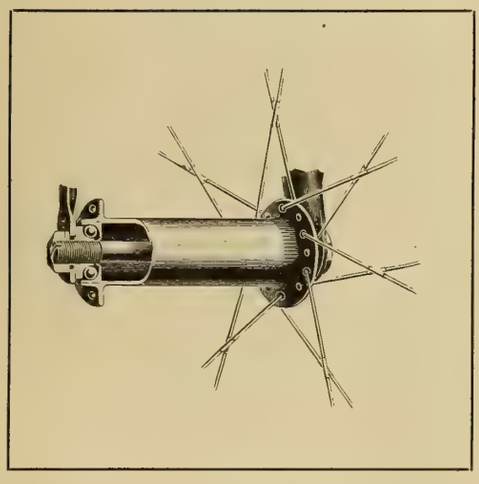
TIRES—M. & W., Hartford Single-Tube.

FACT REMAINS

agents. Would they be if the Majestic was treated right by us? Draw your own conclu-

the price, there is no higher-grade bicycle

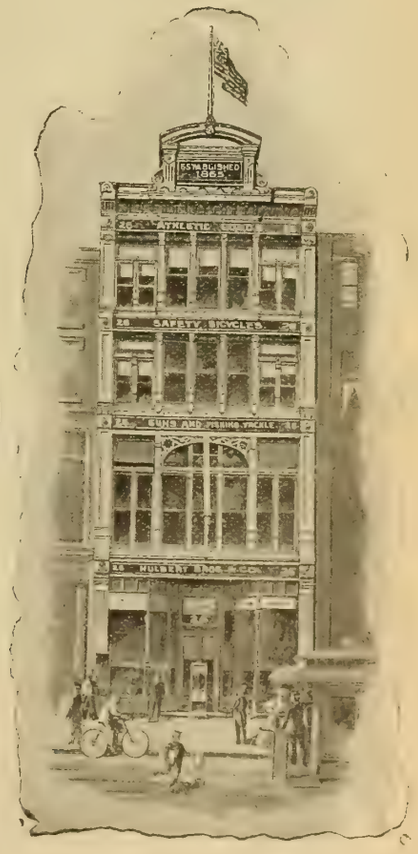




TALKING POINT No. 6....

BARREL HUBS

Catalogue explains the rest.



HULBERT BROS. & Co

26 West 23d Street, New York City,

MANUFACTURERS OF FIREARMS, MAJESTIC BICYCLE, MESINGER SADDLE, SUNDRIES, AND SPORTING GOODS.

MENTION THE BEARINGS



THE STUBBORN FACT REMAINS

That most of our 1892 agents are our 1896 agents. Would they be if the Majestic was not as represented, or if they had not been treated right by us? Draw your own conclusion when we say now that no matter what the price, there is no higher-grade bicycle than the

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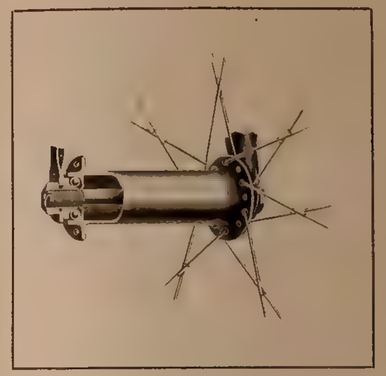
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MENTION THE BEARINGS

being the shade adopted by the firm for its tires. Tires in this shade are seen everywhere on the stand and in the building.

"Leng" in large electric lights calls attention to the stand of this firm in the first gallery, and also attention to the fact that the firm of John S. Leng's Sons has another exhibit in the gallery above. Both stands are neat.

The Elastic Tip Co. also has a nicely arranged stand of varied articles handled by the concern, and has brought order out of chaos. Maroon velvet, with gold trimmings and tassels, is used altogether in the trimmings of the Anglo-American Cycle Fittings Co. The sundry line is displayed indiscriminately on shelves at the back.

The Chicago exhibit of the New Departure Bell Co. has been reproduced in part at this show in its small space in the gallery, which is by no means so prominent as in Chicago, where every one went to get one of those fine souvenir rings that were so scarce. There are bells at all sides and in the middle, all arranged in graceful profusion. The rails are of bells and the sign is of bells. There is also another sign of bells, and there are bells enough in the exhibit to stock a large-sized store.

Where Standard Cyclometers are Exhibited.

The Standard Watch Co., of New York, has a space that has been decorated in the usual strictly high-grade manner this firm has of doing things. The sign, "Standard Cyclometer," above the stand is of electric lights, and the name of the firm is brought out in gold letters on the background of velvet at the lower side of this electric sign, the sign above casting a strong light on the name. Dark green is the prevailing shade, and the effect of all the decorations is to attract attention at once. Heavy carpets and rugs are on the floor and eider-down pillows on the seats at the back give them a comfortable look, which attracts many tired visitors. Potted plants are used in the exhibit, and the samples are shown on racks and on single wheels at the front.

Willie Windle shows modesty and taste in the arrangement of his exhibit at the end of the first gallery, right. This is neat and tasty and the name of Windle above is its best drawing card. The New York Belting & Packing Co., right next and on the extreme end of the gallery, has a maroon draped stand with the rich goods used in the draping puckered together at the back. It is a home-like and an attractive stand and attracts attention

In the Second Gallery.

Up in the second gallery on the right side of the building, the Bostedo company has a rich looking double stand draped heavily in green at the back and along the rails. Rugs on the floor give an air of comfort to the exhibit. The Champion Mfg. Co. has its goods on neat racks at the back of the exhibit. The Eclipse Cement & Blacking Co. has a nice line of sundries very neatly arranged on stands and in attractive boxes.

F. E. Spark, the Chicago man, has arranged the stand of the M. & M.W. Co., of that city, in an attractive style, and shows the line of the firm, or rather of several firms, in frames at the back. Plush is used freely in the decoration of the little stand, and antique furniture is provided for the accommodation of the visitors. The Seth Thomas Clock Co., the old-time concern, is in a stand of bright colors that attracts the attention passing by.

A Pyramid in the Show.

The Decker Cycle Co. has placed its wheels on a large rack in pyramid style, and this pyramid revolves, so that the wheels may all be examined from the aisle. The trimmings of the stand are gay, and flowers are used in these trimmings very freely. The colors are deep red.

H. B. Shattuck & Son, of Boston, have a pretty place on the third gallery on the right side of the building. The back is of yellow, and on this is placed two very rich plush electric shields of maroon plush and with corded decorations. These electric signs call attention to the Vesper and to the Ruby Rims adopted by the firm for the Vesper wheel. The rail is draped, and heavy rugs cover the floor.

Glendon and Amherst cycles are shown in a bright stand, variagated pleated goods at the back drawn to the center attracting the attention. Heavy rugs are scattered in profusion over the floor.

A bright attractive stand is that of the Ide concern, of Peoria. Clear pink and white are used very freely, and the decorations in these colors at the back of the stand have been arranged by a man of an artistic bent, for they are very pretty and inviting. The stand attracts the eye as the gallery is entered and the bright colors serve to show off what would otherwise be a very dark stand. Pots of flowers are on shelves at the back and these shelves are draped in light colors also of the prevailing shade. Over the edges of all are other drapes, also of light colors with tasseling of tinsel. The wheels are neatly arranged on stands, and parts are shown in an artistic manner.

Corbin Bells.

Corbin bells are shown in a stand that is arranged with a bright yellow and blue combination, and the sign is nicely set in at the back and surrounded with these shades. The drapings of the stands are light in shade and the place is very pleasant. The Dauntless stand is in bright shades also, red and white material being used in places, but the prevailing color is pink. This is a tastily arranged stand.

Yellow and light blue are the colors used in the Hoffman stand. This is in the right second gallery. The dressing of the stand is maroon with the lighter shades to set it off. Twentieth Century headlights are shown much as they were shown in Chicago, the lights being arranged in stands of frames, the first being large, the second just small enough to fit within this, and the third likewise, making a large frame. This is covered with lights set on brackets. Portiere dressing is used in liberal quantities in the dressing of the stand of the Worcester Cycle Mfg. Co., giving a rich effect.

Throws Light on a Dark Subject.

Electric bicycle lamps are shown in the dark corner at the turn in the stairway as one enters one gallery from the other, and they give ample light for the turn. These lights appear as bull's-eyes in the dark corner, and attract universal attention.

Machinery Hall Exhibit.

The exhibits in the Machinery Hall are of the factory order, and work is being carried on in all of them. This kind of exhibit is never very attractive, except it may be to machinists and to makers of wheels.

The entire stand of the New York Tire Co. is in Persian, and is different from any other stand in the building. "What was I to do?" said Frank White. "I had to have something different from the others and I have secured just that thing." The stand attracts all the attention the deviser could desire, for it is very rich in its appointments. The back of the stand is of Persian rugs, the floor is covered with Persian rugs, and the rails are draped with the rugs, all in very rich shades. Hammered brass Persian urns are set on tables in the exhibit, and comfortable Persian pillows and couches give an air of comfort to the stand. In the position at the head of the stairs occupied by this firm, people come naturally. The aisle has also been carpeted by the firm.

The S. & F. Swell Newport, is shown in letters of electric lights above the stand, showing some very swell wheels.

THE EXHIBITS IN DETAIL.

Acme Mfg. Co.

The Acme Mfg. Co., of Reading, Pa., shows eight machines, two of each model. The Stormer, manufactured by this company, lists at from $60 to $75, and is one of the few medium-priced wheels on the market which follows the details and make-up of the up-to-date bicycles. M. & W. and G. & J. tires are fitted. J. G. Xander and G. A. Boyer are in attendance.

Ames Mfg. Co.

The Ames Mfg. Co. occupies space 102, where a full line of its wheels are shown. In addition to the wheels there is a display of parts. There are three different styles each of ladies' and gentlemen's wheels, listing in each style at $75, $85, and $100. The wheels are up to date in appearance, and in the matter of construction they are on a par with the very best on the market. To one who is familiar with bicycle construction it takes but a short examination to come to the conclusion that the Ames people know all about how to make bicycles. In attendance at the booth are George D. Eldridge, Charles Caldwell, and J. C. Buckley.

Ames & Frost Co.

This mammoth concern is one of the unfortunates who applied for a large number of spaces and had to be content with one lonely one in a not very desirable part of Madison Square Garden. This fact has, nevertheless, not prevented the company from making a most creditable display. In the tastefully arranged booth a full line of the Imperial wheels is shown. Despite the fact that the space is not one of the most desirable, there is no lack of visitors to it and the attendants have their hands full distributing catalogues and answering the questions of agents and the curious public.

American B. H. O. & S. M. Co.

The American B. H. O. & S. M. Co., of Philadelphia, Pa., exhibits five models of the American Traveler in space No. 220, listing at $75 and $100. New reversible handle-bars and a detachable sprocket, which may be taken off of a machine or replaced without the use of any tool, are distinctive and attractive features of this wheel. E. K. McCoy and H. T. Mendenhall are in charge of the booth.

American Clock Co.

At space 282 the American 10,000-mile cyclometer is shown. It is light and registers to 10,000 miles and repeats. The price is $2. C. C. Holden is in charge.

American Dunlop Tire Co.

The American Dunlop Tire Co. occupies spaces 230 and 231. The tires are shown on attractive nickel-plated stands and Sea Island cotton is used for draperies. This same fabric is used in the outside casing of the Dunlap tire. Kirk Brown, W. Montague Perrett, W. H. Kirkpatrick, A. E. Flavell, and Alexander Holeroyd are in attendance.

Anglo-American Cycle Fittings Co.

A full line of tandem and cycle fittings of all kinds and everything pertaining to cycle construction and repair business is shown, including a full line of tubings, drop-forgings, etc. W. W. Towne and A. G. Ceely are in charge. The spaces are 239 and 240.

Arrow Cycle Mfg. Co.

The Chicago exhibit was duplicated by this concern, which had spaces 259 and 260.

Eugene Arnstein.

Eugene Arnstein, of Chicago, displays about the same line as in Chicago—enameling ovens and sundries. N. Spayer and Max Brown are on the stand.

Arnold, Schwinn & Co.

Arnold, Schwinn & Co. show seven models of the World in spaces 211 and 212. Johnson's racer, two tandems, and a full line of the celebrated


CORBIN BELLS
SILVERTONE - STANDARD
Columbia Bicycles
CHRISTY SADDLE


DAUNTLESS BICYCLE CO
ARNSTEIN
THE NORWOOD
Columbia Bicycles
Eagle
FACTORY, TORRINGTON, CONN.
WAVERLEY BIC
Starling

John S. Johnson medals are exhibited. A 20-pound Carlisle sledge, with a rear wheel cone embedded in its face, demonstrates the excellence of the material used for the World bearings. Inside connections, drop-forged and flush joints, contribute to make the World one of the handsomest bicycles on the market. E. C. Bode, Tom Eck, John S. Johnson, and W. E. McCrea are to be found at the stand.

Atlantic Refining Co.

The Atlantic Refining Co., of Philadelphia, a branch of the Standard Oil Co., has stand 302, with Wm. Hitchcock, the oil man, in charge.

Automatic Cycle Seat Co.

The company was at the Chicago show. W. S. Burns is in charge of the stand. This well-known seat has been improved upon, and is meeting with special favor.

Barnes Cycle Co.

Spaces 9, 10, and 11 are occupied by the Barnes Cycle Co., of Syracuse, N. Y. Several models of the White Flyer and the Superba are shown, also the Special and the tandem. A White Flyer fitted with a Brown-Lipe gear is to be seen on the stand.

Bellis Cycle Co.

The Bellis Cycle Co., of Indianapolis, has the same exhibit as was seen at Chicago. Two models are shown. Chalmers Brown, the president, and A. L. Watters are on the stand.

A. U. Betts & Co.

The well-known line of cycle sundries made by Betts & Co. are tastefully arranged in stand 263. Besides the sundries, the company shows the new enameling oven and vulcanizer.

Betts Patent Headlight Co.

The Betts Patent Headlight Co. shows the Twentieth Century headlight at stand 300, and has two very handsome young ladies in twentieth century costumes, as they interpret the coming costume to be. F. E. Castle is in charge. The stand that was at Chicago was shown in the early part of the exhibition, but will be changed and improved. This stand will be a mass of decoration, and it is said tonight will be the finest in the show.

Bevin Bros. Mfg. Co.

This company is sole United States agent for Perry & Co., Ltd., of England, and shows the celebrated Perry Bros. pen-steel bushed chains.

Bicycle Chain Lightning Co.

Here are shown a fine line of chain lubricant and several novelties in the shape of a spring to keep the wheel steady while riding with handles off, and a spring seat-post which readily absorbs all vibration and eases up hard saddles and tires. Arthur R. Joyce and A. I. Underhill are in charge. Stand 295 is used.

Bicycle Wrench Mfg. Co.

The Bicycle Wrench Mfg. Co., of New York City, occupies a part of space No. 221. Marks Harris and A. M. Silbernagel show the merit and workings of the Harris combination wrench, pump, oil can, and screw driver.

Bison Cycle Co.

The Bison Cycle Co., stand 310, displays five models, three Bisons, a ladies', and a Stag. The former weighs 21½, the ladies' 23, and the Stag 24, and the list is $100, $85, and $75. In these wheels the ball-cases are so put in that the cup comes outside, thus giving 3¼-inch spread of balls with a 5-inch tread.

Black Mfg. Co.

In spaces 180 and 181 is the Black Mfg. Co., which shows its full line of Tribune bicycles and tandems in both diamond and drop-frame. The bright particular feature of the exhibit is an elaborately finished Tribune, which was built for exhibition purposes only. It is elaborately inlaid with pearl in the different parts of the frame, the labor being done by a skilled workman during several months of time. The machine is valued at $1,000. Vice-President L. B. Gaylor, W. R. Black, and W. C. Beers are in attendance, as well as H. H. Durr, of Charles H. Childe & Co., of Utica, N. Y., who are the general eastern agents of the Black company.

The Bostedo Co.

Four wheels are shown—three diamond and one drop-frame are shown. One and one-eighth-inch tubing. Thor hubs, Plymouth rims, any saddle, Morgan & Wright and Vim tires are used. The Burton adjustable handle-bar, Wright pedals, removable crank-hanger, and Bostedo finish are the features. C. A. Wright and F. S. Ashley are in charge. Stands 290 and 291 are utilized.

Boston Woven Hose & Rubber Co.

The makers of the Vim tire are doing a rushing business, and their stand contains a full line of the excellent product turned out. In various hues are the tires shown, and the electric sign "Vim" attracts much attention. Those in attendance at the stand are Henry Taggard, manager of the tire department; J. Edwin Davis, treasurer and manager; Edwin Huxley, Charles E. Weaver, Ross F. Hayes, Robert Abbott, Eugene Welch, Samuel Levy, James Mullin, Fred Brown, and George L. Sullivan.

Bridgeport Gun Implement Co.

Spaces 217 and 218 are occupied by the Bridgeport Gun Implement Co., of New York. A full line of sundries are attractively displayed. The Tally-Ho lamp is new, and is one of the most taking lamps on the market. A silvered reflector and double convex lens, together with a good oil lamp, give a high candle power. A device is provided which permits of the lamp being lighted in windy weather. It is made throughout of brass and finished in either full nickel or in half nickel and enamel. A handle bell is shown, in which the bell proper forms the grip-tip. It gives a loud, clear ring. H. B. Cannon and H. B. Seipel are in attendance. Cyclometers, lamp-brackets, bells, pumps, toe-clips, pedals, and saddles are shown in many varieties.

Buffalo Cycle Co.

In space 179 the Buffalo Cycle Co. shows the various models of its Envoy and Fleetwing bicycles, ranging in size from 22 to 28 inches. C. H. Funnell and D. C. Henry are in charge, and there are also a number of other cycling men in attendance.

Buffalo Wheel Co.

Six models of the Niagara are on exhibition, two tandems, a racer, a light roadster, and a diamond-frame and a drop-frame roadster. The Niagara is built on '96 lines. A distinctive feature is the one-inch handle-bar which may be had adjustable or bent. The weights range from 19 to 25 pounds for the singles. M. & W., Hartford, and Straus tires are fitted. John C. Dunham and F. E. Drullard have charge of the exhibit.

Butler & Ward.

Space 189 is occupied by Butler & Ward, of Newark, N. J. Twenty styles of B. & W. saddles are shown in weights ranging from 17 to 27 ounces. A new clip is shown which sets up from the side, permitting the saddle to lie close to the frame of the machine. A universal post clamp for end, forward, or back L post is one of the best things at the show. G. F. Anderson sees to the comfort of visitors.

Capitol Mfg. Co.

Space 196 is utilized to good advantage by the Capitol Mfg. Co., of Chicago. The Standard rubber cushioned saddle and a 10,000-mile 3½-ounce cyclometer are shown. E. W. Yeomans has charge of the exhibit.

Central Cycle Mfg. Co.

In spaces 148 and 150 are the Central Cycle Mfg. Co., of Indianapolis, which shows a full line of bicycles in different styles. President Wainwright is in attendance, with J. H. O'Brien, C. B. Rice, A. J. Baryon, A. J. Keck, W. H. Pointers, and W. C. Paine. Mr. Wainwright said that the particular feature of his exhibit was the fact that he was the first one to be installed in Chicago, the first one to move out, and the first one to have his exhibit complete in New York, which he maintains is symbolic of the hustle of his concern.

The Champion Mfg. Co.

A useful and unique line of tool-bags made of one piece of leather is shown. This firm also carries belts and leggings. Max Isenstein and L. M. Rosenberg are in charge. The number of the space is 289.

F. F. Chase Machine Works.

The F. F. Chase Machine Works, of Plainfield, N. J., is in stand 312. W. H. Corbett is in charge. The Rex bicycles and the barrel hub are shown. The latter is attracting great attention. Its special features are such as to bring many of the largest makers in the building to the gallery to examine it, and Mr. Corbett says that he is having very good success in placing it. This has a screw-driver adjustment. The cup forms over a hanging lock-nut for the sprocket and the balls remove with the axle.

Chicago Stamping Co.

Booth 103 is occupied by the Chicago Stamping Co., where energetic C. H. Plumb distributes tasteful souvenirs to the ladies, and enlarges on the merits of the United States bicycle. The crowds around the booth are so great that it is almost impossible to get close enough to it to speak to the manager.

Combination Roll & Rubber Co.

The Combination Roll & Rubber Co. is in stand 303, with G. G. Mooney and Frank Berredin on the stand. The combination detachable "49" string-tied tire is shown; also a new single-tube tire. Cemented tires of its own manufacture are also sold by this company. A new tube, just patented on January 14, will stretch on the face, will not stretch at the back, but will stretch longitudinally.

Columbus Rubber Works Co.

This concern is located at 66-68 Reade Street, New York, and occupies spaces 205 and 206. It handles the Palmer product principally, and shows a full line of these tires. Buckeye, G. & J., and Goodrich tires are also handled. J. C. Pierrez and G. A. Smith are in charge of the exhibit.

G. W. Cole & Co.

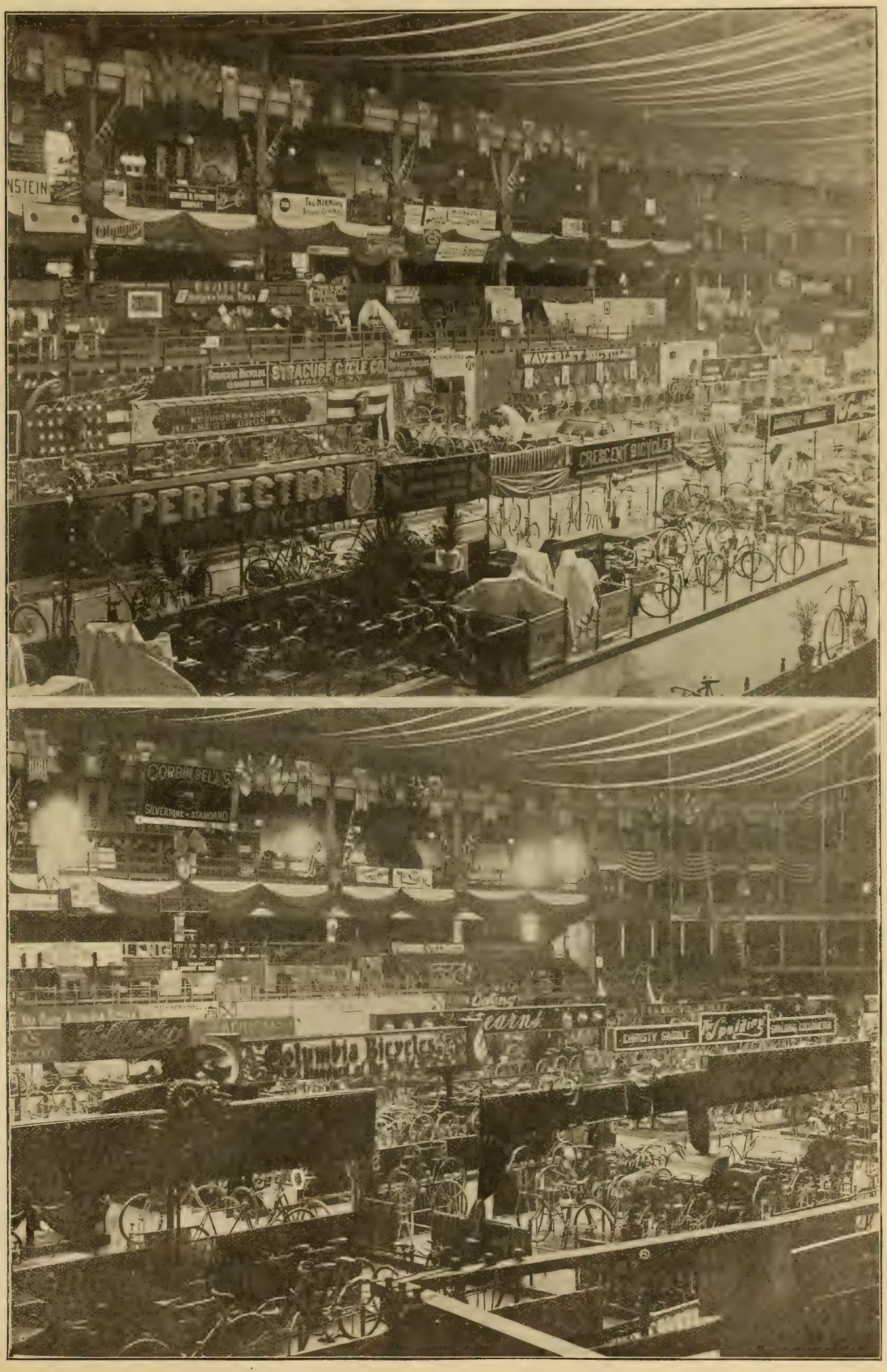
G. W. Cole & Co. show the "3 in 1" line of sundries. A new chain lubricant called "P. M." (paste that melts) is one of the many novelties in the exhibit. G. W. Cole is in charge of the stand.

P. & F. Corbin.

P. & F. Corbin, with the Corbin bells, are at stands 332 and 333, and C. W. Mallory and E. D. Rockwell are in charge. This bell has a new movement of the double-action pattern that is claimed to be the best on the market. It is quicker and does not stick.

Crawford Mfg. Co.

The Crawford Mfg. Co., of Hagerstown, Md., shows eight wheels, one of each model, ranging in list from $40 to $100. The wheels are built on


PERFECTION
CRESCENT BICYCLES
STRACUSE CYCLE CO
Olympic
CORBIN BELLS
SILVERTONE STANDARD
Columbia Bicycles
Spalding

'96 lines, and have no special features in either make-up or detail. M. & W. and Hartford tires are fitted. L. B. Whymper, E. H. Nelson, and James O'Brien are in attendance.

Cushman & Denison.

A very creditable display of oilers is made by this concern in space 229. The Perfect and Star oilers, the first for high-grade wheels, and the other for medium-grades, are shown.

Cutting & Kaestner.

The makers of the Cutting saddle and the Miami Cycle Co. are in stand 326. C. D. Cutting, of the former company, and Mr. Grimes, of the latter company, are in the stand.

Cycle Electric Light Co.

The Cycle Electric Light Co. is in the angle of the stairway in the darkest corner of the building and has a small girl at the stairway; on her head an electric light in operation. The dark corner is made light by the working models of the electric lights made by the firm, many of which are shown.

Dauntless Bicycle Co.

The Dauntless wheel is shown by the eastern agents, Wilson Bros'., of 19 Chambers Street, New York City. Ten wheels are exhibited, five ladies' and five men's. Nickel, black, and maroon finishes are given. S. M. Jones, the vice-president, is on the stand, and T. B. Perry, president, and Mr. Meilig will be present during the week. These wheels are made of drop forgings throughout, and the balls are cased all through. One of the points of the wheel is the adjustment of the hubs. Another strong point is that instead of the balls being cased in the hub, they are cased in the bearings, and the entire case may be removed without dropping a ball. An adjustable bar with many good features is shown. Every bearing in the wheel is turned off bar steel. This wheel will be provided with a novel brake, which works from a button on the handle-bar. Press this button and the brake does the rest. The button may be pressed too hard when the wheel is brought to a standstill at once.

Davis Sewing Machine Co.

Spaces 3, 4, and 5 are occupied by the Davis Sewing Machine Co., of Dayton, Ohio. Eight single wheels, three tandems, and a triplet are shown. A double drop-frame tandem divides honors with the trip. All three tandems are double steering, while the triplet is built with single steering, the two rear riders being provided with dummy bars. H. W. Hase, Horace W. Packard, Pat Hussey, and S. P. Huffman are in attendance.

Davis & Stevens Mfg. Co.

Space 227 is occupied by the Davis & Stevens Mfg. Co., of Seneca Falls, N. Y. The well-known Cyclone pump is the feature of the exhibit. Hand, power, and reservoir pumps are shown, together with a complete line of sundries. A new pump is shown with large diameter cylinders for use in connection with brazing forges. F. N. Stevens, A. H. Caldwell, and J. F. Simpson are in charge of the booth.

Decker Cycle Co.

The claims made by this company for its wheels are as follows: The machine is of the highest grade, the bearings are of Jessop's tool steel, and the construction equal to a Howard watch. The Decker is shown in different models.

Diamond Rubber Co.

Spaces 232, 233, 234, and 235 are occupied by this company, which shows a full line of its tires. R. B. McMullen and Harry Cassady are in charge. In the same booth are the C. J. Smith & Sons Co., of Milwaukee, Wis.; the Garford Mfg. Co., of Elyria, O.; the Brown Saddle Co., of Denver; the Hunt Mfg. Co., of Westboro. Mass., and the Union Drop Forge Co. Messrs. Garford & Smith represent the Garford company, and Sam Leonard talks Brown saddles.

W. & B. Douglass.

W. & B. Douglass, of Middletown, Conn., have had sixty-three years' experience in the pump business and make everything in the pump line John M. Douglass, Jr., is in charge. Mr. Chase and Mr. Conroy are also on the stand. This concern has stores at New York, Chicago, Philadelphia, and New Orleans.

Eagle Cycle Mfg. Co.

This firm occupies four of the most desirable spaces at the show—77 to 80. The Eagle bicycles are shown in a variety of different styles and finishes. Naturally, considerable attention is paid to showing the aluminum rims for which the firm is famous. A feature of the exhibit is a tandem which has seen a large amount of use. There are many tandems built, but few on which a big mileage could be run up before they would be fit for the scrap pile. The tandem shown has been ridden over 5,000 miles, and is still in most excellent condition. It also holds the double-century road record. In attendance at the stand are Manager C. S. Dikeman, F. E. Weaver, H. A. Hammond, New York Manager H. Overbaugh, and Boston Manager C. P. Cubberly.

Eagle Lock Co.

This Tarryville, N.Y.. concern, with salesrooms in New York City, is in stand 329, and is doing a nice business. Its locks are something desired by the majority of riders who pass the stand, and have a number of good features.

Eclipse Bicycle Co.

Spaces 6 and 7 are occupied by the Eclipse Bicycle Co., of Elmira, N. Y. Six single wheels and one tandem are shown. G. W. Houk, W. W. Walker, W. F. Hazleton, and W. L. Wilson are in attendance. The Eclipse electric lamp of the Eclipse Electric Lamp Co., of Buffalo, is also shown on this stand.

Eclipse Cement & Blacking Co.

This concern manufactures and markets a full line of sundries, cement, and lubricating oil. The stand is 288.

Elastic Tip Co.

This firm acts as New England agents for the Snell Cycle Fittings Co., of Toledo, O., and sole jobbers for the Indiana Steel & Chain Stamping Co. The exhibit, which includes stands 236, 237, and 238, contains a full line of cycle fittings of all kinds, and a complete outfit of sundries and supplies. D. S. Pratt, J. A. Stetson, G. H. Brown, W. O. Matthews, C. A. Philips, representing the Elastic Tip Co., are in charge, assisted by Samuel Snell and Mr. Nelson, of the Chicago house.

Elmore Mfg. Co

Space 151 is occupied by the Elmore Mfg. Co. and Edwin Oliver & Co The attendants of the booth are the well-known Edwin Oliver, S. A. Harms, and F. H. Bissell. The line of Elmore and Ixion wheels have been fully described in these columns before, and need little comment now. The Cilley chain is also shown in a number of different styles.

The Excelsior Supply Co.

The Excelsior Supply Co. occupies stand 177 in a good place in the show. M. C. Mason, H. N. Kirk, J. L. Fagin, and Arthur Gardiner are in attendance. In addition to a full line of singles, which are exhibited, there is a tandem which is attracting a vast amount of attention and no end of favorable comment. Already orders have been booked for a large number of the double machines, not a few of which were given by connoisseurs in bicycles. The idea of running the forward chain in the center of the machine is an excellent one, and one which we predict will be generally adopted before long.

Fairmount Cycle Co.

Three diamond frames are shown listing at from $55 to $75; any height of frame is furnished. A feature is the 3-inch tread, with a single row of ball bearings in the crank-hanger. Four points of contact and less friction are claimed. Drebel's improved wheels, hubs, and cranks are used. Wm. Drebel is in charge. The stand number is 293.

O. J. Faxon & Co.

This firm, with its line of Puritan bicycles, occupies space 99. The Puritans are shown in great variety. The single wheels vary in weight from 16 pounds up, and there is a tandem at only 32 pounds. One of the noticeable features of the exhibit is a ladies' wheel that has its dress-guards made of cane woven in the same manner as chair seats. In charge at the booth are George H. Faxon, Fred Coningsby, George C. Bartow, and Ernest Files.

Fenton Metallic Mfg. Co.

The Fenton Metallic Mfg. Co., of Jamestown, N. Y., shows five models in various finishes, nine wheels in all. A distinctive point in the finish of the Fenton is the blue crown. The Fenton is built with 1¼ inch tubing in the main frame, 1½-inch head, and rear fork ⅞ swaged to ¾ inch conforming to the diameter of the rear stays. The handle-bar and the seat-post are both set up by collar nuts, doing away with the regulation clamping devices for these parts. A. Gilbert, Jr., secretary and treasurer of the company, is in charge of the exhibit, assisted by R. T. Hall, A. F. Hood, and Louis G. Fenton.

Fowler Cycle Mfg. Co.

The Fowler company occupies four spaces, 14 to 17 inclusive. The stand is decorated in royal purple and white, showing to advantage a complete line of the Fowler singles and tandems. The main attraction of this stand is the Fowler sextuplet, which was one of the features of the Chicago show. The following gentlemen are to be found at the stand: F. T. Fowler, F. W. Van Sicklen, H. H. Wylie, S. N. Fowler, Ed Plows, James H. Robley, F. V. Maltman, G. C. Scott, C. H. Larson, and F. W. Emerson.

Fox Machine Co.

Six models of the Fox are exhibited in this stand. A distinctive feature of the Fox is the seat-mast tube. This is tapered from 1½-inch to 1⅛-inch at the saddle cluster. At the crank-hanger this tubing is rolled to oval section. A built-up fork crown is used, in which the fork sides are in one continuous piece. M. & W. tires are shown. C. F. Chaney and J. H. Miller are in attendance. This company also has an exhibit in Machinery Hall.

M. Garlic.

M. Garlic, of Philadelphia, is in stand 304 with a full and very complete line of patented tray luggage carriers. Mr. Garlic, the patentee, is on the stand. This luggage carrier has a tray like a trunk that fits in, and the clothes may be put away nicely and without rolling.

Gendron Wheel Co.

The Gendron Wheel Co., of Toledo, Ohio, occupies spaces 20 and 21; eight models of single wheels in various finishes are shown. The stand is neatly decorated and the wheels possess many distinctive features.

Geneva Cycle Co.

This company is in stand 327, with three models of the Geneva wheel. J. A. and Chas. Carter are in charge. This wheel has a number of very taking special features.

Gilbert & Chester Co.

The factory of this company is at Elizabeth, N. J., and two models of


The Sterling Fork-
Easily distinguished from all others at a glance
Send for Art Catalog
Sterling Cycle Works
Chicago.

the Gilchester are shown. The number of the space is 202, and both members of the firm are present.

Gilliam Mfg. Co.

Gilliam saddles are well known, and this fact is testified to by the people, who filled stand 261, all anxious to see the latest models. In this same booth the Vanguard Cycle Co. is also exhibiting.

Gormully & Jeffery Mfg. Co.

G. & J. have eight spaces, numbering from 81 to 88, near the center of the Garden. A. L. Atkins is in charge of the exhibit, assisted by a number of the traveling men. While there is a full line of thirteen models of Rambler and Ideal bicycles shown in the booth as well as G. & J. tires, the larger part of the space is devoted to luxurious couches. The general effect of the booth is forest green, and the appearance is highly pleasing. In the space devoted to tires these useful adjuncts to the bicycle are inflated on wood rims, for the benefit of visitors, to 150 pounds pressure. The "show" feature of the exhibit is a Rambler, which has been decorated almost beyond description with gold and silver mountings on all parts of the frame, to say nothing of the addition of jewels on the handle-bar. Of course it is a ladies' wheel, and it will be strange if some fair Gothamite is not seen riding that identical wheel when the gentle spring comes again.

Gladiator Cycle Works.

The Gladiator Cycle Works, of Chicago, show three models at stand 306, with Mr. Christie in charge. These were shown at Chicago. The Lefevre Mfg. Co. is in the same stand as the Gladiator Cycle Works. A. E. Lefevre is in charge. Mr. Matthewman is also on the stand. The Portable bicycle stand is shown. This weighs but a pound, but is used all over the building to hold up tandems and other machines, so strong is it. The Schwerin safety tire clamp, for quick repairs on the road, is also shown. With this clamp a puncture may be temporarily stopped until home is reached, when the clamp is removed for a permanent repair. This clamp is ready to be attached around the tire and rim at any time, and will stop the leakage of air.

Grand Rapids Cycle Co.

This enterprising concern is showing in space 106 the full line of "Bicycles Built for Business," the Clippers. J. Elmer Pratt is in the booth, assisted by Will J. Loomis. It was evidently Mr. Pratt's idea that a cycle exhibition was not a place for useless and expensive show, but followed out the same motto that is used in his firm's advertising and business, and the booth is one "built for business." It is safe to say that if by any chance there is any floating around, the Grand Rapids Cycle Co. will secure its share of it.

Hamilton Cycle Co.

Frederick E. Wright, 975 Eighth Avenue, New York, the agent for the Hamilton Cycle Co., of Hamilton, Ohio, is in stand 313.

Hampshire Cycle Mfg. Co.

The Nonotuck and Kathrina are shown in different models by this company in space 262. This concern is a new one, being located at Northampton, Mass.

Hardy Cycle Co.

The Hardy Cycle Co., of New York, shows the Hardy in space 219. This machine is constructed with a view of annihilating vibration, and a careful examination bears out the claims of the inventor. The pedals, saddle, and hand-grip are so arranged through the agency of an auxiliary frame that their relative positions are not changed with the up and down motion of the machine. H. Hardy and J. A. Weaver are in attendance.

Hartford Rubber Works Co.

Lewis D. Parker, manager of the company, is in charge of this exhibit, assisted by E. H. Brandt, R. P. Parker, H. Marvel, J. J. Ward, and E. W. Maynard. These spaces are among the handsomest in the building, and an elaborate electric sign tells the bicycle world that Hartford single tube tires are standard. E. C. Bald's photograph hangs in a conspicuous position, and the fact that Bald's wins were accomplished upon Hartford tires is modestly stated when occasion permits. Courteous salesmen are continually illustrating the simple and effectual repair, which the company has perfected, and the crowd which is ever in evidence seem to appreciate the fact the Hartford company is responsible for the world-wide popularity of the Hartford single-tube tires.

Hay & Willits Mfg. Co.

Two models of the Outing and a carrier are shown. The small, half-sized wheel which was shown at the Chicago show attracts its full share of attention.

Henley Bicycle Works.

The Henley Bicycle Works, of Richmond, Ind., exhibit five of the six models manufactured by the company. The Henley is built on accepted lines with several devices of its own. The fork-crown is a solid forging inset into the fork-sides; the crank-shaft is milled with ends of octagonal section; the cranks being broached to fit and clamp up with a draw bolt. Palmer, M. & W., and Dunlop tires are used. M. C. Henley, Geo. C. Shinn, and F. S. Dickinson are in attendance.

Hendee & Nelson Mfg. Co.

The Hendee & Nelson Mfg. Co., of Springfield, Mass., has three of the five models of the Silver King and Silver Queen. Many distinctive features are embodied in the wheels. A flanged front sprocket is fitted and the rear forks are flattened to D sections. The bearings are on entirely new plans. The axles are fitted with hardened cones and are sweated on, and the cups threaded into the outside of the hub. An extra long thread is provided, which also takes a hexagonal nut, which, when set up against the face of the hub-end, locks the cap securely in place. This arrangement provides absolute alignment for the bearings, and is likely to work a change in bicycle construction. New York tires are fitted to the wheels shown. Geo. M. Hendee and E. A. Nelson have charge of the exhibit.

Hoffman Bicycle Co.

The Hoffman Bicycle Co. is in stand 315 on the first gallery. The line and features are the same as in the Chicago exhibit. A. W. Marchand is in charge and L. E. Hoffman will be present during the week.

E. Howard Watch & Bicycle Co.

The E. Howard Watch & Bicycle Co., of Boston, Mass., shows four models in space 194, one being a silver mounted ladies' wheel, with the handle-bar, fork-crown, and fork-sides beautifully chased. The exhibit is in charge of J. D. Dickover.

Hulbert Brothers.

This firm occupies spaces 90, 92, 94, and 96. In addition to a full line of the Majestic and Teutonic bicycles, they show the celebrated Mesinger saddles that are finding so much favor with riders all over the country, as well as a display of the parts of the bicycle in detail. One of the most noticeable features in the exhibit is a new style of brake. It is a pneumatic brake in all that the term implies. There is a shoe made hollow to fit over and close to the back wheel. Connected with the interior of the shoe is a tube which runs to the handle-bar of the machine and ends in a hollow bulb. By squeezing this bulb in the hand the hollow shoe is inflated and pressed against the wheel. The brake acts instantly and is powerful. In attendance at the booth are M. H. Hulbert, W. A. Hulbert, W. B. Middlebrook, John Z. Fisher, and G. F. Salisbury.

Hunter Arms Co.

The maker of the famous L. C. Smith guns is showing the Hunter, a strictly high-grade wheel with all the latest improvements. The firm shows men's and ladies' wheels in different grades. Its tandem is the feature of this exhibit.

Humber & Co., America, Ltd.

This firm has spaces 64 to 68, which are close to the entrance. In the booth are Elliott Burris, H. M. Wells, I. S. Bowdish, and F. A. Babbidge, of the factory; Harry Hall, and C. K. Alling. The Humber company is one of the leading firms that shows bicycles at prices higher than the ruling $100 list. Not only that, but they find ready sale for them. Of course the American Humbers, which are built on the same lines and are of the same quality as the Beeston Humbers, are shown. In addition to the bicycles are the Humber single-tube tires, which are shown with the methods of repair. The firm also shows a saddle which, if appearances go for anything, must be the very acme of comfort. It is soft and easy, but is so constructed that it is impossible for it to lose its shape. In addition to the other cycles exhibited, there is a Beeston Humber tricycle. The firm finds a growing demand for tricycles.

F. F. Ide Mfg. Co.

This Peoria company has one of the prettiest exhibits in the galleries of the building. Mr. Ide, S. Dubert, the president, and Mr. Wagner are on the stand. The wheels are the same as were shown at Chicago.

Indiana Bicycle Co.

The Indiana Bicycle Co. shows five models of the Waverley—three models in men's wheels and two in ladies'. The Waverley for 1896 is built on up-to-date lines, embodying the latest improvements in detail and construction. Large tubing, barrel-hubs, adjustable handle-bars, canoe combination pedals, and other desirable features are used. W. C. Marion is in charge of the exhibit, assisted by F. C. Graves, H. D. Simmons, H. C. Lee, A. H. Knoll, E. C. Morse, and C. F. Smith, president of the company.

The Indiana Novelty Mfg. Co.

This Plymouth, Ind., concern exhibits in space 195 the well-known Plymouth wood rims for bicycles. The line consists of rims varying in size from 9 to 30 inches for all diameters and makes of tires. These are made from rock elm, a very hard, close-grained wood, which takes a beautiful finish. A new idea for '96 is the company's eyeleted rim, making the spoke-holes thoroughly waterproof. Here also is shown a new line of wood guards, both eyeleted and plain, and finished in the natural color of the wood and in fancy finishes. A decided novelty is the firm's new adjustable handle-bar, made from selected straight-grain stock rock elm. This bar is adjustable and reversible, and is a winner. A new wood bicycle frame is also shown. It is claimed that this frame, used in connection with wooden handle-bars, reduces vibration to a minimum. Supt. Geo. W. Marble and Secy. Geo. H. Thayer, Jr., assisted by G. A. Marble, are constantly in attendance. John S. Leng's Sons Co. are this firm's New York agents.

International Mfg. Co.

The International Mfg. Co. is showing four of its six models. The America is built with large tubing, barrel hubs, adjustable bars, and other '96 features. The special talking point of the America is the Graham patent truss frame. This principle of the frame is used to good advantage in the America tandem. In this machine four truss connections are used, one from each seat-mast and one from each lower main tube. This permits of a center draft front chain, at the same time providing a rigid frame with

Monarch Bicycles

The World's Favorite

Light, Strong, Speedy, Handsome.



MONARCH CYCLE M'F'G Co

CHICAGO

New York, San Francisco, Toronto.

PHOTO COLOTYPE CO., CHI.


TRADE MARK

A SWELL AFFAIR AT NEW YORK

At the Metropolitan Cycle Show the past week, held at Madison Square Garden, the Syracuse Cycle Company's booths were thronged with an

ADMIRING CROWD

and the famous Crimson Rim Syracuse Wheel was pronounced the prettiest spinner on balls of air.

••••

THERE IS BUT ONE CRIMSON RIM—
IT IS THE SYRACUSE.

••••

Manufacturers:

SYRACUSE CYCLE CO.,
SYRACUSE, N. Y.

Western Agents:
A. F. SHAPLEIGH HDW. CO.,
St. Louis, Mo.

TWO TOURS
Around the World

to be given as

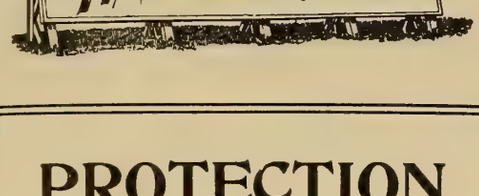
Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.







PROTECTION
AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.





A Short Cut

from the manufacturer to the retail agent, leaving c
essential if the rider would get full value for his inv
jobbers, they are sold direct by us to retail dealers
before reaching the rider and we are therefore ena
and unequaled facilities, to offer better wheels for l
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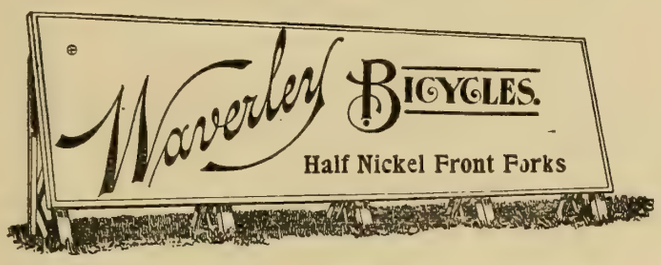
Waverleys were the most popular and best s
for '96 are still more encouraging. There is but litt
to handle a line of bicycles that will sell themselves

INDIANA B





BICYCLES.
It for Safety



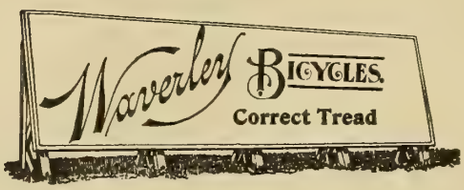
TWENTY TRIPS
Through Europe

COVERING THE PRINCIPAL CITIES
to be given as
Prizes to Waverley Agents
in 1896.
ALL EXPENSES PAID BY US.

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n their merits.





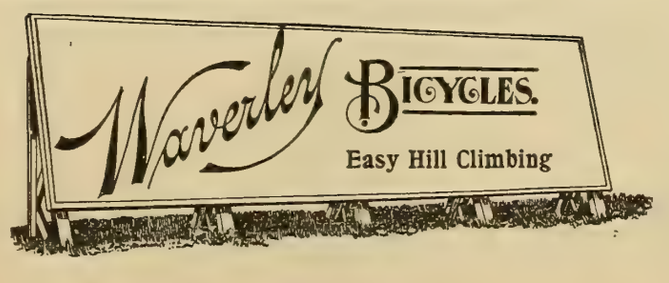


CYCLE CO.
INDIANAPOLIS, IND.

Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

BICYCLES.
Best Made



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THE BEARINGS OF CYCLING AUTHORITY AMERICA

TWO TOURS

Around the World

to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.







TWENTY TRIPS

Through Europe

COVERING THE PRINCIPAL CITIES

to be given as

Prizes to Waverley Agents

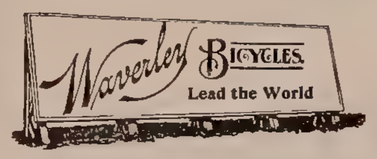
in 1896.

ALL EXPENSES PAID BY US.

A Short Cut

from the manufacturer to the retail agent, leaving out the middleman or jobber and his profit, is quite essential if the rider would get full value for his investment. Waverley bicycles are not sold through jobbers, they are sold direct by us to retail dealers only, hence there is no extra profit to be extracted before reaching the rider and we are therefore enabled, in connection with other points of economy and unequaled facilities, to offer better wheels for less money than competitors can afford to market inferior machines.

Waverleys were the most popular and best selling wheels in the world in '95, and the indications for '96 are still more encouraging. There is but little territory yet open, hence do not delay if you want to handle a line of bicycles that will sell themselves on their merits.













INDIANA BICYCLE CO.

INDIANAPOLIS, IND.

PROTECTION

AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.







Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

SURE QUALITY

.....IN.....

Hartford Single Tubes

THE STANDARD TIRES

At the Chicago Show a bicycle manufacturer came to us with an order for 10,000 tires at a very low price. He said the tires need only hold together until the bicycles could be sold. They need not be marked with our name and he didn't want any guarantee.

But we don't make that kind of tires at any price—only the **standard quality** that has made our name famous.

"Made by the Hartford Rubber Works" is a good guarantee.

SEND FOR CATALOGUE—FREE.

THE HARTFORD RUBBER WORKS CO.

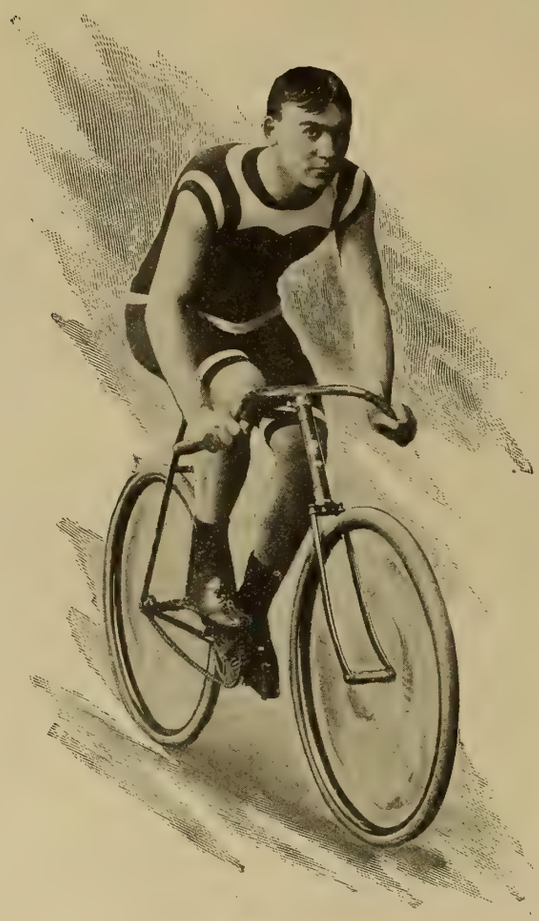
100 Chambers St., New York City.
335 Wabash Ave., Chicago, Ill.
18-24 Market St., San Francisco, Cal.

HARTFORD, CONN.


Eclipse Cycles
BARNES
CYCLE


CHRISTY SADDLE
The Spalding
SPALDINE CYCLOMETER

MORGAN & WRIGHT TIRES ARE GOOD TIRES
MORGAN & WRIGHT TIRES ARE GOOD TIRES



OWEN S. KIMBLE.

His riding has been confined to Louisville and vicinity. During the past season he rode in the Class A ranks, yet his performances have been such as few riders can equal. He has won 41 firsts, 7 seconds, and 7 thirds, besides having established nearly an entire slate of Kentucky Class A records. He is a stockily-built chap, and is at his best in competition. He is a remarkable sprinter and has good staying qualities. He rides a Stearns fitted with Morgan & Wright tires.

MORGAN & WRIGHT TIRES ARE GOOD TIRES
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FUNNY LITTLE VULCANIZERS.

There were two vulcanizers at the Chicago Show. One was a more or less pretty wall ornament, with tinkling bell attachment. It was the "bomb" which a tire manufacturer announced in his advertisements would be thrown into the camp of the double-tubers. A funny thing about this same concern is that a year ago it was as rabidly opposed to single-tube tires as it is now opposing the double-tube. Why this revulsion of feeling? Couldn't the concern break into the double-tube market sufficiently to make a living? Its vulcanizer is a step in the right direction, but is the crudest kind of an experiment. One can vulcanize rubber by the application of heat by means of a common flat iron, if the rubber be mixed with the right chemicals; but flat iron or other crude methods are uncertain. The vulcanized part has a stubborn habit of blowing out or acting in some other scandalous manner, after it has been conscientiously operated upon.

Another, and more meritorious, vulcanizer was exhibited at the Chicago Show. It was a seller because of its apparent economy and a reasonable amount of utility. It must be acknowledged at the outset, however, that the treatment of rubber is one of the most difficult things known to science. Perhaps the art of manipulating it has only begun. It is certainly puzzling to adepts. It can not fail to be so to beginners. Morgan & Wright have for a long time possessed samples of vulcanizers made by others, and have benefited by others' experience. The result is similar to that which has attended all studies made by Morgan & Wright. They have completed and are now ready to receive orders for a vulcanizer that will vulcanize. It is a machine which, while absolutely simple in its operation, is by no means crude. It looks very different from those which were exhibited at the show. It may be shown at New York. It has not been advertised before because the firm is not in the habit of making premature announcements. The machine will enable repair men to add materially to their income, because its work is economical and satisfactory, and the terms upon which it can be secured are purely nominal. Dealers and repair men are invited to correspond with the firm.—*Wheel Talk.*

* * *

There were 1,026 bicycles exhibited at the Chicago Show; there were 533 fitted with Morgan & Wright tires. Th other 493 were divided among 30 different makes of tires, 76 New York, 57 Palmer, 4 Dunlop, 17 Diamond, etc.

* * *

Every man who keeps a bicycle store or repair shop will be dollars ahead by reading "Wheel Talk," our little illustrated weekly magazine.

* * *

Morgan & Wright tires comprised 52 per cent, or more than all other brands of tires combined.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES
MORGAN & WRIGHT TIRES ARE GOOD TIRES

a narrow tread. For road use the tandem is built with double steering. I. S. Ventris has charge of the exhibit.

M. Jacobson.

M. Jacobson, of New York, shows an attachment by which two safeties may be made into a tandem of three wheels. M. Jacobson and Max Brock are in charge of the stand. This attachment is being much sought after, as the application is very simple.

Iver Johnson's Arms & Cycle Works.

Iver Johnson's Arms & Cycle Works show a full line of the Iver Johnson and Fitchburg wheels in spaces 228 and 229. Two tandems, which are double steering with front chain eccentric adjustment, and eight models of singles are displayed. E. H. Wilcox is in charge of the exhibit, assisted by "The Kilpatricks," C. H. Wyman, R. Johnson, S. J. Francis, and C. J. Godfrey. Fred I. Johnson is also present.

Kankakee Mfg. Co.

This company shows the same wheels exhibited at Chicago, the decorations being also the same.

Keating Wheel Co.

In spaces 161 and 163 the Keating Wheel Co. exhibits the several models of ladies' and gentlemen's wheels made famous by its catch phrase, "See that curve." There are in attendance at the booth H. F. Campbell, S .A. Campbell, John B. Keating, Frank Weston, and W. S. Maltby.

Kenwood Bicycle Mfg. Co.

The nine wheels exhibited by this concern in four different models show various finishes. A commendable feature of the Kenwood for '96 is the fitting of ball retaining rings to all bearings. The saddle-post admits of adjustment fore and aft; also of tilt for angle with the loosening and tightening of one nut. The wheels are built on established lines for '96. Vim, M. & W., and Hartford tires are fitted as ordered. C. G. Jones and G. W. Patterson have charge of the exhibit.

Knickerbocker Cycle Co.

The Knickerbocker company exhibits two models of the Knickerbocker, the A and B listing at $100, and the C and D listing at $75. T. Miller, A. Levy, and Ed Parker are in charge. This is a very handsomely finished wheel.

John S. Leng's Son & Co.

This firm exhibited a line of cycle supplies, which they handle as manufacturers' agents, comprising: Tubes, made by Weldless Steel Tube Co., Birmingham, Eng.; chains, made by Indianapolis Chain & Stamping Co.; wood rims and guards, made by Indiana Novelty Mfg. Co.; spokes and nipples, made by Excelsior Needle Co.; frames, fittings, and lamps, made by Snell Cycle Fittings Co.; wrenches, made by Barnes Tool Co.; oilers, made by Cushman & Denison; bells, made by New Departure Bell Co.; bags, made by H. M. Rosenblatt & Co.; locks, made by Slaymaker, Barry & Co.; lamp brackets, made by Forsyth Mfg. Co.; cork handles of their own manufacture, and a variety of other articles. Space 243 was used as an office and the principal exhibit of goods was in spaces 340-342. The decorative effect was obtained by the use of electric signs and by the quantity and variety of the goods exhibited. Charles W. Leng, James B. Pratt, Percival K. Leng, and Thomas G. Voorhis, members of the firm, were in attendance throughout the show, but the exhibit was especially in charge of Messrs. E. H. Leng, R. H. Hance, and Richard Veenfliet, Jr., Mr. Veenfliet is the son of the artist Richard Veenfliet, and one of the features of the exhibit was a large water color indicating the pleasure derived from riding wheels constructed of Snell fittings.

Liberty Cycle Co.

The Liberty company shows its bicycles in various styles in booths 156, 158, 160, and 162. It has an elaborate exhibit of parts and material of which its wheels are made. In attendance are Treasurer W. F. Wilson, Superintendent of Agencies J. S. Bretz, J. H. Toole, H. L. Perrin, M. V. Perkins, W. E. Henry, Chas. Weeks, E. A. Shulman, S. T. Mowers, Lindey Underhill, and Fred Sternberg.

Light Cycle Co.

The Light Cycle Co., of Pottstown, Pa., occupies space 11. This concern makes a full line of bicycles for both men and women. The specialty of the Light cycle is the visible ball bearings, a beaded washer being fitted in the hub end, which may be taken down without disturbing the adjustment of the bearings.

Lindsay Bicycle & Mfg. Co.

This concern showed at Chicago, and when it came to New York it brought the same exhibit to the Garden. The new gear is an interesting study for the makers and dealers, and the company has made a hit.

Locking Umbrella Rack Co.

Part of space 221 is given over to an exhibit of the automatic bicycle locker and holder manufactured by the Locking Umbrella Rack Co., of Chicago. W. Beauclerk explains the many points of merit of the device.

J. P. Lovell Arms Co.

Spaces 157 and 159 are occupied by the John P. Lovell Arms Co. Col. B. S. Lovell, John P. Lovell, H. L. Lovell, D. R. Harvey, T. E. Griffin, J. A. Cushing, G. W. Harvey, and J. C. Spears are in attendance. They show the Lovell Diamond, Lovell Special, and Lovell Excel bicycles, for both ladies and gentlemen, and the Lovell Diamond tandem, as well. The most noticeable feature of the bicycle is the adjustable handle-bar, by which the bar can be readily raised or lowered, and the grips placed in the same position, no matter what the position of the bar.

H. A. Lozier & Co.

H. A. Lozier & Co. have tastefully arranged their two spaces, 70 and 72, but the size of the exhibit would scarcely give the uninitiated an idea of the magnitude of the firm. The number of attendants required to attend the wants and answer the questions of visitors is probably greater than that of any other firm in the show, a fact which proves that whether or not the company cares to occupy an acre of space, the product of its factory, Cleveland bicycles, which are shown in all styles, have a host of admirers. H. A. Lozier is himself on hand and keeps a fatherly eye on the host of people in and around the stand. In addition there are L. H. Bill, Harry Lozier, E. H. Lozier, H. A. Paul, L. M. Goss, Sid Black, Lin Thomas, F. C. Hegener, B. C. Tousley, L. F. Dunbar, S. S. Thorpe, G. B. Spearin, Sid B. Bowman, Charles Ertz, F. L. C. Martin, and B. Lockwood.

M. & M. W. Co.

This exhibit, at stand 286, is replete with cycle materials and accessories, including a full and complete line of Duckworth chains. W. L. Beckley is in charge.

Manhattan Rubber Mfg. Co.

The Manhattan Rubber Mfg. Co., of New York City, shows a variety of the Simplicity double tube tires in space 197. Manhattan single tubes, pedal rubbers, vehicle tires, emery wheels, and polishing belts are also shown. W. H. Heisser and R. T. Badgley explain the merits of the company's products.

March-Davis Cycle Co.

This Chicago concern was unlucky enough to be assigned to Machinery Hall, but made the best of it, and had a really fine exhibit, its booth being decorated the same as at Chicago.

Marion Cycle Co.

Stand 113 is occupied by the Marion Cycle Co. with its line of Halliday bicycles. J. H. Cody and W. H. Bennett have charge of the exhibit. The former is in mourning over the fact that Manager Sanger would not allow him to distribute the "cherry-finish" souvenirs which he had bottled expressly for the occasion. The souvenirs are being industriously circulated at the hotels, and many of them are carried into Madison Square Garden despite the efforts of Sanger. The cherry-finished bicycles are shown also by Porter & Gilmour and the George Worthington Co.

John McClave & Sons.

Seven wheels are shown, three diamond, two drop-frame, and one junior. Frame heights of 21, 23, 25, and 27 inches are furnished. One and one-eighth-inch tubing is used. The prices are $100 and $125. A full nickel-plated tandem at $175 and a combination at $150 weighing 40 pounds, are shown. S. Wood, J. McClave, R. W. Fiske, and A. S. Payne are in charge. Spaces 275 and 276 are used.

McIntosh-Huntington Co.

This company shows a full line of the Sunol, Hercules, Stella, and American King and Queen of Scorchers models. E. R. Pughe, A. C. Stafford, and H. C. Burleigh are in charge of the exhibit. Space 248 is occupied.

McKee & Harrington.

Nine Lyndhursts are on view—a racer, a semi-racer, light roadster, and ladies' wheels, in weights ranging from 18 to 24 pounds. A light roadster is shown with filed frame, also a full nickel racer. The well-known Lyndhurst devices, with several new points for '96, are found in the wheels. Prominent among these is a new form of chain guard for the ladies' wheel. This is a near approach to a gear-case in lines, but it fails to completely inclose the chain. It, however, affords ample protection to the garments of the rider. Both sprockets are entirely inclosed on the outside with a wood and metal guard; a wood strip runs back from the top of the front sprocket to the top rear sprocket terminating in nickel rim, and a wood strip covers the lower part of the chain. Straus tires are fitted. Paul Grosch is in charge of the exhibit, assisted by Sidney McKee and A. J. Goetz.

Mechanical Rubber Co.

The Mechanical Rubber Co., of Providence, R. I., shows a line of single and double tube tires in space 226. Valves, stems, and other tire requisites are on show. Allen Aldrich looks after the exhibit.

Monarch Cycle Mfg. Co.

This company occupies three booths, guarded by the two gilded lions which are the presiding geniuses of the Monarch displays wherever seen. Vice-President Chandler Robbins is in charge of the exhibit, assisted by New York Manager George S. Macdonald, C. F. Guyon, G. Minturn Worden, Ford Seeley, C. P. Adams, and Tom Cooper. Electric lights and elaborate decorations help to make the booths attractive, while the graphophone tells "How Tom Won the Race" on a Monarch. A full line of the Monarch and Defiance wheels are shown.

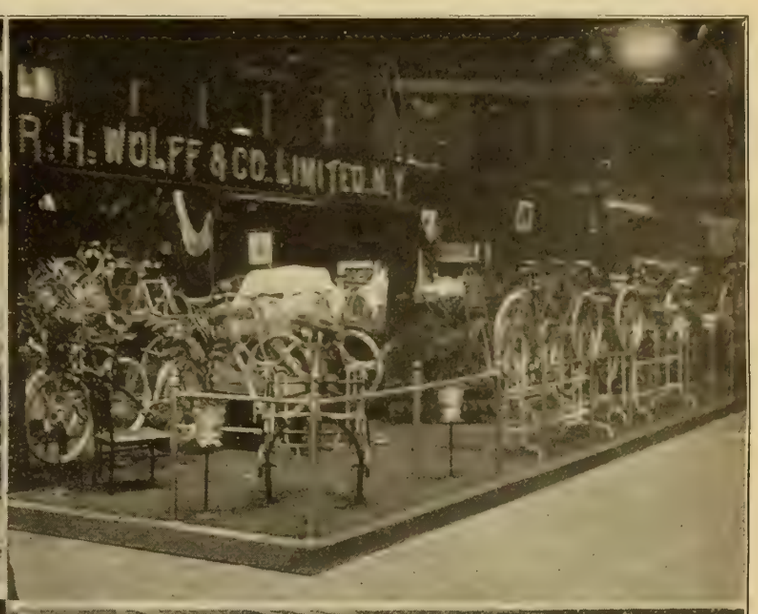
Moore Cycle Fittings Co.

This concern is located at Harrison, N. J., and in space 193 shows a full line of the cycle fittings made by it. Frames, pedals, and everything used in the construction of a bicycle are shown.

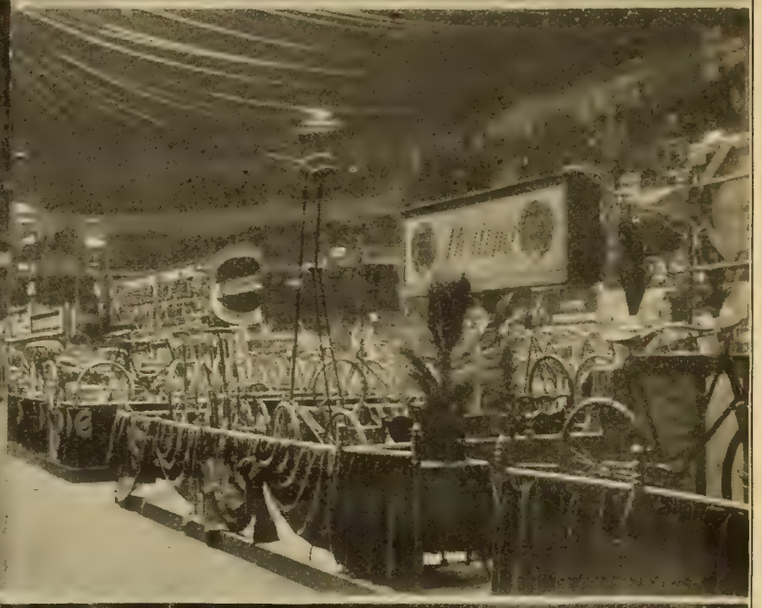
Morgan & Wright.

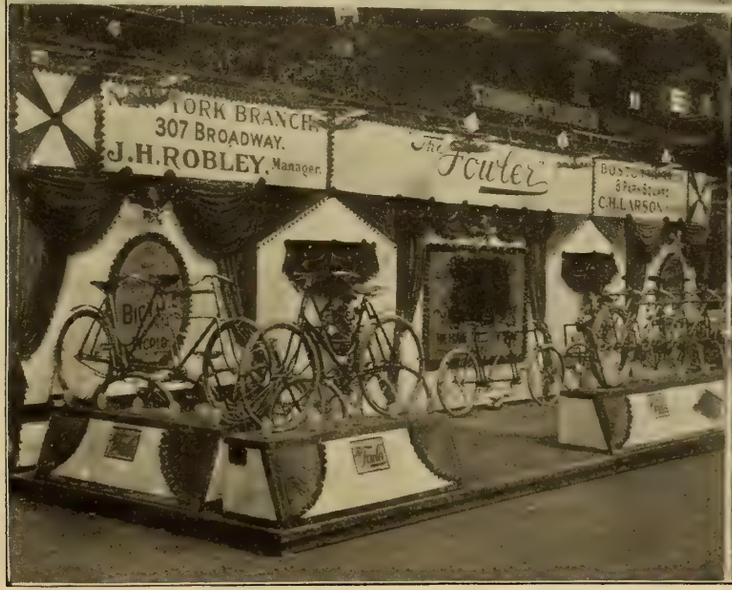
The Morgan & Wright booth occupies spaces 185-188. The decorations are rich, warm, and quiet in tone and the exhibit consists of one tire. William Herrick, John Williams, F. S. Stewart, Captain R. C. Lennie,

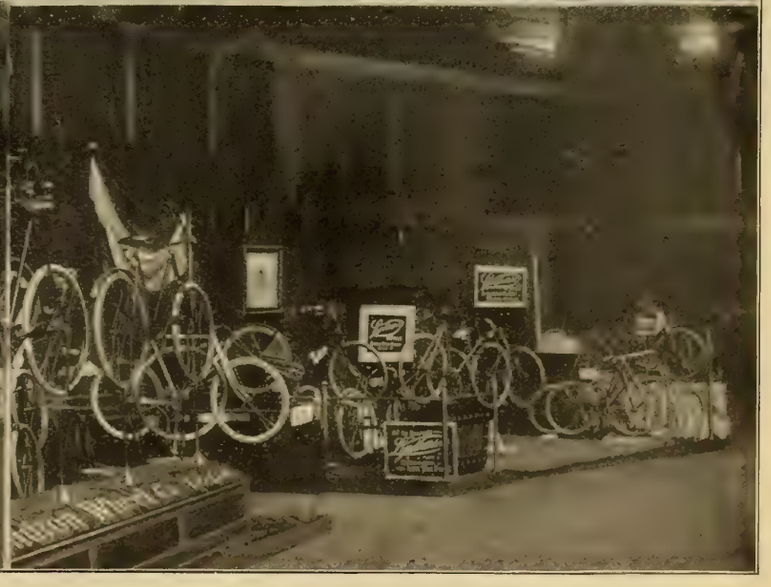

Stearns


R. H. WOLFF & CO. LIMITED N.Y.


Crawford




YORK BRANCH
307 BROADWAY.
J.H.ROBLEY, Manager.
The Fowler
C.H.LARSON



M. H. Schonstadt, J. L. Petin, L. H. Hall, A. S. Osterloah, W. H. Nash, C. D. Tullis, J. J. Alexander, G. M. Stadleman, E. E. Ferrie, and J. H. Cannon are in attendance.

A. L. Moore Co.

The A. L. Moore Co. occupies spaces 213 and 214. Fairbanks rims, Elwood tubing, Thompson stampings, Torrington chain, Domestic Mfg. Co.'s screw machine work, Akron India rubber tires, and Kells saddles are shown. A distinct novelty is the one-piece seamless stamped crank-hanger. A. L. Moore, P. H. Jordan, W. L. Colt, and W. T. Utz are in attendance.

Moore Cycle Fittings Co.

The Moore Cycle Fittings Co., of Harrison, N. J., occupies space 193. A full line of fittings, including built up wheels, chains, pedals, hubs, connections and saddles is shown. A novelty is the combination trouser-guard and cycle lock. One guard of the pair is fitted with a small lock, permitting the ends to be secured, the key being attached to the other guard. B. H. G. Kimball, C. B. Criss, T. Dewitt Moore, and Robert Perkins are in attendance.

Munger Cycle Mfg. Co.

The Munger Cycle Mfg. Co., of Indianapolis, has stand 38. F. N. Bruner and R. L. Smith are in charge. Mrs. E. M. Meyers is also on the stand. The same line is shown as was seen at Chicago.

The National Mfg. Co.

occupies spaces 27 and 28. The company has attractively decorated its space with curtains made from red, white, and blue bunting hung from railings which surround the booth. The back and sides of the booth are covered with American flags, over which are hung the large, well-known trade-mark—the eagle and shield within the wheel—and the sign of the company. The exhibit consists of five models all finished in dark wine enamel, gold striped, except the racing machine, which is finished in black, gold striped. At the back of the space is shown the diamond-frame tandem.

New Departure Bell Co.

As at Chicago this company gave away many souvenirs in the shape of rings and created more or less amusement. Spaces 246 and 247 are utilized, and C. A. Hoagland, Louis Geyler, and W. A. Graham are in attendance.

New Era Cycle Mfg. Co.

The New Era Cycle Mfg. Co., of New York, shows a new machine in space No. 197. The wheel is built on accepted lines for '96, the special feature being a changeable gear. The teeth in the rear sprocket are set on cams, moved by a face-plate and lever between the sprocket and the spoke flange. The reduction is from a 78¼ to a 79½ gear, the diameter of the rear sprocket being changed to the agency of the cams. The slack in the chain is taken up by sliding back the axle of the rear wheel in the fork end slots, eccentrics being fitted to carry the axle back and forth the correct distances. George V. K. Green, of the company, is in charge of the exhibit.

New Haven Chair Co.

This wheel lists from $85 to $100, and is built in frame heights of 22½, 24, 26 inches. One and one-eighth tubing, barrel-hubs, any tires and saddle are used. General Manager Russell Gardiner and President Dann are in charge. The stand number is 281.

Newton Rubber Works.

The Newton Rubber Works, whose factory is at Upper Newton Falls, Mass., show the Straus, Newton, and Slick tires. All diameters, as used by the trade throughout the country, are to be found in the exhibit. A. Straus, R. W. & L. F. Stillwell, F. M. Rowan, and R. Costillo look after the booth.

New York Belting & Packing Co.

The famous League tire is displayed at stand 210, and G. E. Leslie and E. W. Balding, of the home office, never weary of telling about its good points. W. Hicks Bell, of Philadelphia, and C. F. Kerns, of Cincinnati, assist them. A full line of single and double tires are shown.

New York Standard Watch Co.

This firm shows three styles of its very excellent and well-known cyclometers. E. T. Webbe and J. F. Lutz are in charge. Stands 249 and 250 are utilized.

Olympic Cycle Mfg. Co.

The Olympic is shown in three grades in stand 268, the prices being $65, $80, and $100. The wheels are all handsome specimens of the cycle builder's art, and draw forth favorable comment from all.

One-Minute Repair Kit.

This excellent repair device is explained at space 209 by H. W. Young, D. H. Darling, and C. W. Youngman, and it is wonderful how quickly a tire can be made capable of holding wind again after having suffered a puncture.

Palmer Tire Co.

The Palmer Pneumatic Tire Co. is telling its friends and the trade generally what a superior tire the Palmer tire is. A brief description of the Palmer fabric is given to each inquirer—for great stress is put upon fabric by this company—with the statement that the weights in all styles of Palmer tires are to be slightly increased in 1896. This change will be made for the better protection of the fabric. The new catalogue contains a mass of information descriptive of the tire and calling attention to the comparison of winnings made on the national circuit during '95. The Palmer company made a very broad guarantee this year, and it is said a liberal interpretation will be given to it. A little souvenir, consisting of magic color blocks, is given to each visitor. John F. Palmer, president of the company, Ed Porter, William M. Shirley, and F. Ed Spooner are in charge.

Parkhurst & Wilkinson.

This firm acts as United States selling agents for half a dozen important manufacturing companies, and G. G. and J. I. Brandenburg are in charge of the excellently planned and attractive exhibit, which occupies spaces 198, 199, and 200. The concerns represented by Parkhurst and Wilkinson are as follows: Sager Mfg. Co., Rochester, saddles; E. J. Lobdell, Marietta, Ohio, wood rims; Aurora Automatic Machine Co., machine parts and a special hub; Lefevre Arms Co., Syracuse, chains; Scranton Forgings Co. and Wilcox & Howe, forgings; North American Rubber Co., Derby, Conn., tires. The firm also manufactures and handles Brandenburg pedals and carries a full line of sundries. C. J. Iven is the representative of the Sager company in attendance and Al Banker looks after the tires handled.

Park Row Bicycle Co.

The Park Row Bicycle Co. displays the L. A. W. and Ferris wheels and a jobber line in stand 309. E. J. Willis and H. P. Rilley are on the stand.

Peoria Rubber & Mfg. Co.

This firm shows the Patee, named after the genial Fred Patee. Seven singles and two tandems are exhibited, listing at $65 to $75. A very clever carrier is also shown. Fred Patee and J. B. Greenleaf are in charge. The number of the space is 245.

Persons-Muller Co.

Saddles of all kinds, for which this company is famous, are exhibited in space 228. C. A. Persons is in charge, and he is showing a number of new models.

Peerless Mfg. Co.

The Peerless Mfg. Co. occupies spaces 73 to 76, four of the best spaces in the big Garden. The decorations of the booth are elaborate and attractive, and inside its confines there is an air of business pervading everything. The Peerless and Triumph wheels are shown in all their varieties. Not only the location of the exhibit but the merits of the wheels attract hosts of visitors in and out of the trade. The Peerless wheels are among the most highly finished wheels ever turned out, and the lines and general appearance, aside from the finish, are in keeping with that feature. The company need not fear comparison with rival concerns. General Manager Henry Crowther is kept busy at his desk, while Secretary David Post is equally busy with the agents who are inspecting the two lines. In addition to these two officers of the company there are in the booth W. C. Anderson, W. O. Terrill, C. R. Ely, and G. G. Darby.

Phillips Mfg. Co.

This company occupies space 215. A model of the Kimball, a '96 standard roadster, and two models of the Phillips are on view. The Phillips is geared to 100. Two radius beams are used connecting with the ends of the 6-inch crank. By this arrangement the foot practically travels through the diameter of the cycle, instead of its circumference. The travel of the foot is 24 inches as against 41 in the regular machine. The power is constantly applied through more than one-half of the circle, although the cranks are diametrically opposite. On account of the fact that the power can be applied through more than one-half of the circle, there is a long down stroke with a quick return. The radius beams are set on to a sector between the rear stays and back fork near the fork-end. The concern claims that a 100 gear will drive as easily as a 68 gear of a wheel of the usual construction. G. T. Magowan, J. S. Powell, R. K. McLellan, A. G. Thompson, and Charles Redmayne, Jr., are present to explain the merits of the machine.

Geo. N. Pierce & Co.

George N. Pierce & Co., of Buffalo, N. Y., are showing fifteen wheels in six models of diamond and drop frames, ranging in weights from 16 to 25 pounds. M. & W., Palmer, Vim, Hartford, and G. & J. tires are fitted. The wheels are built on '96 lines. The standard finish is black, with gilt striping; adjustable handle-bars are regularly fitted. The roadster has 1⅛-inch tubing for the main frame; tubular hubs without spoke flanges; one piece-crank and shaft; a cast steel sprocket is used which is bored out for the frame tubes, permitting a flush joint finish at this part of the bicycle. George N. Pierce, Henry May, E. C. Potter, S. J. Thompson, M. B. Atkinson, F. A. Baker, C. W. Johnson, and W. E. Whelpley, are in attendance.

Place & Terry Mfg. Co.

The Pathlight, which the company claims is a perfect kerosene lamp, is exhibited in space 264. The lamp is jolt and cyclone proof, and seems to be all that the makers claim for it. It certainly is a great drawing card.

Plymouth Cycle Mfg. Co.

This firm is exhibiting at spaces 69 and 71, where a full line of Smalley bicycles is shown in various finishes. The aluminum finish of the wheel is attracting the attention that it always does, wherever shown, and the new style of ornamentation that the firm originated, viz.: inlaying mother of pearl in the enamel, calls forth even more favorable comment. The finish of these bicycles, as well as their mechanical excellence, has given the line such a boom that to all applications for agencies the firm returns the


THE YOST MFG CO


WAVERLEY BICYCLES


THE WORLD


STORME
ACME


HUMBER QUALITY
THE RESULT OF 60 YEARS EXPERIENCE
RELAY CYCLES


STIC TIP CO.
ENGLAND AGENTS
CYCLE FITTINGS CO.

answer: "We have no more wheels to sell. We have orders for all we can make, and are going to take care of the agents that we have." At the stand are Pres. M. W. Simonds, Oscar Simonds, Adelbert Simonds, W. S. Daniels, H. H. Milburn, and W. C. Dawdy. The firm is already putting in its own drop-forge plant, and as fast as the machinery can be gotten it will be put in place and set to work for '97 business.

Pope Mfg. Co.

The Pope Mfg. Co. occupies the eight spaces from 140 to 147. It shows a full line of Columbia and Hartford bicycles, and has an army of traveling men in attendance to talk the good points of their wheels. Col. A. A. Pope, George Day, and L. S. Dow are on hand.

Porter & Gilmour, Inc.

This concern shows five tandems and ten single wheels. They manufacture the Sagamore, and are metropolitan agents for the Viking, Halladay, and the Envoy and Fleetwing. The Sagamore is built with large tubing, 1⅛-inch being used in the main frame; barrel hubs with spoke flanges are used. The connections are of the outside type and at the head. The seat-post and bottom bracket are machine-dropped forgings. A special feature of the exhibit in this booth is the one-quarter size Sagamore, which is perfect in every detail from the Vim tire to the Sager saddle. A Le Fever chain is used which is perfect in all its details. Ball bearings are fitted throughout. A double-plate fork-crown, barrel hubs, Brandenburg pedals, and all that goes to make up a full-sized '96 roadster, are embodied in this machine. The weight of the midget is 2 pounds. L. H. Porter and James M. Gilmour have charge of the exhibit, assisted by O. M. Riley.

Premier Cycle Co.

The Premier Cycle Co., of Bridgeport, Conn., shows five wheels—a special listing at $125, a tandem, and three roadsters. These machines are built of the company's well-known helical tubing. The lines of the wheels are pleasing and in conformity with the popular demand of the year. A clever little device is the filling of the fork-sides at the crown with a rubber finishing plug, affording a neat finish and a convenient coasting plate. George, Bowman, Charles Ellison, and L. H. Johnson are in attendance.

Punnett Cycle Co.

At No. 315 the Punnett Cycle Co. has a stand. The Companion bicycle, which has been described in these columns, is shown, this firm and the Fox Machine Co. being licensed makers of the wheel. This wheel is the talk of the show, say the exhibitors in their announcements, and it is really attracting all the attention in its immediate neighborhood. The Punnett tandem, with an inside front chain and a double chain at the rear connecting on either side with the rear wheel, is shown. R. A. Punnett, president of the company, Nick Kauffman, the trick rider, vice-president of the company, and J. G. Wagner are on the stand.

Queen City Cycle Co.

The Erie is one of the best-known wheels made in Buffalo, and this year has many improvements. The stand of the company is handsomely decorated, and the fine points of the wheel are minutely described by the courteous attendant.

A. J. Raymond.

A. J. Raymond, of New York City, is showing a bicycle lock which is made up as a part of the frame, being situated directly over and in one piece with the rear fork cross base. The lock is tubular in form. A dust-proof cap is provided on the off side, on opening which the key may be inserted, which throws a bolt between the teeth of the sprocket, thus affording an absolutely secure and unbreakable lock. The internal construction of the lock is of the very best. The tumblers are so arranged that jarring while riding will not engage the lock-pin with the sprocket teeth.

William Read & Sons.

William Read & Sons occupy space 112 at the show. Col. John Read is on hand, together with the only "Billy" Atwell, Chas. H. Goodwin, and W. T. Wanner. The arrangement of the booth, which is of necessity small, would not permit of much in the way of display, as the entire space is required by the number of wheels which are exhibited. In addition to the line of New Mails, this firm shows the Atlanta and the juvenile wheels—White Wing and Red Cloud.

The Redway Mfg. Co.

The Redway Mfg. Co., of New York, shows three models of the Redway in space 192. The drop-frame machine is designed on new lines, the upper main tube being set into a Y-shaped connection, which receives the ends of a pair of auxiliary rear forks, thus transmitting the thrust from the head to the rear fork end instead of to the seat-mast, as in the usual type. The chain adjustment is at the hanger, and is affected through the agency of an eccentric actuated by the worm gear. In this space is also shown a Daisy electric lamp. A two-candle power incandescent bulb is set in an aluminum reflector, and the current is obtained from a storage battery located under the saddle. G. N. Redway and Delavan C. Smith look after

Relay Mfg. Co.

The Relay Mfg. Co., of Reading, Pa., shows six wheels, one of each model. Large tubing, modified pattern barrel hub, and a one-piece off-crank and shaft are prominent features of the wheels. The special patented points are the movable dustproof caps at the front and rear wheel bearings, and the chain adjusting device, which admits of the removal of the rear wheel without disconnecting the chain. J. W. Minnig, Geo. Seigler, John R. Miller, and William Laramy are in attendance.

The Remington Arms Co.

This firm announces on its sign that it has been in business since 1816, a pretty good guarantee of the stability of the firm and the goods it turns out. A full line of Remington wheels is shown. The particular feature of the wheels is the outside reinforcements, which are different from any others shown. They are on the outside of the bicycle but are not tapered to points, being cut off square instead. The brazing, however, is not carried to the end of the reinforcement. It is claimed that this method not only makes a more secure method of reinforcement than any other, but that it does away entirely with any danger of burning the tube and with danger in filing the frame. In addition to other decorations of the booth, there is a large painting of a cyclist racing with a railroad train. This picture has been made famous by its reproductions in the company's advertisements. In attendance at the booth are F. J. Reville, H. J. Banta, J. W. Schoefer, W. M. Haradon, M. N. Watson, C. N. Mount, A. J. Meckel, W. J. Crosby, and J. H. Brooks, the mechanical expert of the concern.

Richmond Bicycle Co.

The Richmond Bicycle Co., of Richmond, Ind., shows five models. A feature of the Richmond is the crank-hanger. A loose sleeve is shouldered at either end to set into the opening through the bearing cups and an oil cup set into the top hanger admits oil directly to this sleeve, thus conducting the lubricant to the ball races. M. & W., New York, Vim, and Palmer tires are in use. Edgar F. Hiatt, W. P. McPherson, J. N. Limeburner, A. M. Rodriquez, and W. G. VanNess are in attendance.

Rogers Saddle Co.

This new saddle concern shows the Rogers perfect health saddle, which is made in two sections, and yields automatically to all movements of the body. Indorsed by physicians as a perfect health saddle, it does away with all the ills and discomforts of the pommel saddle. It lists at $5. S. J. Brynes and W. W. Smith are in charge. The space occupied is 253.

Louis Rosenfeld & Co.

Space 107 is occupied by Louis Rosenfeld & Co. Mr. Rosenfeld himself is in charge, and shows the Classic bicycles for gentlemen and ladies, in tandem style, as well as the Hylo gear. The Classic bicycles are the highest priced of any in the show. The lowest figure at which a wheel can be obtained is $110. A machine weighing 14 pounds and 7 ounces, ridden over 1,700 miles by Granville King, of Tuxedo, is a feature of the exhibit.

Rouse, Hazard & Co.

Rouse, Hazard & Co., of Peoria, Ill., show seven of the ten models which they manufacture. Owing to the limited space assigned this concern, the showing had to be thus curtailed. The Sylph is the high-grade wheel of this company, and is made up on '96 lines with the Fauber one-piece cranks and crank-shaft as a special feature, and Perry-Humber chain. The medium-grade Overland is notable in that 1⅛-inch tubing is used in the machine and all connections are reinforced. The tires fitted are M. & W., Vim, and G. & J. W. J. Bowman and J. A. Wright are in charge of the exhibit.

Royal Cycle Works.

This firm is located in spaces 97 and 98, where the Royal cycles in their various styles are shown. The wheels are particularly attractive to the visitor from the fact that they are among the best finished of any seen at the show. Not only is the enameling and nickeling of the very best, but the wheels are lined in appropriate colors and so artistically as to make them works of art. In the stand are Pres. S. H. Gorham, Truesdell Gorham, and J. J. Ross, with a porter to handle the catalogue-distributing department.

Schleuter Cycle Mfg. Co.

At stand 308 the Schleuter Cycle Mfg. Co., of Cincinnati, shows four models of the Norwood. These were exhibited at Chicago. H. F. Schleuter and Morris Levy are on the stand.

Schoverling, Daly & Gales.

This firm occupies spaces 100 and 101, where they show, in addition to their own line of Gales safeties, Gothams, and Manhattans, which vary in size from 24 to 28 inches and list at from $40 to $75, the Sterling, for which they are New York representatives. In addition to their large line of wheels, they are American agents for the Powell & Hammer lamps, and also have control of the Buffalo lamp, a cycle light made entirely of aluminum. It is both small and light, weighing but 3½ ounces. It will burn 3½ hours, and throws an excellent light. At this weight there should be a b g demand for the lamp which is just being put on the market. In attendance at the stand are Leon Schermerhorn, Fred Wilbur, and John J. Hilliard.

A. Schrader's Sons.

The Universal valve made by this firm is shown. This valve is used by all the leading tire concerns, and the firm gives a souvenir away, which is a whistle and an exact fac-simile of its valve. Stand 287 is occupied.

Shannon Bicycle Lock Co.

The Shannon bicycle lock and holder is shown at the stairway on the other side of the building. O. W. Shannon, J. W. Dunn, and W. A. Tubbs are in charge. This stand holds the wheel upright and locks it in the

Nile Green Rims.

Good and Strong.

DO YOU WANT

the agency for a good, substantial, and thoroughly high-grade bicycle, which contains all the latest improvements in first-class bicycle construction? Do you want a "seller" and one that you can stand back of?

The EMPIRE Bicycle....

is the one for you, then. It has handsome lines and is constructed in a manner to please the most fastidious. It has

NILE GREEN RIMS

Manufacturers, **Syracuse Cycle Co**, Syracuse, N. Y.

Western Agents, A. F. SHAPLEIGH HDW. CO., St. Louis, Mo.

holder, and is designed for the home, club, or store. It is a very handy contrivance.

H. B. Shattuck & Son.

H. B. Shattuck & Son, of Boston, have a very neat and tasty exhibit, the first in the gallery to the left and at the top of the building. Edward Buffon is in charge. The Vesper, a $100 wheel; Centurion, $75, and Echo, in 24 and 26 inch sizes, at $40 and $50, are shown. Eleven models in all are on the stand.

G. M. Shirk Mfg. Co.

Three of the seven models manufactured by this company are to be found in this space—a combination tandem, diamond and drop-frame roadsters. The special feature of the construction of the Shirk is the knife-blade reinforcement for the seat-mast tube. Knife-blade reinforcements are also used in the rear forks. M. & W. and Vim tires are fitted to the machines shown. Frank M. Smith and Geo. E. Stokes are in attendance.

H. G. Sheppard & Son.

H. G. Sheppard & Son, New Haven, Conn., show a full line of bent bicycle wood work in space 190. Wood rims, handle bars, chain and dress guards, and a new eyelet of celluloid metal divide the honors with a semi-gear-case.

Sieg & Walpole Mfg. Co.

This enterprising young concern occupies space 95, where it shows a full line of the "American Beauties," the Windsor bicycles. Charles F. Stokes and Morton Sieg are in charge of the exhibit. In addition to the line of Windsor bicycles they show parts from which the wheels are constructed, and a complete frame illustrating the methods of construction employed. The peculiar head of the Windsors is attracting considerable attention and favorable comment. One of the ladies' wheels, enameled in a delicate lavender color, is enough to make a cycliste of the veriest blue-stocking.

Singer & Co., Ltd.

Singer & Co., Ltd., occupy spaces 203 and 204 in the "first promenade," where they are able to show but seven out of their fifteen patterns of Singer cycles. Major Ross, the manager of the American branch of the concern, is in the booth with an able corps of assistants. Of the wheels shown none are listed at less than $100 and they range in price from that up to $140. Major Ross says that his firm has found that there is a growing demand in this country for bicycles in which the minutest care has been given to every part, and that while there are people who are willing to pay for gold and silver mountings and jewels on their wheels, there are many more who care little for outside show but want the very best that can be produced in cycles and are willing to pay for it a proportionate price. In the booth are shown tricycles, for which there is a growing demand for use in big cities where there is heavy traffic and it is necessary to frequently come to a stop, as well as for use by timid ladies. A number of the wheels are fitted with gear-cases. The firm is distributing, without any comment of its own, circulars containing an editorial from THE BEARINGS on the necessity of gear-cases. On the sign over the booth is the announcement that the American factory of the firm is located at South Framingham, Mass. In regard to the factory Mr. Ross said that it was not the intention to immediately go into the work of making all parts of the bicycles there, but that for the present season the factory would work in connection with the English factory, such work as could be done in this country being done here, and that the American factory would be rapidly enlarged till it would be complete and capable of doing all the work incident to turning out complete Singers of the highest grade.

Snyder & Fisher

The Swell Newport bicycle in different models is the attraction that draws the crowds to stand 266. The makers did not exhibit at Chicago, and those who have been to both shows do not hesitate to say that a better looking bicycle would be hard to find.

Standard Cycle Works.

This firm, at stand 296, shows five wheels, two tandems, a diamond and combination, one diamond frame wheel, and two drop frames. One and one-eighth inch tubing is used, barrel hubs, adjustable handle-bars, outside reinforcements, new ball-retaining device, and detachable sprocket. The tandems weigh 38 pounds, and have double steering head and front chain eccentric adjustment. This firm also shows a 20-pound wooden frame wheel. E. K. Orr, W. K. Hadley, John Caldwell, and B. S. Russ are in charge.

Stanley Bicycle Mfg. Co.

Stand 105 is occupied by the Stanley Bicycle Mfg. Co. President Leo Schlesinger, H. S. Lewis, and F. M. Simons, the last named of the Stall's Puncture-Proof Tire Co., are on hand. This company is giving away a very elaborately gotten up catalogue, showing in detail how its bicycles are constructed, thoroughly reinforced in every part, and built on up-to-date principles.

Sterling Cycle Works.

In spaces 136, 137, 138, and 139 are the Sterling Cycle Works. C. W, Dickerson, H. E. Raymond, N. U. Carpenter, L. A. Howell, A. W. Warren, and H. A. Spencer are in charge. A full line of Sterlings is shown, together with the Giraffe and a baby bicycle, which latter is exactly half the size of a man's wheel.

E. C. Stearns & Co.

E. C. Stearns & Co occupy the eight spaces near the center of the building, and in one of the most tastefully fitted booths in the show exhibit the Stearns wheels in almost endless varieties. The star attraction of the booth is the sextuplet, which is the cynosure of all eyes. The booth is continually crowded by hosts of agents and other exhibitors, who are anxious to hear all about the sextuplet and the other wheels shown. There is a sufficient number of attendants at the booth, however, to answer all inquiries. E. C. Stearns is present with H. E. Maslin, F. C. Riggs, F. H. Tuttle, J. B. Eccleston, E. N. Gilbert, G. F. Weise, Alfred Ely, H. T. Dunn, W. A. Doubleday, C. F. Ackerman, G. H. E. Hawkins, and J. M. Randall.

Spalding-Bidwell Co.

In space 146 is the Spalding-Bidwell Co. The space is directly in front of the main entrance of the building, and in it are contained a line of Spalding and Credenda bicycles. J. F. Beltz, G. E. Sancton, and J. W. Ball are in charge.

Spaulding & Pepper Tire Co.

A full line S. & P. single tube and L. C. Smith tires are shown including the W. & P. armored tire. G. L. Hadley, J. L. Bailey, C. L. Pepper, M. L. Warren, and M. L. Warson, the inventor of the W. & P. armored tire are in attendance. The stand is 294.

A. G. Spalding & Bros.

In spaces 120 to 127 is the main exhibit of this firm, which has cycles on exhibition in two other places in the Garden. The eight spaces are located on the main floor in the very center and can be missed by none who visit the exhibition. On the electric sign, in addition to the firm name, are the words "Christy Saddles" and "Spalding Cyclometers." A. G. Spalding, J. Walter Spalding, Theo. F. Merseles, and a dozen others are in the booth, and look after the comfort of visitors. Spalding and Credenda bicycles are shown, but not in large quantities, for the major part of the space is used for elaborate Turkish couches, which are made to look homelike by at least a wagon load of sofa pillows of various hues.

W. X. Stevens.

This Washington gentleman, who is in charge, shows a single bicycle wheel with a metal hub and four wooden spokes, which are sprung inside the wheel and attached to the hub by bolts.

Story, Barber & Co.

In 328 is shown the Venus bicycle lamp, and Mr. Story believes it to be the only lamp on top the earth.

St. Louis R. & W. G. Co.

In spaces 12 and 13 is located the somber booth of the St. Louis Refrigerator & Wooden Gutter Co. The decorations of this booth are worthy of a special article, and can not be done justice in the general write-up of the show. However, a praising mention will convey an idea of the tout ensemble. The back wall is draped in black, with silver bullion lace. The railing about the stand is treated in the same manner. A glass-covered box, suggestive of a coffin, contains the frame of the Lu-mi-num, shown in sections. A full line of the five models of the company's wheels are shown; also the English models. In these last the rear stays and forks are of D section. The stock wheels, both in diamond and drop-frame, are furnished with mud-guards and straight handle-bars. These specifications, of course, apply only to the English models, the American wheel being built on accepted lines. L. W. Conkling, W. A. Shockley, W. A. Henninger, E. M. Ingalls, N. L. Nelson, and Von Lengerke and Detmold are in attendance.

Syracuse Cycle Co.

The Syracuse Cycle Co. is showing a complete line of eight models, including the celebrated crimson-rim racing tandem This machine is worthy of special note, being the highest priced regular bicycle on the market, the list being $250. The special feature of this machine is a center-draft front chain; with the exception of the head and main top tube, the entire frame is double. The tread is 4½ inches for each rider. The new models of the Empire Cycle Co.'s manufacture are exhibited in the crimson-rim booth. The Empire company is an outgrowth of the Syracuse concern, and it manufactures a line of wheels listing at $85. Ladies' and gentlemen's models are shown. In attendance are President J. C. Bowe, W. D. Hawley, John Mundy, John Wilkinson, F. H. Hatt, J. M. Hill, C. Edward Wood, W. D. Supplee, Frederick Wood, Chas. J. Stebbins, and F. J. Titus. Sha-go-wah-hah is also in attendance at this booth.

Seth Thomas Clock Co.

The Seth Thomas 1,000-mile cyclometer is shown here by this old and reliable firm. It is shapely, compact, and easily read, and it is only 1½ inch in diameter. The stand is unattended. The space number is 285.

Tie Company.

The celebrated Hold Fast luggage carrier is featured by this company, which also handles trouser guards and slings for wheels. Space 244 is the one occupied and those in attendance are R. K. Teller, the president of the company; M. J. Ward, the superintendent, and J. A. Weismer, assisted by Roy Smith and Warren Curtis.

Tinkham Cycle Co.

Spaces 152, 153, 154, and 155 are occupied by the Tinkham Cycle Co. of New York, where is shown a complete line of the Stearns and Tourist bicycles. The special feature of the exhibit, however, is the Tinkham carrier in various forms. In the center of the booth is a carrier sufficiently large to carry half a dozen bicycles, it being built for this purpose. It is as large as a small delivery-wagon, and, being too large for the show, the com-


ARNSTEIN
Hartford Single-tube Tires
SYRACUSE CYCLE CO.
SYRACUSE BICYCLE
CRIMSON RIMS.
DECKER CYCLE CO
ELASTIC TIP CO.
SNELL CYCLE FITTINGS CO.
BARNES CYCLE COMPANY.
BARNES
TRADE
ROYALS

pany was compelled to denude it of its wheels. The vocation of the nurse-girl is threatened by this company, for it has a carrier in which the small boy can take out his younger brothers and sisters.

Tonawanda Cycle Co.

Friese & Dylphin are at stand 322 and 323, with Messrs. Loegler and Lamb in charge. Glendon and Amherst cycles are shown.

Trenton Watch Co.

The Trenton Watch Co., of Trenton, N. J., occupies space 191. Several models of cyclometers, registering 1,000 and 10,000 miles and a small 1¼-ounce 10,000-mile instrument, are shown. J. H. Sandman and H. T. Moses are in attendance.

Turner Brass Works.

The Turner Brass Works, of Chicago, has a working exhibit, with A. W. Straight in charge. Mr. Straight is exhibiting a brazer of his invention. Gasoline blow-pieces and many other goods of this character are shown.

United States Cycle Improvement Co.

This Pittsburg concern has a novel wheel that is claimed to model after the engine in its working parts and is also claimed to be the wheel that will revolutionize the cycle business. The wheel is chainless and works with side driving bars. The pedal works these. A fifteen-pound engine of three-quarter horse power that will travel fifteen miles an hour, will be on the stand during the week. This is called the bicycle engine. W. C. Lyon, J. Palmer O'Neill, A. L. G. Pierce, W. H. Williams, and C. S. McIntyre are on the stand.

U. S. Projectile Co.

This firm makes cold-drawn seamless tubing, fork-sides, tapered tubes, and projectiles, and is two months behind on its orders now. C. E. Porter and S. B. Bunn are in charge. The number of the stand is 284.

Union Cycle Mfg. Co.

In spaces 141, 143, 145, the Union Cycle Mfg. Co. shows its Union Crackajacks. Superintendent of agencies John McDowell, O. W. Temple, Charles Measure, and W. J. Greer, as well as W. H. Webster, the manager for W. C. Hodgkins & Co., the New York agents of the Union. Walter Measure is at home, too ill to be able to leave.

Upright Cycle Co.

The Upright Cycle Co., at stand 301, has one of the curiosities of the show in a wheel in which the handle-bars act from the back and are directly at the side of the rider. The idea is not new, but the method of carrying out the intentions is. This wheel is said to have double the strength of the diamond frame and to weigh less. It has nothing in common with the diamond frame. It is claimed to be a great hill climber. Rays' home trainer is also shown.

Van Camp Hardware & Iron Co.

Six wheels ranging from $75 to $100 are shown. Three diamond and three drop-frame, with 1⅛-inch tubing, are on exhibition. Morgan & Wright tires are used exclusively, and the company's own saddles, which bear the same name as the wheel, Alcazar. A 40-pound diamond frame tandem is also shown. T. H. Stewart is in charge. The stand number is 292.

Wales Mfg. Co.

This Wales company is showing the United States wheel, for which it is agent for the east, and the Owl saddles, for which it is agent in the United States, besides a large line of general sundries. Cycle material specialties is what the firm claims to handle, and it has greatly enlarged its business and is booming from the word go. J. Farley Caldwell and P. A. Williams are on the stand, which is crowded with a large line of goods.

Waltham Cycle Mfg. Co.

This concern occupies spaces 108 and 110, where a full line of the famous Orient and Saracen bicycles are shown. Manager James S. Holmes is in charge of the tastefully arranged exhibit, assisted by Chas. A. Allen, Chas. F. Fay, E. W. Swett, G. Fred Royce, Geo. L. Davis, and M. G. Peoli. Pres. C. H. Metz is also on hand and watches, with a twinkle in his eye, the crowds that examine the fine points of the Orient wheels and admire the sign that adorns the booth, a sign, which, by the way, is really the most artistic bit of decoration in the whole show.

Warwick Bicycle Mfg. Co.

Stands 109 and 111 are occupied by the Warwick Bicycle Mfg. Co. A full line of Warwick perfection bicycles is shown by F. F. Tennis, manager of the New York house, Walter Vreeland, Fred Carson, and A. S. Jackson. W. S. Burgess is in the booth also, and shows an ice bicycle constructed for him by the Warwick company. This bicycle is somewhat similar to other ice bicycles in appearance, but is peculiar from the fact that it is so constructed that when the rider's weight is put on the pedals the rear wheel, which is provided with sharp teeth to cut into the ice, carries his weight. As soon as he rests on the saddle the entire weight is carried by the runner, which is provided for the back wheel. In the front forks a runner is substituted for the wheel.

Warwick & Stockton Co.

The Warwick & Stockton Co. display manufacturers' cycle materials. Hubs, pedals, and chains of a special nature are shown. Geo. T. Warwick, Dr. Frank O. Stockton, J. H. Dreyfus, and M. J. Dobler are in charge.

J. J. Warren Co.

A line of saddles, luggage carriers, and belts is shown. Owing to the restrictions placed upon the company by the Garden management, a great many of the manufactured articles of this company could not be shown, many of which—traveling bags, dress suit cases, etc.—are of interest to the trade. W. H. Hayden and B. Elliott look after the comfort of visitors.

Waterbury Watch Co.

The Waterbury company has an attractive stand presided over by a handsome young lady. Messrs. Earing and Dean are also on the stand. Bicycle watches for attachment to the frame by a clamp are shown. A pretty souvenir is given away.

I. A. Weston Co.

Bicycle wheels and parts are handled by this Syracuse concern, which occupies space 201. An exceptionally handsome line of rims is shown. I. A. Weston and C. E. Brayton explain the merits of what is shown.

Western Wheel Works.

In spaces 114-119 is the Western Wheel Works with their line of Crescent bicycles in eighteen different models, from the 18-pound racer to their diamond and drop-frame tandems. They have one bicycle in their exhibit that is more novel than beautiful. It is of wood and was whittled out by a small African admirer of Zimmerman, who lives near Freehold. Manager Day traded a No. 2 Crescent for the handiwork of the colored boy. Pres. R. L. Coleman, Theo. F. Merseles, L. C. Osborn, C. V. Tuthill, W. H. Dougherty, and S. E. Lutz are on hand.

White Sewing Machine Co.

In space 149 the White Sewing Machine Co., of Cleveland, Ohio, shows two styles of men's wheels, listing at $75 and $100, and two styles of ladies' wheels at the same prices. In attendance at the small but tasty booth are Windsor T. White, the vice-president of the company, F. A. Tupper, and E. M. Young. The most noticeable feature of the wheel is the adjustable bars, which, by simply loosening a nut, can be changed into four different positions.

W. W. Whitten Cycle Mfg. Co.

Three of the five models of this company's manufacture are shown in this stand—a racer, a light roadster, and a double diamond tandem. Large tubing, barrel hubs, and other '96 features are incorporated in the wheels. The distinctive point is the construction of the rear forks. These may be called built-up forks, from the fact that an offset is provided by the use of a step-shaped drop forging, which is set into the forks. Short pieces of tubing are set into the small forgings, and terminate in the bottom bracket-lugs. This form of construction is not unlike that used by the Referee a number of years ago. The Vulcan chain and the Lord rim are marketed by this concern. Samples of both are shown at the booth. The Conqueror, the Straus, and Vim tires are used. Manchester W. Weld, Chas. H. Weld, and W. W. Whitten are in attendance.

J. H. Williams & Co.

J. H. Williams & Co., Brooklyn, N. Y., are in space 225. Drop-forgings of cranks, sprockets, frame connections, hubs, pedals, etc., are attractively displayed.

Williamsburg Cork Works.

Armstrong cork grips are shown by the Williamsburg Cork Works at stand 307. These grips are well and favorably known.

Willard & Conroy Mfg. Co.

The Conroy at $85, the Americus at $65, and the Conroy juvenile at $50 are exhibited. This line is a well-known one in the east, and the agents in their rounds do not pass this stand without stopping.

Windle Cycle Co.

The Windle wheel is shown at stand 207 and the onyx finish on several of the models elicits as much admiration here as it did in Chicago. J. T. Mattoon, W. H. Butler, and O. G. Clough are in charge of the exhibit.

Winton Bicycle Co.

The Winton Bicycle Co., of Cleveland, Ohio, has four single machines and three tandems. The Winton is one of the few flush-joint finish machines to be seen at the show. Palmer and M. & W. tires are fitted to the machines in the stand. George H. Brown, E. C. Baker, William Schaaf, and E. H. Chandler are in attendance.

R. H. Wolff & Co.

In spaces 172, 173, 174, 175, 176, 177, and 178 R. H. Wolff & Co., Ltd., are showing their Wolff-American bicycles in various styles, including tandems and the Duplex. They also show a parcel carrier, which is a particularly well made vehicle and should stand all sorts of abuse such as these carriers are subject to. In attendance at the booth are Manager E. P. Hadley, J. W. Murphy, H. B. Ingraham, Charles Newman, and George H. Stout. The booth is one of the most tastefully decorated in the show. In the corner of this booth also, Herbert G. Streat is showing his collapsible bicycle crate, which is designed to be used by the average bicycle rider who wishes to transport his bicycle by train. It is so built that it can be folded up in a very small compass when not in use.

Worcester Cycle Mfg. Co.

Three spaces are occupied by the Worcester Cycle Mfg. Co. The wheels are the same as shown in Chicago with the exception of one of Birdie Munger's creation. This is to all appearances a very light machine, but the real weight, to be vulgar, is a fooler, for the machine weighs 175 pounds. It is solid all through, and was built just to be different from everybody else. People lift it with a great deal of effort, but think they



There are some bicycles which, like Mr. Cudahy's "Pawns of Chance," are veritable

Shuttlecocks of Fortune

The BARNES bicycle is not of that sort. **Its reputation is assured,** because it is built upon honor. No cheap material or unskilled labor is used in its construction.

WISE BUYERS BUY WHITE FLYERS.

The Barnes Cycle Co., Syracuse, N. Y.

Hooker & Co., San Francisco, Cal.
Coast Distributing Agents.

The Knight-Atmore Clothing Co.,
Denver, Colo., Agents for Colorado.

Spaces at New York Cycle Show,
8, 9, and 10.

will lift about eleven pounds. Chas. S. Boyd, president; A. J. Cahill, secretary; Geo. H. Pixley, manager; G. Fred Pollock, Birdie Munger, and Mr. Martin, the latter from Chicago, are on the stand. The latter is said to have closed a deal for a large territory for the wheels of the concern, the amount of the deal being $300,000. Six models of the Boyd and six of the Birdie Special are shown. The Boyd tandem, weighing 35 pounds, a new model with many distinctive features, is shown.

George Worthington Co.

This firm occupies spaces 182 to 184, where are shown Halladay, Adelbert, Ariel, Worthington, Featherstone, and Harvard wheels. Manager H. H. Rudd is in charge of the exhibit, assisted by C. A. Jewett, H. E. Hurlbert, J. W. Gould, F. B. Stage, J. N. Willys, and George B. Newton. The space is attractively arranged and is thronged with visitors.

Yost Mfg. Co.

Spaces 1 and 2 are occupied by the Yost Mfg. Co., of Toledo, Ohio. Eight Falcons are shown in various models and finishes, also the Crabtree Special.

Zenith Cycle Co.

Seven wheels are shown, one of each model, including a double diamond tandem. The Zenith line is fitted throughout with dustproof caps at all bearing points except the head. The hubs are barrel pattern of very large diameter. Vim and M. & W. tires are in use. George H. Harris and H. A. Niles are in charge of the stand.

SHOWN AT THE HOTELS.

NEW YORK, Jan. 22.—One of the concerns showing wheels at the Fifth Avenue Hotel, New York, is the Syracuse Specialty Mfg. Co., of Syracuse, N. Y. Four models of the Frontenac are shown. The standard color of the enamel is russet, and the wheels are built on generally accepted lines for '96, with large tubing and barrel hubs. Among the new features of the line may be mentioned the two-piece cranks and shaft, which set up on a tapered center through the agency of a connecting sleeve and a hexagonal nut on the off side of the hanger, new double tubular fork-crown and a novel adjustable handle-bar, setting up for height with a square-headed bolt in the center of the tee on the top of the connection. A. R. Dickinson, the president of the concern, is in charge of the exhibit and is assisted by George Lloyd, L. F. Post, and Frederick Allen.

The National Sewing Machine Co.'s Belvideres and Eldridges are shown by H. Boker & Co., New York City, at the Fifth Avenue Hotel. Messrs. Boker & Co. also show a line of the Boker I X L wheels, listing at $85. Twenty-two styles of lamps and a full assortment of sundries is on show. The gentlemen in attendance are A. C. Thompson, A. H. Funke, Thomas Ellis, E. White, R. C. Murphy, H. C. Rotenbury, and S. Loughman.

Adams & Westlake secured a space in Madison Square Garden, but it was so small that they could not make a creditable display, and so F. B. Jones, who represents Adams & Westlake at the show, determined to look around for better quarters. He secured the restaurant in the St. James Hotel and has fitted it up in a most luxurious manner. Here he is showing a complete line of Adlakes, and it is safe to say that he is doing more business than if he had showed at the Garden.

NOTES ON THE SHOW.

H. E. Raymond Interviewed.

Ex-Chairman Raymond returned from Europe in time to make a hurried trip to Chicago and then back to the New York show. His trip benefitted him in health, and he took on many of the ways of the country which he visited, principally England, so his friends tell him. "I did not sell 100,000 wheels," said Mr. Raymond, "nor did I sell the greater part of our output, nor one-half of it. I made a good connection over there, however, and this will result in good. What do I think of the foreign chances for the American wheels? Well, I will tell you. There is still some prejudice against the American wheels in England, but that will all wear away in time. In France and in Italy there is an excellent chance for a good business in the very near future, for they like our American wheels. It is a business well worth looking after. I am well pleased with the results of the trip. Lonnie Warren was over there, not altogether for us, but still in our employ. He had charge of my exhibit at the Paris Cycle Show. I was there, but took care of the trade at my room in the hotel. Did I talk French? No, I did not, but I had an interpreter."

"What do you think of the racing situation in this country?" was asked.

"I think there will be three classes; that some of the makers will support professionalism, undoubtedly; that others will support Class B, and I suppose that, unless good attention is paid to the subject, they will still continue to subsidize the Class A men. When I said that the men knew which side their bread was buttered on when they preferred Class B to professionalism, I meant that none of the big men of the business would employ professionals, and I do not see that the attitude of these men is changed in the slightest. I think that it is dangerous to run the three-class system as a regular thing on the national circuit, owing to the fact that the makers will feel that they will have to be represented in the professional and the B classes, and this will increase the expense to such an extent that they will drop down and out. I do not doubt that there will be teams in plenty another year, for competition in racing will always continue. I think that Mr. Gideon has made some wise suggestions, and shall look with interest for the outcome."

If Murphy is Reinstated.

Charley Murphy has received some very flattering offers from abroad and may decide to accept them. He has also had offers in this country, providing, of course he is reinstated, as he thinks he will be when his case is presented to the Racing Board. Murphy is gathering the evidence for the National Assembly meeting. His plan of riding a mile straightaway behind an engine will be carried out in the early spring. The Southern Pacific railroad has again opened negotiations with him and will be prepared to lay the 1½ miles of special road between the rails and to provide the pacemakers as soon as spring opens. Murphy is wearing more diamonds nowadays than he ever wore before, and is prepared to show every prize he won last season at any time he is called upon. He says that he understands the Racing Board may call on the racing men at almost any time to show their prizes for the past season. He has a five-diamond finger ring, a five-diamond scarf-pin, and a couple of rings in sight at the show.

Were not in a Hurry.

Work was carried on all Friday night in Madison Square Garden, especially the work on the electric signs. At 10 o'clock most of the stands had been carpeted, that is, the main stands, and the workmen were not hurrying. It did not seem much like Chicago in this respect, for in Chicago there was barely a stand that had not a hustler within its confines, and every man on the jump. One beauty of the New York manner of running business, due to the trained corps of workmen around the building, was the great cleanliness seen at all times in the stand and in the exhibits. Every scrap of paper was grabbed almost as it dropped, and crates disappeared, all properly marked, as if by magic. Aisles were clean, and this robbed the show of much of the extremely busy and also dirty appearance of Chicago in the days of preparation. The Rambler, Stearns, Fowler, and a few other exhibits were being worked on Friday night at midnight. Some of the small exhibits were in order at that time.

His Napoleon was Too Fast.

A gentleman recently called on the Jenkins Cycle Co., of Chicago. He had ridden a light Napoleon racing wheel for a year. His weight was 172 pounds and the weight of the wheel was 17½ pounds. He wanted a heavier wheel, for, said he, "I am not a scorcher and this wheel gets away from me. I give only four shoves of the pedal when on the road and I go by everybody within reaching distance of me. I want a wheel that runs harder, or one that I can check the speed of. I think a heavier wheel will be all right." He went on further to say that he found it impossible to ride slowly on his Napoleon and that he was frightened at the speed the wheel seemed to want to carry him. He was accommodated with as heavy a wheel as the firm makes. Mr. Jenkins brought the wheel to the New York show with him. He had no space, but had little difficulty in finding people who wanted to see the real curiosity.

Small, but Valuable.

Retailers of the city had stands in the upper galleries and seemed to be doing a good business. These stands are only about five feet square and are so small that some of the exhibitors could not turn around. Nevertheless, they say that these stands pay them.

The boxes at the show reserved for the use of the men on the bicycle papers and others during the week are of great convenience. Here the visitors, with whom the novelty of the cycle show had worn off after attendance at so many cycle shows that were all alike, could assemble for a sociable gathering and watch the crowd below them, while they enjoyed themselves. Every box had its full quota of occupants all the evening, even on the first night, and as the week advances they will be appreciated more and more. The seats in the galleries are very comfortable, and in these the visitors gather from time to time for a comfortable smoke and chat away from the madding crowd. No such places were provided at the Chicago show, although they would have been welcomed at that great exhibition.

Planning a Transcontinental Ride.

Frank Waller, the Dutchman, was at the show, laying plans for a transcontinental ride for record. Waller expects to start some time in May from 'Frisco end and come to New York. He may do the ride in thirty-five days, he says, but thinks that it is safe to say he will ride i in fifty, that being just one week less than record time. Waller will ride for two newspapers, one at each end of the route, and will be checked at both ends of the line by wire and by correspondents of the papers at each station. He will have, besides the two correspondents, two pacemakers, who will help him along in rough times and during the nights. Waller has a national and world-wide reputation for pluck and perseverance in these long rides, and will probably succeed in his attempt.

Club Rowdyism Manifest.

The club element of the effete east is quite as boyish as that of the wild west. On the opening night in New York the club element asserted itself in the usual way. Club yells were given right and left, and life was made disagreeable for all who came in contact with the men of the clubs as they forced their way through the crowded aisles. Several clubs seemed to be present and appeared to be vying with one another as to the noise that could be made. One of the clubs was headed by a bagpipe, and the music from this was maintained after the orchestra had begun playing. Respectable

It's easy to make a Saddle

of bright metal and leather, but

Mesinger Saddles

are made by men who have spent their lives building all kinds of saddles, and in combination with surgical aid have produced a saddle not only handsome, comfortable, and durable, but hygienic and safe from a medical standpoint, as there is no pressure upon the perineum.

MEN'S



BOYS'

The manufacturer of your wheel will put it on, if you **insist.**

It costs a little more, but!!!

WOMEN'S



GIRLS'

Discount to the trade. Send for catalogue.

Price, $4.00.

Rattan first to make the seat firm but elastic; then felt to soften; then leather to waterproof and make durable, **and a V-shaped aperture cut through both felt and leather to relieve all injurious pressure.**
Samples sent on 10 days' approval at our expense.

HULBERT BROS. & CO.

26 West 23d Street, New York City,

Manufacturers of Firearms, Majestic Bicycle, Sundries, and Sporting Goods.

people who tried to make their way through the aisles when a club had the right of way, secured by simultaneous shoving, gave up the trying in disgust and retired until the disturbing element had quieted down.

George Banker at the Show.

George Banker was at the show early on Saturday and stayed late every night, renewing old friendships. He is looking better than he ever looked before, and says that he is feeling much finer. He is talking French like a native and says that France is a fine country. Banker is not determined upon his action regarding riding in the future. He may go abroad again, but says that he has many very good offers on this side of the water. He is anxious to stay in America for a year of racing, providing there is money enough in it, and will decide before the close of the present show. He says that last year was a most successful one for him, and that his success could not have been better or more to his liking. He will continue to race until his ability deserts him.

Madison Square Garden Crowded.

It is said that but seventy-one makers were missing at the Chicago show. All of the absent ones were small firms. The number of exhibitors at New York is 400, and there are numbers looking for spaces at any cost, some of the latter being by no means as small as they might be in the bicycle world. On Friday night a number were around the building bidding high for spaces. From $75 to $125 premium was the offer for $75 spaces, and these were not obtainable at that. Madison Square Garden was not large enough and every inch of available space was in use. In two years the space for exhibitors has been enlarged until now it takes in all but the roof. The tiers of seats have given place to terraces along which the smaller exhibitors are placed. Regarding the spaces away up on the third tier, William Herrick, of Morgan & Wright, said that few except competitors would be seen there. In the crowded condition of the lower aisles during the week the relief to find space where it is not packed to suffocation will give all of the gallery spaces their full quota of visitors.

Bald's Coming Announcement.

Edward "Cannon" Bald says that before the end of the week he will have an announcement to make of his connection for the coming season. It is very probable, although Bald does not say so, that the great rider will continue his connection with the Columbia, with which he has become so closely allied during the past season. He will go to California to train in March and says that he hopes the national circuit will start in California in the spring. He will try to go through the entire circuit without a rest. Bald shows improvement through the rest that he has had, and says that he is taking better care of himself than he has in any previous winter.

The Syracuse Cycle Co. found the rug which was taken from its exhibit at the Chicago show after the closing. It had been taken into the gallery by the thief, and when the reward was offered it was returned to Field's, where it was purchased. The rug was valued at $250, and since the show the Syracuse Cycle Co. has heard from three men, who claim to have won the reward. All say that the writer found the article and returned it and so forth, and the question of the finder will never be settled. Mr. Hawley may divide the money among the three.

Represent a Big Fortune.

Five exhibitors in a line across the center of the building are as follows: Syracuse, four spaces; Gormully & Jeffery, eight spaces; Spalding, eight spaces; Stearns, eight spaces; Fowler, four spaces. Directly across the aisle, the main cross aisle of the show, are the Indiana Bicycle Co., four spaces; Eagle Bicycle Mfg. Co., six spaces; Pope Mfg. Co., eight spaces; Liberty, three spaces; and the St. Louis R. & W. G. Co., three spaces. The combined wealth of this aggregation of the bone and sinew of the business would probably mount well into the millions. The grouping together of so many of the big-wigs of the business is commented on. The group made an effective center-piece.

A Strong Contrast.

The Fowler company and the St. Louis Refrigerator & Wooden Gutter Co. occupy stands on the north side of the building and directly opposite each other, backing up against the first tier of the gallery spaces. The entrance to the Machinery Hall separated them. The Fowler company's stand is as bright as it can be, without actually being gaudy, while the stand of the St. Louis concern is dark and solemn, rails, background, and every article of decoration being black, the better, of course, to set off the Lu-mi-num and its bright finish. Some one said that the Fowler stand represented a wedding, the other a funeral. Both were effective displays.

Garford Will Make Brown Saddles.

The Brown Saddle Co., formerly of Denver, has changed hands, and the headquarters have been moved to Elyria. A. L. Garford is now the president, S. B. Leonard, vice-president, and Mr. Follansbee, secretary and treasurer. The saddle-tops will continue to be made in the Denver factory, which will be retained by the company. Mr. Garford believes there is a great future for this saddle, and that it will meet the wants of a large proportion of riders who desire a saddle without a spring. He will make them extensively this season, both for racing and for ordinary riding, and they will be pushed vigorously.

A Novelty in Cyclometers.

The Standard Watch Co. is placing on the market a novelty in cyclometers which is strictly high-grade, as are all of their products. This new instrument is known as the Standard high-grade cyclometer, and weighs 1½ ounces. It is the size of a half-dollar, and registers from ⅛ mile to 10,000 miles. The interference at the spoke attachment is of wood pulp instead of rubber, and is very neat and small. The cyclometer will list at $1.75.

Is a Strict Doorkeeper.

The Irishman at the back door of Madison Square Garden has had an acquaintanceship with the wheelmen that has lasted over many years. He will not be cajoled into allowing a man to enter the exhibitors' door without showing a ticket. This is final with him, and he stands by it, except to the slickest at the game, and if they get by once without showing a ticket it is dollars to doughnuts that they never get by again. If the Irishman could be worked, the thousands that would pass him at that door would soon increase to tens of thousands.

Sympathy for Zimmy.

The news that Zimmerman was sick and might come home at once, which was wired all over the United States on Saturday, was received by his friends with regret, and all expressed sympathy with the Skeeter in his trouble. None could be found who wished to see the return of the man as the result of his failure, for all believed him still capable of leading the professionals in this country today, or at least of holding his own with the best of them.

The Columbia Light Artillery Wheel.

The Columbia wheel with a Colt quick-firing gun arranged at the front, on a stand that was made a part of the wheel, attracted very general attention. With this gun it is said a party of wheelmen could clear a street on the run and that without much trouble. The gun is easily loaded and is very rapid in its action. It is directly in front of the handle-bars on the machine. The weight of the contrivance is thirty pounds.

Talk of the Sextuplet.

The opinions of the sextuplet expressed by the people as they passed the stand where it is shown would fill a book easy enough. "I do not believe that that was ever built to be ridden," said one. "That is an ornament," said another. "I would hate to risk a chance on that," said some one else, and like expressions kept the faces of the exhibitors wreathed in smiles all the time.

Freaks are Missing.

The absence of freaks at this show is very marked. The comments of the papers upon those in Chicago may have had something to do with this. The fat men are missing because none of the people employing this method of advertising have exhibits here. The tall negro is absent, the Adams & Westlake Co. having no booth here, and the dogs are not seen, the people that showed these at Chicago being also absent. In the Syracuse exhibit, Chief With-a-long-name holds forth, but on account of the method of advertising adopted by this firm and the decorations of the booth this is not considered out of place. The Chinamen are not present with the Stearns exhibit, and Fred Van Sicklen has not his editorial eyrie on high. Other features of the Chicago show are absent.

Wheel and Tire Exhibits Separated.

A division of the wheel and tire exhibits has been made in the building, wheels covering the main floor and the tire companies being on the first and second galleries. The Palmer Tire Co. is in the gallery at the head of first flight of stairs to the left of the entrance, and the Morgan & Wright exhibit or reception room is diagonally across the hall. Both are in the first gallery. The Vim tire is shown in the second gallery on the left side of the building as you enter, and the New York tire is also in the galleries, as are several other tires.

Advertising Mediums are Ruled Out.

No papers are allowed to be distributed in the building and the Fowler people were prevented from issuing the daily *Fowler Truth* because it contained other advertising matter than their own. Editor Fred Van-Sicklen was sorely disappointed, and may decide to put out the paper without the advertising features which made it a profitable investment at the Chicago show. He had prepared a number of special articles for the daily editions. It is said that it will be against the rules to give out the regular cycling papers at the show, and if this is the case the exhibitors may kick.

The Relative Size.

Chicago had five aisles in the main building, each of which were twelve feet wide. New York has four aisles and these are nine feet wide. Chicago had aisles that were one-third as long again as those of Madison Square Garden. This will make some difference of opinion as to the relative sizes of the crowds reported. The additional space in the galleries and in Machinery Hall will make up perhaps and give New York as much aisle space as Chicago had, and again it may not. It is said that the crowd on the opening night was not over 6,000, and the building was almost as crowded as was Tattersall's in Chicago on Friday night, when there were 11,000 actual paid admissions, which did not include the thousands of complimentary and season ticket admissions.

The Stearns Tandem.

The Stearns tandem is a distinct novelty. It is a product of the brains of Mr. Stearns and Frank Riggs, and contains a number of features not seen in other tandems. The front chain is contained within the frame and is out of the way, running to the rear sprocket-wheel between two of the connecting bars. The sprocket-wheels over which this chain runs are of the same s ze, and the action is all on the rear gear wheel, the large center

You Will Admit

That the public in general is rapidly becoming better qualified to judge of the individual merits of the various makes of bicycles. As a result, the prospective purchaser of 1896 will be unlikely to pay $100 for a wheel that is a counterpart of the repair shop product. His choice must be distinctively high grade, and the day has passed when crank keys, outside frame joints, and innumerable bolts and nuts are countenanced on high-grade bicycles.

The March, BICYCLES

are distinctive—distinctive because of the novel features embodied in their construction. It can no longer be said that all bicycles are alike—that all bicycles look alike.

THE MARCH-DAVIS CYCLE CO.,

FACTORY AND OFFICE: WEST NORTH AVENUE AND WEST 44th STREET,

Or Hermosa Station on Chicago, Milwaukee & St. Paul R. R., Union Depot.

CHICAGO, ILL., U. S. A.

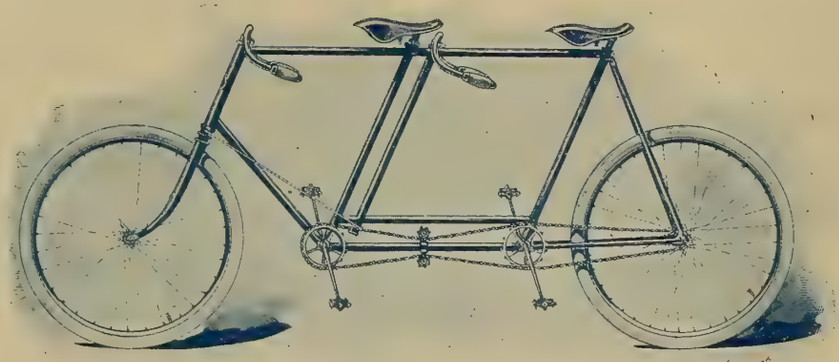
Branch Houses:

NEW YORK.
SAN FRANCISCO, CAL.
LOS ANGELES, CAL.

Phillips & Buttorff Mfg. Co., Nashville, Tenn., Distributing Agents for the South.
F. M. Smith & Bro., St. Paul, Minn., General Agents Minnesota, The Dakotas.
L. C. Jandorf & Co., New York City.
Wm. M. Justice & Co., Pittsburg, Pa.
Oscar S. Lear, Columbus, Ohio.
Adams & Hart, Grand Rapids, Mich.
J. B. Sickles Saddlery Co., St. Louis, Mo.
Novelty Bicycle Works, Rochester, N. Y.

THE SURPRISE O

MODEL No. 5.



D. D. Tandem. Weight, 36 Pounds.

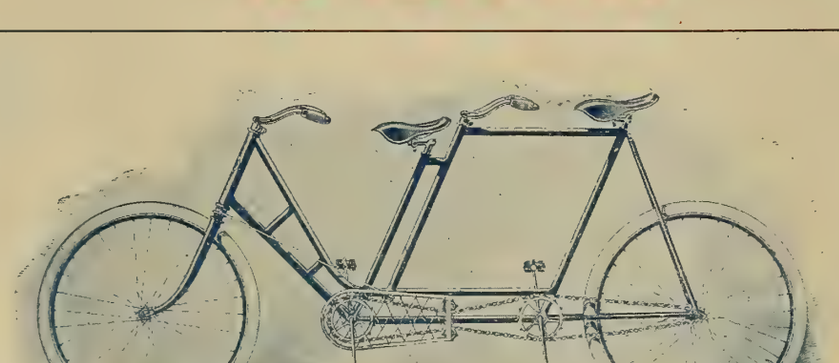
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Have you seen Th

You could hear it
jobbers, a

THE WORL

MODEL No. 6.



Combination Tandem. Weight, 38 Pounds.

JOHNNY JOHNS
are with us; others

We are Hustlers

If you fil

ARNOLD, SCHWINN & CO.

Pacific Coast Depot:

HOOKER & CO., San Francisco, Cal.

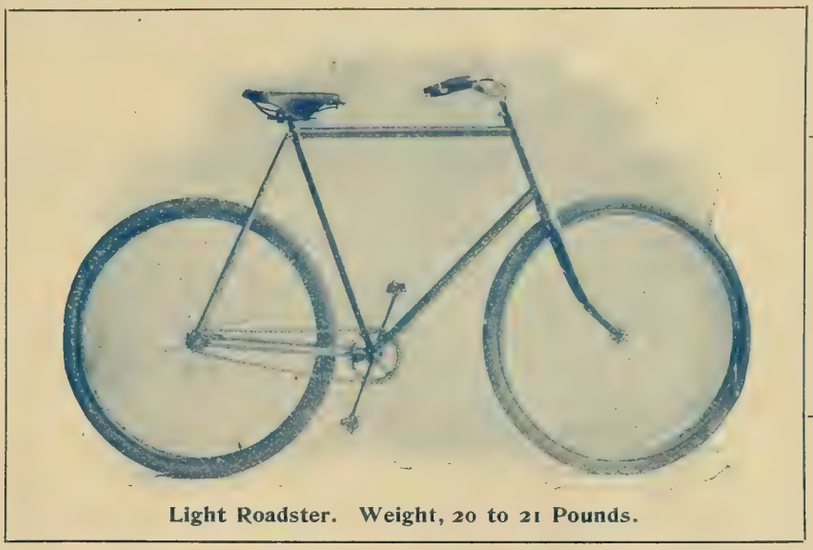
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F THE NEW YEAR

F THE SHOW,
OLLY."

World?—A Beauty.

all sides, from makers,
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Light Roadster. Weight, 20 to 21 Pounds.

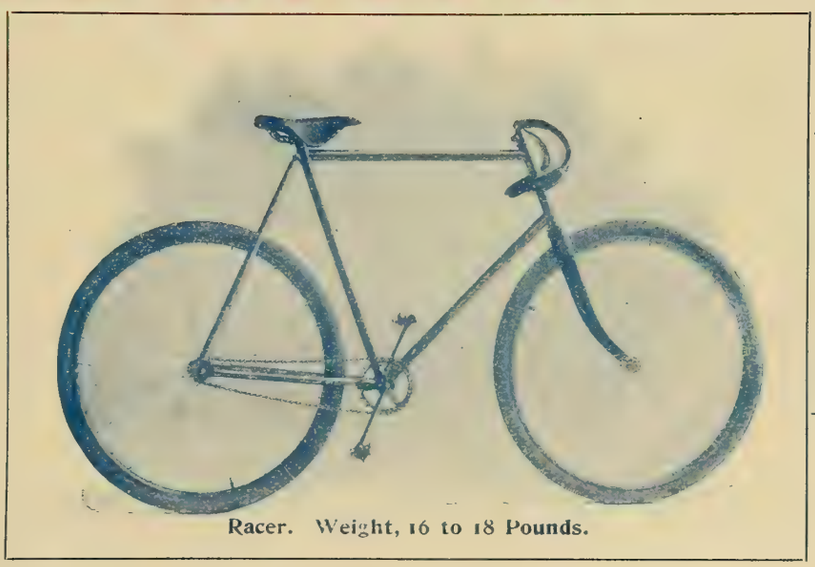
MODEL No. 2.

LD CYCLES

ON AND T. W. ECK
to follow. "Surprises."

and want Hustlers.

he bill, write.



Racer. Weight, 16 to 18 Pounds.

MODEL No. 3.

We will deliver Machines promptly on Order.
Agents, write for Terms and Catalogues.

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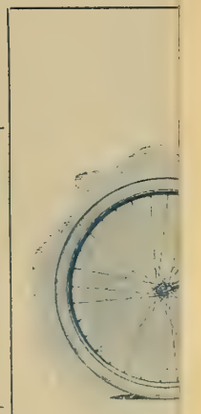


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MODEL No. 5.



MODEL No. 6.



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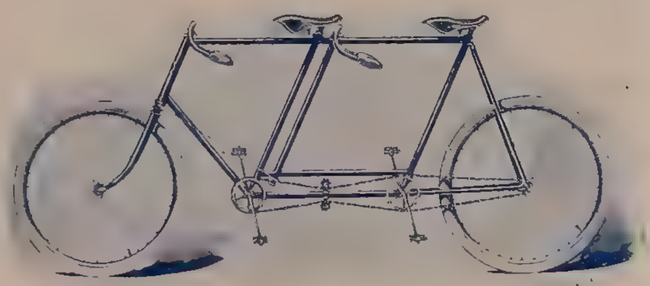
HOOKER & CO., San

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THE BEARINGS
A Cycling Authority Always

THE SURPRISE OF THE NEW YEAR

MODEL No. 5.



D. D. Tandem. Weight, 36 Pounds.

THE HIT OF THE SHOW, AND NO "JOLLY."

Have you seen The World? A Beauty.

You could hear it on all sides, from makers, jobbers, agents, and riders.

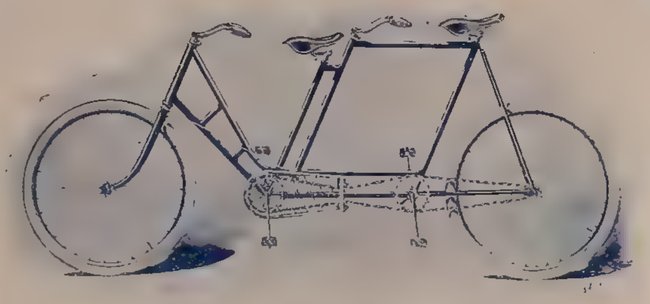
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Mention The Bearings.

Windsor BICYCLES

A GREAT YEAR

PLENTY OF GOLD WILL COME
BACK TO PAY FOR THE THOUSANDS
OF SUPERB

Windsor BICYCLES

OUR AGENTS WILL SEE GOOD
TIMES THIS YEAR.

Sieg and Walpole Mfg Co
KENOSHA WIS

BRANCH HOUSES: Chicago, Milwaukee, Los Angeles, Cal., Portland, Ore.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor BICYCLES

sprocket-wheel. This removes the first outside chain and permits of a narrower tread in front and back and gives greater strength. The action is very smooth. The tandem also has a detachable bar of the same size as the other tubing of the machine, and thus the wheel is interchangeable from a men's to a combination tandem.

The Physician's Saddle.

Charles Pierrez, a brother of J. C. Pierrez, of the Columbia Rubber Works, is pushing the Physician's saddle at the show. The advantages of this saddle are that it prevents chafing and does not injure the tender portions of the body. It also reduces perspiration, keeping the body cool. Its width at the pommel can be adjusted to suit riders of different build. It is light in weight and is being used extensively around New York. The saddle is pneumatic, with an open center.

Wolff War Cycles.

The New York state militia is said to have adopted the Wo lff Duplex with the cannon attachment for use in time of riots and for other uses of war. Two of these machines are shown, one with a howitzer and one with a Maxim gun. Both are much admired for their evident utility for the purpose intended.

Freak Wheels.

It is the fashion to have some freak machine that was "built by a farmer's boy" down in some country town and was ridden with apparent pleasure. One of the exhibitors has such a freak, which has been labeled, "Spokeless wheel. Not patented. Large tubing, hose-pipe tires, keyless cranks; built in Monmouth, N. J., and ridden, apparently, with enjoyment." There are several of these wheels around the show.

An Appreciated Convenience.

The Quill Club rooms are a great convenience to all the newspaper men, and the liquid refreshments and cigars which are always at hand are much appreciated. None but members and their friends are allowed to enter, and work may be done there to good purpose. Secretary Macfarland is always on hand to see that all have a good time, and a "cullud ge'man" serves refreshments with a free hand.

The Band at a Disadvantage.

The acoustic properties of Madison Square Garden are not so good as those of Tattersall's, and the band can not be as distinctly heard in all parts of the building as was the case in Chicago. The band is located off to one side in the boxes, and is at a disadvantage on this account.

One of the clubs at the show, on Saturday night, placed collection boxes on the end of canes and umbrellas and reached these over the heads of the crowd for the souvenirs and catalogues. The scheme was a novel one, but, as there were scores of the club men to be satisfied, the dealer who started to feed the hungry maws soon gave up the hopeless task, and the boxes oftentimes went back empty.

A. Schrader, the valve man, of A. Schrader's Son, of New York, was at the show. He is to the valve trade what Howard is to the watch trade. He makes valves for all of the prominent makes of tires, and is the exclusive builder of the Palmer valve, of which he says he is very proud.

Geo. B. Cobb, the New York racing man, has entered the manufacturing trade and is making the high-grade Jersey bicycle. The firm is styled the New Jersey Stamping Works, and has headquarters at Plainfield.

F. E. Sparks, of Chicago, who has been seen for eleven years behind the counter of the John Wilkinson Co., of Chicago, is now with the M. & M. W. Co., of Chicago, and was present at the New York show.

The circus left behind a smell in the basement where the machinery exhibits were placed, and a number of the exhibitors were a little disposed to kick.

Fred Patee was round the show on Friday night offering fancy prices for any space he could get. He offered to give $200 for a $75 space.

The Barnes Cycle Co. has two very pretty little girls dressed in pure white, distributing souvenirs.

CYCLE BOARD OF TRADE MEETING.

NEW YORK, Jan. 22.—The National Cycle Board of Trade met at noon today at Madison Square Garden, pursuant to call. President Spalding was in the chair. This was the meeting adjourned from January 15. Minutes of the previous meeting were read and approved. The annual report of the president was presented, and inasmuch as this had been issued in pamphlet form, the reading was dispensed with. A nominating committee was appointed to present the names for the election of a board of directors. Adjournment was then taken for lunch.

In the afternoon Chairman Lovell, of the nominating committee, presented the following names for directors: R. L. Coleman, New York; R. P. Gormully, Chicago; A. L. Garford, Elyria; G. H. Day, New York; A. G. Spalding, Chicago; C. W. Dickerson, Chicago; E. C. Stearns, Syracuse; C. S. Dykeman, Torrington, Conn.; Jos. McKee, Lyndhurst; W. F. Wilson, New York; C. F. Smith, Indianapolis; W. J. Bruff, Brooklyn; W. A. Redding, New York.

Kirk Brown Speaks.

Kirk Brown arose to a question and asked that the rules be suspended, and that associate members be given the right to membership by the acquirement of stock. He was ruled out of order by the chairman. The question was put and the ruling of the president was sustained by 517 votes for to 314 against. There were 105 votes present that refused to vote either way. Further nominations were made as follows: R. S. Crawford, Hagerstown; J. C. Bowe, Syracuse; C. H. Funnell, Buffalo; F. N. White, New York; Jos. L. Yost, Toledo; Henry Crowther and A. Kennedy-Child declined. Some one moved that every other stockholder of the Cycle Board of Trade be placed in nomination, this caused much laughter, but was not carried. It was moved and carried that the nominations close.

The Nominees Interviewed.

A move was then made toward securing the opinions from the nominees on subjects of general interest to the members who had these men to elect. C. W. Dickerson said he could see no harm in this, and said he was willing to tell what he thought of the Board of Trade. Kirk Brown brought up his letter and the replies to it, about forty being received from 125 letters sent out. This letter appeared in THE BEARINGS recently. Mr. Brown was cheered when in answer to a question from the chair he said he had found no active opposition on the part of Cycle Board of Trade members toward relinquishing shares of stock. Some had been lukewarm. The motion was made by Mr. Simpson that it be the sense of the meeting that some provision be made for the appropriation of stock, either by increasing the stock or by surrender of stock by members, so that associate members may become active members

To Give Associate Members a Chance.

Mr. Brown opposed the increase of stock, but advocated the surrender of stock. Mr. Simpson amended his motion to create an equalization of stock. Mr. Dickerson proposed that all concerns relinquish stock to average up five shares each, allowing two hundred concerns as members, when this stock was taken. Mr. Dickerson then proposed to increase the stock. Mr. Spalding advocated an equalization or increase of capital stock to $20,000, and the sale of stock to a certain limit. Mr. Dickerson's amendment was seconded. Mr. Spalding gave as information the fact that the Cycle Board of Trade would have ample funds within two weeks, and would turn over some $40,000 to the new board.

Mr. Dickerson's resolution, seconded by Kirk Brown, was as follows:

Resolved, That it is the sense of this meeting that the present stock be turned into the treasury, and reapportioned to the present stockholders at the rate of five shares for each firm, and the balance be apportioned to any of the associate membership who may desire it to the amount of five shares for each firm, the stock so returned to be paid for at least at the same price for which it was originally purchased.

Dickerson's Resolution Passed.

This was voted for by call, and resulted as follows: Affirmative, 421; negative, 145; affirmative, if all affirmative, 170; absent votes, 264. By a rising vote, which was unanimous, Mr. Spalding was given a vote of thanks for the able manner in which he had conducted the affairs of the board. Mr. Spalding replied in a very cordial manner, thanking the members.

Mr. Crowther attacked the matter of cycle shows, at least national shows with exorbitant charges. He said it was nice to have $40,000 in the treasury, but that he for one objected to paying out so much for shows. Crowther presented resolutions condemning the shows, signed by all but one of Cleveland's makers. Mr. Crowther advised an earlier show, in November or thereabouts, if shows were to be held. He moved that this be referred to the incoming board. This was carried.

The New Directors.

The committee reported the following vote for directors: W. A. Redding, 770; A. G. Spalding, 752; C. F. Smith, 737; E. C. Stearns, 732; E. J. Day, 695; R. P. Gormully, 685; C. W. Dickerson, 611; R. L. Coleman, 610; Jos. L. Yost, 605; A. L. Garford, 567; Joseph McKee, 557; W. J. Bruff, 547; W. L. Wilson, 505; R. L. Crawford, 460; C. H. Gunnell, 369; Walter Measure, 350; F. N. White, 244; J. C. Bowe, 218; C. S. Dykeman, 27; H. A. Lozier, 10.

The first thirteen were declared elected. The meeting adjourned till Friday and the new board of directors met in secret session.

The directors adjourned till Thursday, after reading the minutes.

A FOWLER MISSIONARY TOUR.

The Fowler Cycle Co., of Chicago, makers of the much advertised truss-frame bicycles, is about to spring a surprise upon the cycling trade. The plan as outlined is a tour of the United States and Mexico, with stoppages at all the cities where Fowler agents are located. S. N. Fowler and Advertising Manager F. W. Van Sicklen, of the Fowler company, compose the traveling party, and they will take with them the sextuplet which has been one of the leading attractions at the cycle show. The *Daily Fowler Truth* will be published en route, two editions being printed daily in Mexico, one in English and the other in Mexican. The tour will probably commence immediately after the New York Cycle Show, the route as far as completed reading as follows: Philadelphia, Minneapolis, Omaha, St. Louis, Kansas City, Denver, Salt Lake City, San Francisco, Los Angeles, and City of Mexico. From three days to a week will be spent in each city. On the way back it is possible that the following cities will be added to the list: New Orleans, Memphis, Nashville, Jacksonville, Louisville, Charleston, Wilmington, Boston, Baltimore, Pittsburg, Cleveland, Marion, Detroit, and Milwaukee. The motto adopted for the occasion will be "Fowler agents are treated right."

THE BEARINGS
The Cycling Authority of America

The Fowler Truth

Vol. IV. CHICAGO, JANUARY 23, 1896. No. 21.

Published every Thursday by

The Fowler Cycle Mfg. Co.

Makers of "Fowler" Bicycles.

Main Office and Factory,

142-148 W. Washington St., Chicago.

New England Branch, No. 8 Park Square, Boston, Mass.

New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.

ILLUSTRATOR, CHARLES A. COX.

SUCCESS IN NEW YORK.

Hardly had we placed our names on the hotel register in New York last week, before we were called upon by a party of curiosity seekers who wanted a glance at the Fowler sextuplet. We told them that we didn't have it with us at the time, but to wait until the opening of the Madison Square Garden Cycle Show, where we would exhibit not only the sextuplet, but the high-finish truss frames, Chicago hustle and all. We were as good as our word, and tonight (Tuesday) the entire city is literally Fowler mad. Our fame had preceded us to Gotham, but now, with the real thing present in addition to the renown, we can truthfully state, "they are ours."

WE ARE SUPPRESSED.

The "Daily Fowler Truth," after its sparkling—even dazzling—career at the Chicago show, was turned down by the Madison Square Garden Show management. They wouldn't let us publish the "Truth" in New York, and many a disappointed seeker after that choice morsel turned away from the Fowler stands during the week upon being told why the "Fowler Daily" was missing.

ON TO DENVER.

Denver next, and then to Boston. Two big jumps, but Fowler moves are always big, and this is only in keeping with the usual style. We shall be at the Denver Cycle Show with bells on, sextuplet, and "Daily Fowler Truth" in all their glory. At the Boston Cycle Show, February 15 to 22, the Fowler will make a dent such as will take centuries for those who allowed us to grow up to recover from.

MATCHED AGAINST THE EMPIRE EXPRESS.

Tuesday we arranged for a one-half-mile flying start race between the Fowler sextuplet and old "999," the Empire State express, which has a record of one mile in 37 seconds. The course has not yet been selected, but will be three miles straightaway, and of specially laid asphalt. Six of the fastest men alive will propel the big machine and when it's all over, if we are beaten, old "999" will know that something extraordinary has happened. The race will occur some time in April next.

CHICAGOANS PROUD OF THE FOWLER.

During the week we were repeatedly saluted with such remarks as "That sign there (made famous by Chicago hustle) is enough to thrill any Chicagoan with downright pride." The Fowler is doing grand service as a model of Chicago and her relentless go-aheaditiveness.

...True Blue...

The

Fowler Sextuplet

(The frame tells the name)

Like the smaller members
of the Fowler family,

Has won the Hearts of the Public
at a single bound.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ADVERTISERS, PLEASE NOTE.

Copy for our issue of February 6, the first issue of the new form, should reach our office not later than February 1.

All advertisements for which new copy or changes have not been received by that time will be reset to new size—it is as easy to set new ads as to reset the old ones—and we hope every advertiser will take advantage of this opportunity to rearrange his advertisement.

You will confer a great favor on the publishers if you will immediately send in your copy for February 6 issue, so that our composing room will not be unduly taxed at that time.

Remember we will reduce, at our own expense, all special cuts of borders, fancy lines, etc. If we have none of your small cuts, kindly forward them to us at once.

AGENCIES IN SOUTHERN CALIFORNIA.

Los Angeles is the Distributing Center for an Immense Territory—Her Dealers and the Wheels They Handle.

LOS ANGELES, CAL., Jan. 17.—Much of the bicycle business of California, including Arizona and northwest Mexico, is handled from Los Angeles, which city is the natural business center of that part of the Pacific coast commonly known as southern California.

Branch houses of the larger factories are being established in Los Angeles, as well as at San Francisco and Portland, for the natural southwest is a big field, and in many ways excels Portland's back country, and in most ways equals San Francisco's territory, though not as yet so thickly settled. Of the 20,000 bicycles sold in California in 1895, nearly half were sold in southern California, while nearly 2,000 wheels were disposed of in the adjacent territory of Arizona and lower California.

The New Overman Branch House.

The oldest branch house in Los Angeles is that of the Overman Wheel Co. It has been located for several years on S. Main Street, in the Westminster Hotel Block, but has just removed to a splendid new store on the new Cycle Row, two blocks west, at 421 S. Broadway. C. C. Ashley has been manager for several years, and he said to THE BEARINGS correspondent this week that he was nicely settled in the new store and well pleased with present business. This store is 22x120 feet, with a large basement. The show windows are ever more attractive than those at the old stand. The 1896 Victors are selling well, and the sporting-goods trade is constantly increasing. Only a few '95 wheels are left, while the repairing business has constantly grown, Foreman Collins having established a reputation for the house in extra fine work. Carl McStay is the traveling man, and Chas. E. Capito, for several years Victor agent at Ventura and Santa Paula, is now floor salesman.

Success of the March Wheels.

A few doors south of the Victor House is the branch house of the March Cycle Co. W. J. Hill, a hustling Chicagoan, is in charge of the establishment at 431 S. Broadway, and J. G. French, Pacific coast representative of the March, also has an office there. The March has had a splendid business in both northern and southern California, on account of its merits, while on the track it has shown up against all comers. Fully 1,000 wheels of the '95 pattern have gone into use in California during the season, and the popularity of the pink and blue is pleasing to its agents.

The March has won most of the Class A races north and south, while about half of the class A prizes and those of road races have gone to the riders of the March with their pink suits. Floyd McFarland, of the San Jose Road Club, with his Zimmerman form, has taken first place in most of the Class A races in which he has ridden, and he says the March is the fastest wheel. Whitman, Hewett, Cox, King, Newcomb, and other Class A men in the south, and McFarland, Nissen, Wing, and Squies, up north, have carried the pink and blue to victory often in record time. Billy Burke, Casey Castleman, and other Class B men have also shown up the speed of the March.

The Rambler Branch House Closed.

The Rambler has had a good sale in California, as its good points have been well backed by Tom Varney's original advertising. Mr. Varney withdrew his big racing team in April, but many races have since been won on those copper rims, with orange suit riders. Last fall Walter F. Foster, who is general manager for Thos. H. B. Varney, took a little vacation and made a whole string of world's records on an old horse track, "just to keep his feet in." Down here in southern California Class A men in the crack local club, the Roamers, established a corner in novice races, using Ramblers, by winning most of the novice races throughout the section.

The branch house of the Rambler here in Los Angeles was closed up last month by Mr. Varney on account of a change of policy, and the wholesale business for southern California and Arizona will hereafter be handled from San Francisco, while the Rambler will be sold locally by an agency. Several dealers are after this desirable agency, but it has not been given yet. The California sales of the Rambler in 1895 were over 3,000, while the 1896 model has been going out for about a month.

The Columbia Agency.

The Columbia has a branch house in San Francisco which supplies the northern part of the state, but the nine southern counties are controlled by Stephens & Hickok, who disposed of 800 bicycles last year. Lester Hickok, as everybody knows, is the oldest traveler of the Pope Mfg. Co. He retired from the road last year to settle down in this Mecca of cycling and good health, but not good roads. Hickok has been a partner in the Columbia establishment at 433 S. Broadway for three years, but never gave it all his time until last year. He is now east, and will not return until after the cycle shows.

The Stearns, Spalding, and Crescent Agency.

The Tuft-Lyons Arms Co., of 132 S. Spring Street, has done a land-office business this year with the Crescent, and has also handled the Cleveland and Spalding. The Stearns was captured by this firm after the failure of young Patterson, which was caused by his sporty partner, Allen.

The Tuft-Lyons Arms Co. sold 800 wheels in southern California last season, and expects to double that number with '96 bicycles. The Cleveland agency went to other parties this year, so the line for 1896 will be Stearns, Spalding, and Crescent wheels. A big hit was made December 16 by the parade of Crescents. A carload—a big furniture car at that—was received by Tuft-Lyons, and they engaged a brass band and eight big trucks to deliver the 227 Crescents at the store. On the way from the depot the long line of trucks and the band made a circuit of the business streets, attracting marked attention all the way, as each side of each truck was decorated by a banner saying that this was the first carload of bicycles ever received in Los Angeles.

Wm. L. Peters will Handle Wheels.

Dan Canary was in southern California for the Spalding early in the month, and made a big contract with Tuft-Lyons Arms Co. for 1896. Another fine trick of the old veteran was the capture of William L. Peters, who is an extensive dealer of carriages, wagons, and farming implements in both Riverside and San Bernardino counties, and who has gone into the bicycle business heavily the past year, and intends to push the Spalding in this big southern California territory.

The Syracuse and Rugby Agents.

A new concern in the cycle trade this year is the Tuttle Mercantile Co., of 308 and 310 S. Broadway. It is in the hardware, grate, and mantel business, and has now added bicycles, the choice being the crimson rim Syracuse, with the Rugby as second line. The Shapleigh Hardware Co. has made the Tuttle people its agents for southern California, and the choice is excellent, as Mr. Tuttle, the head of the firm, is a shrewd business man who will buy his wheels for cash and push the Crimson Rim throughout the country south of the Tehachapi. Hosmer Tuttle, a jolly old soul, who has already been dubbed "pop," will be the cycle manager for the Tuttle Mercantile Co., and Frank Pitner, formerly of San Diego and San Francisco, is the floor salesman.

Will Push Fowlers and Americas.

The L. W. Fox Cycle & Arms Co. is the new name of the Fowler agency owned by Lewis W. Fox, who was one of the first racing men in southern California. Fox has lately increased the capital of the concern and added the America bicycle and a full line of guns and ammunition. His '96 Fowlers are already in stock, and are being finished in all colors. The present store is at 431 S. Spring Street, but in the spring he will move to 437 S. Broadway, so as to be next to the other big cycle stores.

The Russell Mfg. Co., on 5th Street, near Spring, will again handle the Union as leader, and probably the Sterling, as of yore. The Russells manufacture a good bicycle, and also turn out tandems and special wheels, besides carrying a stock of parts and tires for the trade.

They Make the Purple Pacific.

The Pacific Cycle Co., of 618 S. Broadway, is doing a good business manufacturing the Pacific. The past year they sold a goodly number and did a big business in repairing, enameling, and nickeling. The '96 Pacific will have a new name-plate in the form of a big P, and the distinctive color will be purple enamel—the Purple Pacific. Barrel hubs, large tubing and large balls are the main features of the '96 model. L. S. Amsden, formerly Winton agent for southern California, is the new president of the Pacific Cycle Co., and his ability and capital is well backed by the mechanical ability of Superintendent Frank Olds and the other partners of this home industry.

The Grayhound Appears.

The Grayhound bicycle has opened an agency at 622 Broadway, and this wheel is now making its appearance upon our streets. The Premier, with its helical tubing, is also being sold on Broadway, below 5th Street. Collier & Fleming have taken the Shirk, though they still have the Lumi-

num. They did quite a business the past season with the Rugby and Chicago, but went out of business the first of the year.

Hawley, King & Co., of 210 N. Main Street, will have a big line this year, as they have, in addition to the well-known Keating, the Hawley-King special, the Columbus, and the W. S. C. H. Casey Castleman is their traveling salesman. Mr. Potter will still manage the cycle department.

The Ariel is sold out on N. Main Street.

Has Ordered 150 White Flyers.

S. G. Spier, the old traveling man, is now in business for himself at 455 S. Spring Street, where the old Stearns store was located, and Steve has secured the Barnes, having already ordered 150 White Flyers. Spier also has a wheel of his own make, built for him by the Russells and finished in white. He has a branch rentory near the corner of Peco Street and Figueroa Boulevard. Fox also has a renting depot in that part of town.

Baker & Hamilton have a branch house in this city on Los Angeles Street, and handle the Monarch and Tribune. For 1896 they have added the Featherstone line and the Winton, and may take some others. Harry Burke is out on the road placing agencies for Manager White.

Will Open a Cleveland Store.

L. B. Winston, late bookkeeper for the Columbia house, has taken the Cleveland agency, and will open on Broadway between 5th and 6th, in the Luminum store formerly run by Collier & Fleming.

For the last month new wheels have been brought to town almost daily by traveling men from the east. Nearly all work Portland and San Francisco first and then come here, while the trip should be the other way.

In Portland the rainy season begins about the last of October, and puts an end to cycling until the following May. In northern California November ends cycling until March. In southern California the little rain that falls comes about Christmas, with occasional showers until March, which do not affect cycling much except to make the roads better.

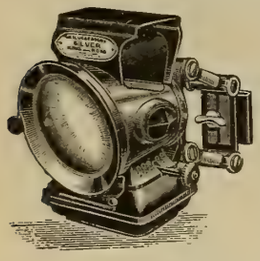
How the Coast Should be Worked.

In working the Pacific coast, the manufacturers should send their travelers through Texas and New Mexico to southern California in October, if possible, but early in November anyway, then to San Francisco, San Jose, and Sacramento, in northern California late in November or early in December. Any time before March will do for Portland and Washington points.

Cycling is good all the year in southern California, while Arizona and New and Old Mexico are at their best in December. This should be borne in mind by the makers of bicycles.

THE SILVER KING OF THE ROAD.

One of the finest lamps yet shown for the '96 bicycle trade is the Silver King of the Road manufactured by Joseph Lucas & Son, Birmingham, Eng., pioneers in the lamp business. As is seen in the illustration, the general outline is very pleasing. The lamp is finished in the most thorough manner, even the innermost parts being finished in bright nickel, while the manner in which it can be opened and taken apart to be cleaned fills a long felt want in this direction. A novel feature of this lamp is that the reflector is covered and protected by a double convex lens in a nickeled screw mount, which serves the double purpose of improving the light and keeping the reflector clean. Thus, in order to keep the reflector bright, it is only necessary to wipe off its glass protector, which is a great advantage in time and labor. In all, the line consists of seven lamps from the Silver King at $5 to the Planet, which will retail at $1. The New Departure Bell Co. holds the sole United States agency for these excellent goods, and anticipates even a larger business than in the past.



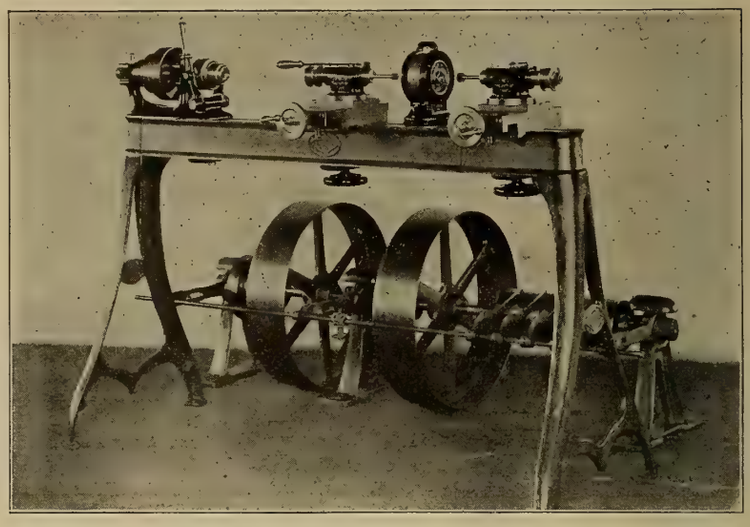
The New Departure bells, which are now acknowledged as having no superior, have a number of new additions to the already well-known line. In all, sixteen bells are shown at prices ranging from 15 cents to $2. A cyclometer of new and novel design is also to be manufactured by the firm the coming year. It can be turned back by means of a key, and has the distinct advantage of working equally well on the left or right hand side of the fork. Trouser-guards, as in the past, will receive a large share of attention, and as the New Departure Bell Co. is one of the largest manufacturers of this most useful sundry, an immense trade in this direction can be looked for in the coming year. Take it as a whole, the New Departure Bell Co. is to be congratulated on its lines of bicycle sundries. As of old, John H. Graham & Co., 113 Chambers Street, New York, will be the sole selling agents, and will be pleased to give any desired information.

The Standard Cycle Clothing Co., of Chicago, is a new firm in the bicycle clothing business, but is well known to the wholesale tailoring trade. At the Chicago Cycle Show it exhibited a fine line of Standard bicycle clothing, together with a complete line of golf hose, Standard sweaters and caps. Its catalogue for '96 will be something unusually attractive. G. C. Strauss, manager of the Standard Cycle Clothing Co., is at the New York show and is making his headquarters at the Imperial Hotel.

BALL-BEARING GRINDING MACHINE.

This machine was designed to meet the demand of manufacturers of bicycles and bicycle parts for a practical machine to grind the race ways. In the construction of high-grade wheels it is of the utmost importance that the bearings be constructed with the greatest degree of accuracy possible. It is necessary that the bearings be first hardened, after which it is not possible to thoroughly finish them by any process except by grinding with an emery wheel. As these bearings are extremely liable to warp during the process of hardening, the finish must be put on after they have been hardened.

The machine shown here consists of a bed about four feet long, on one end of which is a head of a special and peculiar design which holds the split chuck in which the hub to be ground is fitted. This chuck with hub inclosed is revolved by a belt passing round the middle of the head on the pulley. On the other end of the bed is the tail stock, which contains a spindle carrying on one end a small emery wheel one inch in diameter, and on the other end a flange pulley over which a belt runs, driving the spindle at a very high rate of speed. The emery wheel is moved in and out of the bearing by means of a lever movement. It is moved sidewise by means of a hand wheel, so that these two motions combined will bring the emery wheel in contact with every part of the surface to be ground. When the



machine was first designed it was intended to grind one end of the bearing and then, removing the pin shown, the head containing the hub could be swung round through 180 degrees and clamped in order to grind the other end of the bearing. At present, however, the head holding the hub is sometimes put in the middle of the bed and two tail stocks, one right-handed and one left-handed, are placed one on each side of the head, in which position the bearing can be ground without turning it round, thereby insuring perfect parallelism to the work done.

In the old machine the lathe head held a three-jawed chuck in which cups or cones were placed to be ground. In the latest design, however, the three-jawed chuck has been replaced by a special draw-back chuck, an important feature of which is the rapidity with which the cups or cones can be placed in and taken from the chuck. The machine shown has special patented features, among which are the emery wheel spindle and the lever feed to the same. This machine is made by the Diamond Machine Co. of Providence, R. I., which has a branch house at 61 South Canal Street, Chicago. It reports that it has made and sold over 100 of these machines to different bicycle manufacturers in this country, and that it has been rushed to its utmost capacity to supply its orders for the last six months, This company also builds an extensive line of grinding and polishing machinery, and the demand for its regular goods has prevented its keeping as large a force on its specialties as it might have wished.

WILL MAKE CHEAP WHEELS.

CLEVELAND, OHIO, Jan. 20.—B. and N. Quilling, of the Euclid Bicycle Co., will soon move their medium-grade wheels and repair shop into the store next to their present place of business. The new store has been handsomely decorated, and the two will make one of the largest retail houses in the city. The agency for the Western Wheel Works line has been secured by the firm.

Cheap wheels will be very plentiful in this city next summer. Otto Konigslow, the Michigan Street machinist, is at present working his shop double time filling an order from the McIntosh-Huntington Co. for 2,000 wheels, the cost price being $30 each. He will also build 1,000 machines for a local firm at $40 each, without tires.

J. H. Toole, of the Liberty Cycle Co., visited Cleveland a few days ago with the Liberty wheel. W. N. Taylor, of the Cleveland Cycle Depot, will probably be made local agent.

A number of changes have recently been made at the Lozier headquarters. Jack Hazleton, the chief instructor in the riding-school, has left

Echoes Echoes Echoes

After the Cycle Shows.



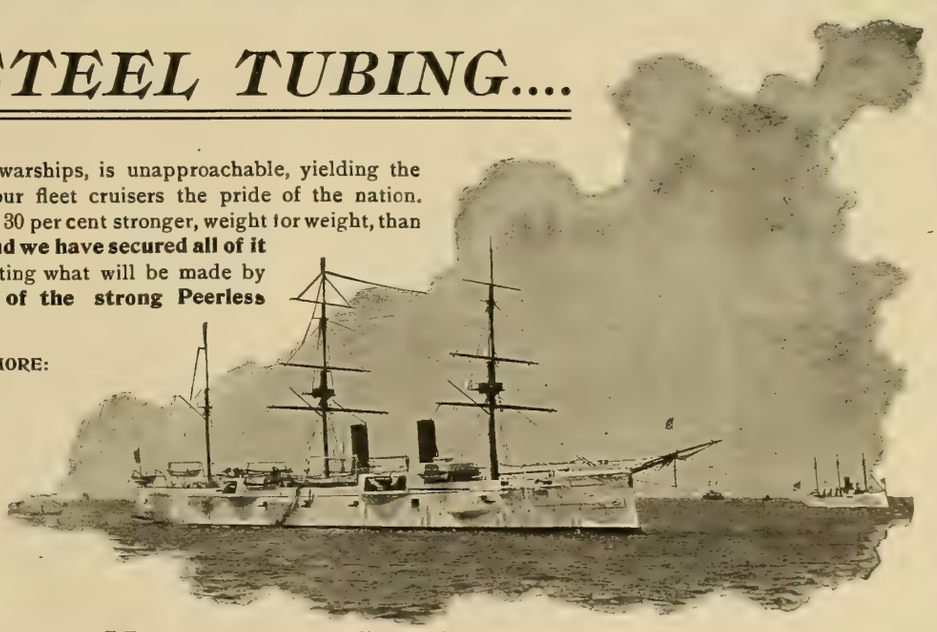
Our handsome catalogue is indispensable to all riders.

FENTON METALLIC MFG. CO.,
JAMESTOWN, N. Y.

NICKEL STEEL TUBING....

Nickel Steel, in Uncle Sam's warships, is unapproachable, yielding the invulnerable armor which makes our fleet cruisers the pride of the nation.

By its use a bicycle can be built 30 per cent stronger, weight for weight, than with the ordinary steel tubing. **And we have secured all of it that will be drawn in '96,** excepting what will be made by one other concern. **This is one of the strong Peerless points for '96.**



AND HERE ARE SOME MORE:

Flush joints from stem to stern. Tubular construction throughout, including hubs and crank bracket. Nickel and Peerless Special Steel tubing, drawn especially for us. Peerless patent handle-bar and seat-post adjustments, no clumsy bolts and clamps. Peerless tubular fork-crown—the finest thing yet produced. Perfect fittings and appointments, and magnificent finish.

The Peerless Manufacturing Co., Cleveland, Ohio.

Makers of Peerless and Triumph Bicycles.

GOOD Terms for GOOD Agents.

Send two-cent stamp for our new booklet, "The Story of the Bicycle."

the employ of the firm, and has gone to New York. Lin. Thomas is back in the retail department, and Frank Higena, the electrician of the building, has accepted an offer from George E. Lloyd & Co., Cleveland agents at Chicago, and will manage a West Side branch for that firm soon after his return from the New York show.

A bicycle department will soon be opened in the wholesale jewelry store of L. H. Goldsoll & Bro., on Superior Street. The firm will sell a wheel under its own name, which will be manufactured by a Chicago firm.

Sore throats and hard colds are very much the style among local dealers and manufacturers just at present. Colonel Lozier, M. L. Goss., H. C. Burleigh, George Collister, H. A. Likly, Charles Storey, L. E. Hoffman, and n fact nearly every one who attended the Chicago show, returned to this city considerably the worse for wear.

H. H. Rudd, of the George Worthington Co., who has been very ill the past six weeks, is reported better.

A NEW DEPARTURE.

The accompanying cut shows a new departure in the bicycle saddle line embodied in the Mesinger saddle, manufactured by Hulbert Bros. & Co., New York, which, by its many good points, has attracted the attention of all those among the riders who look for comfort and healthful exercise. The ingenuity displayed in the construction of the Mesinger saddle can still better be appreciated in this particular style, in which the metal spring has been replaced by a wooden beam, slightly curved, to allow the tilting of the saddle to any desired slant. The support beam is made from straight-grained, second-growth hickory, cut out like the cantle, in a straight strip, following the grain of the wood, and after having been steamed is bent to the required curve. The wood is ⅝ inch thick, is rounded at the bottom and flat on top, so that the clip that fits closely on the square



shoulder of the support beam keeps the saddle from turning to the side. There does not exist the need of a spring in these saddles on account of the elasticity of the rattan braiding of which the seat consists, and by substituting this wooden support beam the annoyance caused by the breaking and flattening of the spring, so common with the ordinary saddles, will be avoided. The rear end of the beam is well mortised into the cantle and securely bolted to it, and will safely carry as much weight as any of the springs now in general use. In using this wooden support beam a very narrow and yet soft pommel is obtained, which will recommend itself to those riding very narrow tread wheels and low handle-bars. The edge of the saddle can be drawn together by lacing at the pommel, and the rattan seat as well as the leather and felt top is so firmly fastened to the wooden support beam that it makes a strong, comfortable, and extremely light saddle. In this latter quality it is not surpassed nor even equaled by any other saddle in the market. The general desire to lighten the wheel without detracting from its durability can not fail to make this style of saddle very popular with the cycling fraternity, the weight being but 10 ounces.

SCHNELKER'S ICE RIMS.

One of the scenes in the West Side parks during the recent cold spell in Chicago was a couple of wheels fitted with the Schnelker Bicycle Ice Tires. The machines so fitted were ridden by a number of the wheeling enthusiasts who were present, and all of them joined in the general praise of the device. The invention is composed of a wooden rim fitted with a number of protruding points, making a tire that can not slip in any way. Sharp turns can be made without danger, and the general opinion was that with the aid of this device wheeling, which has been allowed to lapse during the winter months, will now be a source of pleasure during the entire year.

H. F. Schnelker & Co., are offering this device to the trade. Their office and factory is at New Haven, Ind., where they also make a line of wood rims, chain protectors, mud guards, and other articles of wood. The wood used is the best, fully seasoned by a new process, and only the finest grades of elm are utilized.

Change of copy for February 6 issue must reach us by February 1.

INTERESTING FIGURES.

The following figures, furnished by the Western Wheel Works, are based on the actual amount of the principal parts of material used by them during 1895 in the manufacture of Crescent bicycles. These figures do not include a number of the smaller parts, as their idea is merely to convey to the observing agent and rider the enormous amount of raw material consumed by them in supplying the large demand for the Crescents. During 1895 they claim to have manufactured more high-grade bicycles than any other three factories in the country. They used 280 miles of tubing, or enough to reach from New York to Washington, if placed in a straight line. The spokes were made in the Western Wheel Works factory, and required 625 miles of wire, or enough to reach from New York to Cleveland, Ohio. Forty miles of brass rod, or enough to reach from New York to Peekskill, were required for spoke-nipples. If the spokes, spoke-nipples, and tubing were placed in a straight line they would reach from Chicago to Omaha, Neb., and return. The cranks, if placed end to end, would cover a distance of seventeen miles. They used twenty-eight miles of steel for crank-axles, wheel-axles, and pedal-axles, and fifteen miles of steel for seat-posts.

If the rims used were placed one upon the other, they would make a pile 15,840 feet high, which is more than the height of Mount Blanc, and nearly as high as Noah's Ark, when it rested on the top of Mt. Ararat. If placed in a straight line, side by side, these rims would reach a distance of fifty-eight miles, and if the tires were also included, it would make a line sixty-two miles longer, or 120 miles in all, being more than the distance from New York to Philadelphia. They used 4 8-10 miles of cork grips; 8½ miles of finished hubs, and 19½ miles of steel wire to pin the frames together before brazing. The finished chains, end to end, would reach 56½ miles, and the different pieces of which they are composed would reach 190 miles, making 246½ miles in all, or more than the distance from New York to Boston. The bearings of the Crescent bicycles required 11,197,840 steel balls, which, if placed in a straight line side by side, would reach a distance of 36½ miles. To lace the chain and dress guards on the ladies' bicycles required 343,320 yards of cord, or 194½ miles, enough to allow the conventional small boy to stand on the Auditorium tower in Chicago, and fly a kite in the state of Iowa. To supply the demand for Crescents in 1895, required 1,285,398 bolts, and 1,190,460 nuts, having an aggregate weight of eighteen tons. The head, seat-post, and crank-hanger forgings for these wheels weighed in the rough 162 3-10 tons, and when finished 58 ½ tons, showing a complete waste of 103 8-10 tons in drilling and finishing. Thirteen miles of spring steel, or enough to reach from New York to Yonkers, were used in the manufacture of saddle springs, and the saddles and tool-bags together required 133,427 square feet or three square miles of leather.

The total weight of the complete bicycles was 1,906,273 pounds, or 953 tons, being more than twice the weight of the Colossus of Rhodes. To crate these bicycles required 988,592 square feet of lumber, made up of pieces which would reach a distance of 911½ miles, if placed end to end, or nearly the distance from New York to Chicago. In exact figures, 58,174,935 separate and distinct pieces entered into the construction of these wheels, and if all were placed in a straight line, end to end, they would more than reach from New York to San Francisco.

THE BOSS BICYCLE STAND.

The Boss stand, made by Geo. E. Bierbach &Co., of Milwaukee, consists of a tripod base having an upright tube, with a telescoping rod supported therein, provided with a fork carrying self-adjusting plates, in which the bicycle frame is supported. It is self-adjusting by virtue of its pivoted plates, which are hinged to the fork, thus adapting it to conform to the frames of different makes. These self-adjusting plates are cushioned to prevent marring the finish. The telescoping rod may be elevated to raise the crank-hanger twenty-seven inches and the rear wheel seventeen inches from the floor, and may be secured at any desired height by a slight turn of a set screw. This telescoping feature is unique and unequaled for display purposes. The fork is connected with the telescoping rod by a pivotal support and set screw adapted so that the front or rear wheel can be raised to a greater height than above mentioned for cleaning purposes. The telescoping rod is secured by a set screw in a loose collar which rests on the top of the tube, and thereby a bicycle resting on the stand may be easily swung around, at any height, to display either side of the bicycle as desired. The stands list at from $1 to $2.25, according to finish and equipment.

A HUMBER LETTER.

Humber & Co. are sending the following letter to their agents. The letter explains itself:

Gentlemen: It appears certain cycle makers are very much disturbed regarding the construction of the 1896 Humber; and we hear, through some of our agents, they are speaking of it as a one-sided machine because of the recess in the lower rear stay on right side, made, as explained in our specifications, with a solid forged connection for the purpose of obtaining a narrow tread, using large sprockets with width sufficient for the tires to run between the stays, and ample clearance between the cranks and stays. So that you may be possessed with information which will enable you to at once settle and refute such statements, should they come to you, we acquaint you with the fact that, if you will place one crank in line with the truss of the frame running from the crank-hanger to the saddle, and measure the distance between the truss and crank, and then place the opposite crank in similar position and measure, you will find the cranks are perfectly central with the frame. Beside this measurement, to further demonstrate, you can line up the wheels and frame with a straight-edge, or with the eye, and you will find both wheels exactly central with the frame, notwithstanding the alarm expressed by our anxious friends.

Yours very truly HUMBER & CO., America, Ltd.

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

A HUMBER AGENCY MEANS { REPUTATION PROFIT SATISFACTION

1:40 3-5

WORLD'S RECORD FOR ONE MILE.

Made by Berlo on quarter-mile track at New Orleans; his mount an 1896 HUMBER, weighing 24 pounds, fitted with Humber hose-pipe tires.

Humbers hold all world's records from 2-3 mile to 1,800 miles.

"Humbers are the best that skilled cycle engineering can produce."
—*London Cyclist.*

HUMBER & CO., AMERICA, LIMITED.
WESTBORO, MASS.

New York Cycle Exhibit, Jan. 18 to 25, 1896.
Stands 64, 65, 66, 67, 68.

New York Salesrooms, { 318 Broadway. 5th Ave. & 42d St.
Brooklyn Salesroom, 545 Fulton St.

Mention The Bearings

NEW IDEAS FROM ABROAD.

A new detachable axle-holding device has been invented by R. Hofer, of the firm of R. Hofer & Co., of Nordhausen, Germany, which shows the following improvements: The removal of the wheel from the frame is effected without removing the axle nuts, without disconnecting the chain, without disturbing the chain adjustment, without touching the axle-cones, while the replacing of the wheel requires no readjusting, and any unskilled rider can take off and replace the wheel in a minute's time. Fig. 1 shows

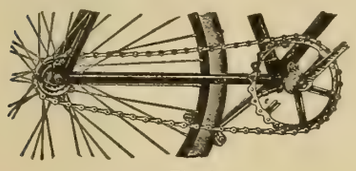


Fig. 1.

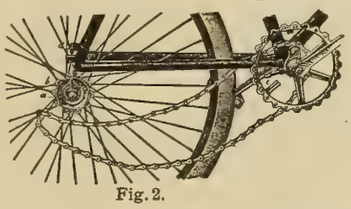


Fig. 2.

the wheel ready for use; to take the wheel off only nuts d, in Fig. 2, need be removed; the frame is lifted, the chain falls by itself, and the wheel is free. Fig. 3 shows the wheel fully intact after being removed. The same process reversed and the wheel is as firm as before and everything in perfect order again in no time. Should the nuts d be lost, the rider can use the wheel just as well as with the nuts fastened, the pressure itself will keep the

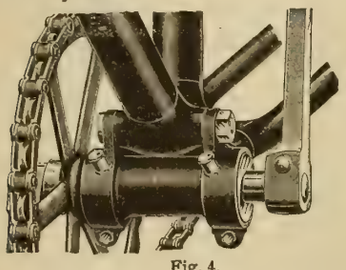


Fig. 4.

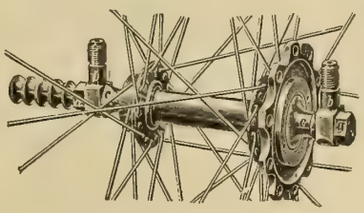


Fig. 3.

wheel in position. The new axle-holding device can be brought to use on the front or rear wheel alike without any alteration.

Combined with the axle-holding device, the inventor has constructed a chain-adjustment, which is equally unique. Many chain-adjustments now in use require the manipulation of two screws, thus endangering the exact and true position of the chain, making the machine run heavy and slow. Figs. 1 and 2 will show that by the construction described only one screw, e, is wanted to adjust the chain. Fig. 4 shows the arrangement of the crank-axle bearing as an independent part movably connected with the frame. The screw e presses behind the crank-axle bearing on the sprocket-wheel side, and is, by means of the tightened chain, always resting against the bearing. By turning the screw e, the bearing is pressed forward and the chain tightened. The movable part is always firm and can never get loose, as repeated trials have proven. A great advantage is that no more brazing is required, the several parts being prepared, cleaned, etc., and put together without the aid of fire. The above inventions are patented, and the patent for sale through the patent agency of A. Rohrbach & Co., of Erfurt, Germany.

HE WAS BORN YOUNG.

Chas. McCutchen, of Goshen, Ind., whose likeness is herewith reproduced, has been a bicycle enthusiast since the good old ordinary days, when he was a familiar figure at all race meets in his native state, usually acting in an official capacity. He entered the trade several years ago, taking a position in the office of the Ariel Cycle Mfg. Co. as bookkeeper. His hustling and energetic qualities could not long be overlooked however, and in time he was given charge of the stock department. He handled the details of this work very acceptably, taking care of the stock for two years' output. He left this concern to engage with the Acme Cycle Co. as general salesman, which position was later resigned, Mr. McCutcheon coming to the Winton Bicycle Co. in 1894. He has an extensive acquaintance in the trade, and is genially saluted as "Mac" by his many friends throughout the central and western states, where an opportunity is never overlooked of explaining why "The Winton is a winner."



CHAS. M'CUTCHEN.

Louis Callahan, the clever little Buffalo racer who has carried the Stearns colors to the front during the past two seasons, has again signed with the Stearns team for next season. Pending the opening of the racing season, Callahan will be Manager Williamson's right-hand man at E. C. Stearns & Co.'s Buffalo branch.

Change of copy for February 6 issue must reach us by February 1.

TRADE HAPPENINGS.

ALTOONA, PA.—Geo. F. Fresh, bicycle dealer, has opened a bicycle school on 14th Street.

ANDERSON, IND.—J. Carpenter will open a bicycle store here.

BATAVIA, N. Y.—About February 15 the Union Bicycle Co., Clarence N. Douglas, manager, will open a store at 107 Main Street, with a large stock of bicycles and wheelmen's supplies of all kinds.

BEAVER, OHIO.—The Morade Bicycle Works have begun operations at this place.

BELVIDERE, ILL.—The shops of the National Sewing Machine & Bicycle Co. have been opened, and the plant is in full operation.

BERKELEY, CAL.—R. W. Baker is building an annex to his block on Alcatraz Avenue, near Adeline Street, which will be used as a cyclery.

BRADLEY BEACH, N. J.—A factory for the manufacture of the Geo. M. Redway bicycles will be constructed at this place. The company has a capital of $300,000.

BROOKLYN, N. Y.—The Alex. Schwalbach Cycle Co. will be incorporated with a capital of $10,000, Alex. Schwalbach to be president of the concern; headquarters at 471 and 473 Flatbush Avenue, with branches in different parts of the city. The concern will handle several makes of wheels, and there will be a storage room, bicycle academy, general salesroom, and repair shop.

BUFFALO, N. Y.—The Iroquois Bicycle Mfg. Co. has been incorporated for the purpose of manufacturing a high-grade wheel, with Dr. Wm. H. Mansperger, president; M. S. Dirnberger, Jr., secretary and general manager; Jacob Schlenker, treasurer.

BUFFALO, N. Y.—Thomas H. Spaulding, manufacturer of bicycle fittings at Buffa'o, N. Y., and Jersey City, N. J., has assigned to John R. Kein.

CHICAGO, ILL.—The Keystone Bicycle Co., of Chicago, was incorporated for $10,000, by L. J Miller, F. A. Warren, and L. Schneider, to manufacture bicycles.

CHICOPEE, MASS.—The Chicopee Falls Wheel Co. has been organized for the manufacture of the Murphy brothers' wheel, to be known as the Chicopee; capital stock, $15,000; George S. Taylor, president.

CHESTER, PA —W. Stanton has rented the store formerly occupied by W. Deveney, at 3rd and Morton streets, and will open a bicycle store.

DES MOINES, IOWA.—The Pacemaker Bicycle Co. has failed in business, and a receiver has been named. Mortgages aggregating $5,535 have been filed.

EAST MIAMI, OHIO.—The Miami Cycle Co. is buying a great deal of machinery for the manufacture of wheels, and is building an addition to its factory.

FOND DU LAC, WIS.—P. S. Sorenson, formerly of the Fond du Lac Cycle & Electric Co., has engaged in the cycle business on his own account. He has the agency for several wheels, and will do all kinds of repairing, and will have wheels to rent.

FREEPORT, ILL.—A new bicycle called the Henney has been placed on the market. It will be handled by the Henney Co., of this city, recently organized.

GRAND RAPIDS, MICH.—The Sligh Furniture Co. has completed the rebuilding of a portion of its factory for the purpose of manufacturing bicycles. At present twenty men are employed, but the number will be increased to seventy-five.

GRAND RAPIDS, MICH.—The Fox Bicycle Co. has rented stores on South Division Street, and placed them in charge of A. E. Bacon. C. H. Hartman, who has been the Fox Bicycle Co.'s agent, has left that company and has taken an interest in the Sligh factory, with headquarters on East Fulton Street, where the Fox company used to be.

INDIANAPOLIS, IND.—H. T. Hearsey has sold a half-interest in his bicycle business to E. B. Porter, and the new firm will engage extensively in the wholesale bicycle trade during the coming summer.

JAMESTOWN, N. Y.—J. F. Crooker, of Buffalo, has purchased a big interest in the Fenton Bicycle Co., and has leased the store at 571 Main Street, where he will open under the firm name of J. F. Crooker & Son.

KANKAKEE, ILL.—A. C. Fanton has gone to Kankakee from Rantoul, to open a bicycle store and repair shop.

LASALLE, ILL.—A bicycle factory will be started in LaSalle, in the spring, by Herman J. Singer.

MADISON, WIS.—The Wisconsin International Cycle Co., of Milwaukee, organized for the purpose of manufacturing all kinds of water bicycles and water craft of other kinds. The capital stock is $10,000; incorporators are: F. J. Salentine, G. F. Cremer, and J. N. Salentine.

MERIDEN, CONN.—Brainard & Wilcox, the well-known bicycle dealers, are making a stock company of their concern, and will issue capital stock to the amount of $5,000.

MORRISTOWN, N. J.—E. C. Horton and Bernard Grap have entered into partnership for the manufacture and repairing of bicycles, and have rented a store on Main Street.

NEW YORK, N. Y.—The New York Bicycle Equipment Co. has been incorporated, with a capital of $500,000; directors, David Henry Darling, Victor E. Barke, and Geo. A. Smith, of New York City.

NEW YORK, N. Y.—C. Story has been made sales agent for the Lewis & Booth Mfg. Co., of this city, and will open a store on Erie Street. L. Donahue will be associated with him.

NEW YORK, N. Y.—The H. J. Dietz Co., Limited, has been incorporated, to deal in bicycling goods of the Eadie Mfg. Co., of England; capital, $1,000; directors, H. J. Dietz, of New York city; S. W. Corwin and Charles H. Wickham, of Binghamton.

PERU, IND.—A number of Peruvians are interested in the bicycle tire works which were commenced the first of the year, at Kokomo, Ind. The machinery is being placed in the old knitting factory on S. Main Street, which will be one of the best equipped small institutions for the manufacture of rubber goods in the state.

PORTLAND, ME.—The Windle Cycle Co. was incorporated for $75,000 for the purpose of manufacturing, buying, and selling patents connected therewith. F. A. Lapham, of Worcester, Mass., is president and treasurer.

RICHMOND, IND.—Geo. C. Detch & Co., extensive dealers in novelties and bicycles, failed. Liabilities $4 000.

SAGINAW, MICH.—The new machinery for the Marr Cycle Co. plant is now in position, and the manufacture of the Marr will soon begin.

SHEBOYGAN, WIS.—The Jenkins Machine Co. is busily at work on its bicycle department, and expects to soon put a number of first-class wheels on the market.

SPRINGFIELD, MASS.—The Duryea Motorcycle Co. has leased the entire building at Winchester Park, of which it has her tofore only occupied a part, and will increase its capacity.

STREATOR, ILL.—Jas. McKenney, Chas. Braden, and Jas. H. Maler are interested in a bicycle factory which Chicago parties are seeking to locate here.

SPRINGFIELD, MO.—Will Burns and G. Magnien have opened a bicycle and sporting goods establishment here.

SUPERIOR, WIS.—The Superior Cycle Co., recently organized, has leased the Malleable Iron Works and offices, and the necessary machinery will be put in for the manufacture of the Superior bicycle.

SYRACUSE, N. Y.—John J. McLoughlin, who has been engaged with Frank Schillow in the bicycle repairing business, has closed the shop and disappeared.

TAUNTON, N. J.—The Robertson & Strange Cycle Co. has dissolved partnership, and the business will be continued by John W. Robertson, at 28 Cohannet Street.

TOLEDO, OHIO.—The Toledo Bending Co. enters the cycle field, and will manufacture handle-bars.

TOLEDO, OHIO.—The Toledo Tube Co. is erecting an immense factory, in which R. W. Smith's new patent tubing is to be manufactured on a large scale.

WORCESTER, MASS.—The Decker Cycle Co is a corporation which has been formed for the manufacture of the new Decker bicycle, with a plant located at 25 Union Street.

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CHICAGO

BARNESVILLE, OHIO.—J. D. & C. H. McKeever, hardware, etc., are preparing to take up bicycles, and will consider propositions from manufacturers of wheels and sundries.

BOSTON, MASS.—Razoux & Handy, bicycles, are reported to have dissolved copartnership.

BUFFALO, N. Y.—Philip Deuchler & Sons will shortly commence the manufacture of bicycles at their carriage factory.

BURLINGTON, IOWA.—The bicycle business of George Prugh is to be continued by his brother, Frank Prugh.

CHATTANOOGA, TENN.—The Graham Cycle Co., manufacturers of bicycles, are reported to have dissolved copartnership.

CHICAGO, ILL.—The O. Hartwig Cycle Co. has been succeeded by the H. & M. Mfg. Co., 341 Center Street, which will manufacture the Revolution adjustable handle.

CLARION, PA.—John A. Magee, hardware, etc., is preparing to take up bicycles, and solicits propositions from manufacturers of wheels and sundries.

COTTAGE CITY, MASS.—T. D. Crowell, hardware, bicycles, etc., is preparing to open a new store.

DETROIT, MICH.—H. A. Strassburg & Co. have dissolved partnership, Strassburg going out and continuing in the bicycle business in his own name. MacGurn & Co. have succeeded the former concern and have secured the sole agency in Detroit and Wayne County for the Ide wheels, and for the Senate and Gipsy Queen.

FREDONIA, N. Y.—F. H. Moir has withdrawn from the bicycle firm of Moir & Hopkins, Mr. Jolls, the jeweler, taking his place. The firm will be styled Jolls & Hopkins.

GEORGETOWN, OHIO.—M. G. Swope, implements, etc, is preparing to take up bicycles, and invites propositions from manufacturers of wheels and sundries.

GLADSTONE, MICH.—The Buckeye Stove Co. has completed arrangements for the manufacture of bicycle rims at its factory here.

GRAND RAPIDS, MICH.—The Cook Cutlery Co. is putting in a plant for the manufacture of bicycles.

HAMILTON, OHIO.—The Fred J. Meyers Mfg. Co. has perfected arrangements to manufacture bicycles, turning out a high-grade wheel known as the Blue Grass.

HARTFORD, WIS.—C. Dreher, W. R. Roberts, A. S. Wilson, Hall, and Albert are making preparations to enlarge their building and put in the necessary machinery for the manufacture of bicycles.

JEFFERSON CITY, MO.—The Western Bicycle Co , of St. Louis, was incorporated for $5,000 by L. W. Lew, G. S. Colburn and C. W. Small.

JOLIET, ILL.—Ed S. White, bicycles and repair shop, is arranging for his '96 trade and invites propositions from bicycle and supply manufacturers.

LANARK, ILL.—S. D. Lowman will soon open a bicycles hospital and general repair shop.

LOCKPORT, N. Y.—J. W. Miller, the jeweler and bicycle dealer at 20 Main Street, has assigned to W. A. Williams. Assets about $4,000, and liabilities about $3,000.

LOS ANGELES, CAL.—W. G. Obenour, bicycles, is reported to have placed on record a chattel mortgage for $175.

MILWAUKEE, WIS.—The Wisconsin International Water Cycle Co., manufacturers and dealers, has been incorporated.

MILWAUKEE, WIS,—The Huseby Cycle Co. has been incorporated to manufacture bicycles by G. G. Huseby, J. P. Kalt, J. Mertes, H. J. Harrigan, H. H. Casper, and W Casper. The following officers have been elected: W. Casper, president; H. J. Harrigan vice-president; H. H. Casper, secretary; J. P. Kalt, treasurer; G. G. Huseby, superintendent and manager. Capital stock $200,000.

MONTCLAIR, N. J.—Walter Rutan, bicycles, is reported to have been succeeded by Rutan & Stultz.

MUNCIE, IND.—J. M. Gray and son and daughter, of Anderson, have organized affairs to deal extensively in bicycles.

NEENAH, WIS.—A stock company has been organized, with E. W. Thurston as manager to start a bicycle factory here.

NEWARK, N. J.—Charles A. Terrill, bicycles, has been succeeded by a new firm, under the style of Terrill & Munn.

NEWBERRY, IND.—H. C. Owen, farm implements, is preparing to take up bicycles. He desires correspondence with manufacturers of wheels and sundries.

NEWTON, KAN.—Follett & Mowry, hardware, bicycles, etc., is a new firm composed of George Follett and J. A. Mowry.

PEORIA, ILL.—Fred Stoltz, of this city, late of Bipper & Stoltz, contemplates establishing a bicycle agency here.

PORT HURON, MICH.—J. B. Sperry, hardware merchant, will have a bicycle department in the spring.

PORT HURON, MICH.—N. Unger will open his bicycle department next month with several well-known wheels.

REDWOOD CITY, CAL. Johnson & Hughes, bicycles, are reported to have been succeeded by Johnson & Lovie.

ROCHESTER. N. Y.—The Bettys & Mabbett Co., recently reported incorporated, has increased its capital, and are extending their manufacturing facilities. This concern makes the Humming Bird bicycle.

ROCHESTER, N Y.—The Faber Sulky Co. has been incorporated by Joseph Bartholomew, of Naples; George Koch, Geo. F. Roch, W. M. Smith, and Alice Faber, of Rochester, to manufacture pneumatic vehicles. May include bicycles later.

SANDUSKY, OHIO.—F. M. Underwood and J. B. Bell want to establish a factory here for the manufacture of horseless carriages, to be propelled by gasoline engines.

SEATTLE, WASH.—The Seattle Cycle Co. is enlarging its warerooms, and reports prospects for increased business.

SOUTH BEND, IND.—The firm of Haberle, Strayer & Graham, of the east side, has just received a $2,000 contract from a bicycle manufacturing firm of Plymouth, Ind., for the manufacture of sprocket wheels for bicycles.

ST. LOUIS, MO.—Western Bicycle Co. has filed application with the secretary of state for incorporation.

ST. LOUIS, MO.—The Landis Wax Thread Sewing Machine Co. has commenced the manufacture of bicycles and will put on the market a wheel to be known as the Moon, after the name J. C. Moon, president of the company.

ST. LOUIS. MO.—The Surety Wheel Co. has been incorporated by R. E. Perry, O E. Bragg, and J H. Blackman to do a general bicycle business.

SYRACUSE, N. Y.—The W. & P. Armored Tire Co. has been incorporated by Martin L. Warson, Kensington, N. Y ; Edward F. Pickett, Buffalo, N. Y.; Thos. S. Fielding, New York City, to manufacture the Warson & Pickett patent armored vehicle and bicycle tire in Buffalo. Capital stock, $100,000.

TOLEDO, OHIO.—The Wilson Cycle Co. has been incorporated, with George Wilson Jr., as manager, to make medium high-grade wheels.

Trade-marks.

27,656.—Bicycles; Geo. L. Crandel, Wyndham; H. Eastwood, Harry A. Niles, and Chas. A. Wilkinson, Binghamton, N. Y.; filed November 15. 1895; essential feature, the word "Zenith."

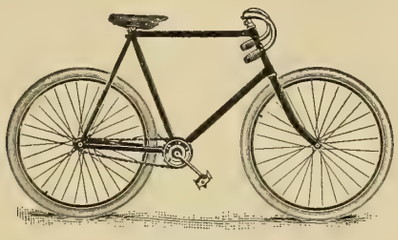
17,657.—Bicycles; Geo. H. Foley, Philadelphia, Pa.; filed December 17, 1895; essential feature, the word "Newport," and a representation of a bicycle having coin wheels.

27,658.—Bicycles, tricycles, and other vehicles of similar character and their accessories; Solomon D. Warfield, Baltimore, Md.; filed December 19, 1895; essential feature, the word "Suburban."

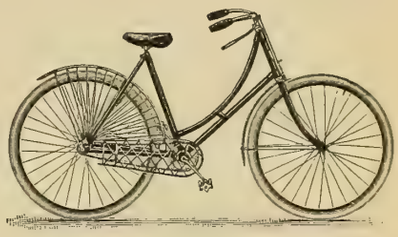
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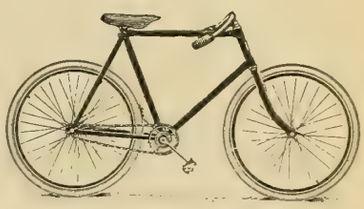


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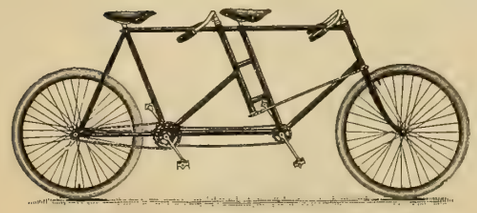
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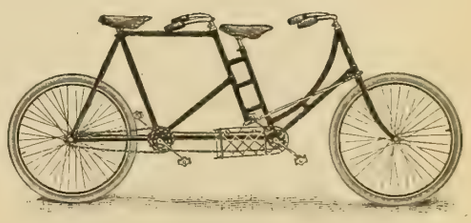
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The Cycling Authority of America

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Last week THE BEARINGS sent out nearly nine tons of papers through the postoffice. On this page are fac-similes of the postoffice receipts The number of papers can be readily figured. The following is the operation:

A single number of THE BEARINGS of last week weighs just 25½ ounces.	1,882	pounds
Divide the total number of ounces by the weight of each paper as follows, and the result is the total number of papers sent out at second-class rates:	157	"
	4,021	"
	4,494	"
	1,400	"
	5,683	"

25.5)282,192 ounces

11,066+ papers.

To the number sent out as second-class matter must be added the foreign circulation which is sent out under stamps, papers sold through the news companies, papers distributed by boys in Chicago, papers sold from THE BEARINGS' office, and papers reserved for files and future orders. The numbers are as follows:

Foreign circulation, news companies, distributed in Chicago, and reserved for office use and future orders, about	3,500
Sent out at second-class rates	11,066
	14,566

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XII

No. 27

CHICAGO, JANUARY 30, 1896.

THE SEASON'S RACING PROSPECTS.

The Class Question Remains Unsettled, but There will be a National Circuit, as Usual—The '96 Teams.

NEW YORK, Jan. 27.—The search for racing news throughout the week at the New York Cycle Show was a mad hunt that resulted in little. There was news to be gained, but not news that was reliable, for the reason that none of the makers would announce the signing of the men until they had finally learned of the action of the joint committees of the L. A. W. and the Board of Trade, which were called for the latter part of the week.

It was definitely learned during the week that Cooper and Bliss would stay with the Monarch Cycle Co., that firm having held Cooper to his contract, which they said carried over from the previous year. Another man, named Bunting, a prominent man in the south, is said to be on the Monarch team with these men. The Monarch was one of the few companies whose policy on the racing question could be learned positively. Cooper was present at the show.

The Stearns company announced that it would follow the policy of others and that, were it to be professionalism alone and professional teams, E. C. Stearns & Co. could be considered in the field, although not in favor of professionalism. Should Class B be continued, E. C. Stearns & Co. would be in the field with a B team. But even the Stearns people would not deny the rumor that they would renounce a circuit team and would have instead a number of men to care for their interests in the large cities, working in their stores and branch houses at other times. There can be no doubt that this will be one of the policies of the concern, for it has retained Weise Hammer, of Philadelphia, who was one of the most prominent A men of last season. Hammer will ride in and around Syracuse. Louis Callahan is employed in the Buffalo branch and will enter races from that point during the season but will not ride on the circuit. It is said that E. C. and L. C. Johnson, of Cleveland, will also be retained to follow the Stearns interests in Cleveland and the contiguous territory.

The Big Record-breaking Team.

The big team which this firm has out in California at Santa Monica track will be kept there for the winter and spring. This will be the largest team ever seen in record-breaking, and will have the most complete lot of multicycle pacemaking machines that was ever seen. There will be two sextuplets, two triplets, and a number of tandems, besides a quad, and there will be men to man all these machines. The sextuplet shown at the New York Cycle Show and another machine of the same character will be sent out to Santa Monica at once. Men will be sent from the east to man these machines, if Manager Gleezen can not find enough in the west capable of making the pace to break records as they stand today. Several men were secured during the week who are anxious to go to the coast to train.

The Stearns Circuit Team.

Out of this record-breaking team will be selected the team for the circuit, it is said, and this team will be a hummer, if reports of the condition of the men are true. Kiser will be the star of the team, it is alleged, and Randall, of Rochester, Campbell, of Spokane, and Schefski, of Salt Lake City, will be other members. Edwards, the speedy Californian, may go out with the team, and also a fast tandem team for pacemaking purposes. This tandem team may be one of two, either Ulbricht and Hatton, or Moody and Delmas, both of which have gone unpaced for miles in almost world record time. It is about settled that the Yellow Fellow team of the coming year will be one of the star teams.

The Crimson Rim Team.

The Crimson Rim team of the Syracuse Cycle Co. will also be prominent, Ziegler having been signed. Then there will be, as other members of this team, Hamilton, of Denver, Wells, the big San Franciscan, and others. This team is being formed, and all the good men have had an opportunity to join.

The Spalding, the Columbia, and the Sterling teams will be "nil," but this does not seem to have abated the enthusiasm in the least, for others are stepping to the front.

Rumors in regard to Bald, which will have come to a head before the close of the week, have kept the newspaper men chasing from side to side of the building and have not been settled.

Bald Will Ride in America.

It is settled that Bald will ride in America this season; that he will ride in Class B, if there is a B Class; that he will ride for one of the new and prominent firms; but the name of this firm has not been ascertained as yet. Bald is after the money, and it is said he will receive five times, or at the least four times, the salary he received last year. He had the chance to sign with the Pope Mfg. Co., the firm with which he was connected last season, but he preferred to stay in this country, rather than to go abroad on a speculation. The latest rumor is to the effect that he has signed with Davidson & Sons, of Chicago.

Ray MacDonald will Race.

Ray MacDonald, his old team mate, is unsigned at the time of writing this article, but he may be signed within a few days. Should he be unable to sign in this country, he is sure of racing, for Eck will take him across the water with Johnson, O'Connor, and Weinig. MacDonald, by the way, wears a national championship medal for the half-mile won at Asbury Park, which he and others claim was given to Bald. He had the medal made, and his fellow racing men tell him he is right in displaying it. MacDonald has entirely recovered from the sickness which was the cause of his poor showing last year, and his stomach, always a weak point with the lad, has been strengthened by proper care in the last winter.

Charley Murphy's Plans.

Charley Murphy has not decided on his actions for the coming season. He is still with the Humber Co., and should he follow the best dictates of his conscience and his friends' advice, he will stay with Mr. Burris, who has stood by him so solidly in the past trouble. Murphy feels that this trouble is about passed, for he has seen the proofs in the suspension case and says that they do not prove him guilty, and so confident is he of acquittal that he is making his arrangements for the coming season. He has about completed his arrangements for riding a mile a minute behind a train. He heard from General Passenger Agent Crowley, of the Southern Pacific Railroad, this week, and says that he will leave for the coast very shortly. He will continue in the care of his good trainer, Billy Young, who has compacted never to leave him as long as he is on the race path. Young has had many very flattering offers, but has turned them all down. Murphy is continuing his work on home trainers and is gaining in speed very rapidly, so he says.

What Cabanne and Titus Say.

Cabanne says that he will not race, even though he be reinstated. But this is considered largely a matter of bluff, for the man is a born fighter and could not be kept off the track, although tied down for a time. Cabanne will make no arrangements until he is cleared of the charges against his good name, when he will have little trouble in signing.

Fred Titus has placed himself for a store in New York, and the F. J. Titus Co. will be located along the boulevard in the city of New York, and will, no doubt, do well. Titus says he will not race, but it is believed that if he is reinstated he will follow the eastern part of the circuit at least, and will probably go farther. He will ride for records and do other riding as well.

Sanger has not signed yet, but it is said is in line with many liberal offers, so that it looks as though the makers were not ostracizing the professionals as they did last season.

On the Morgan & Wright Team.

Arthur Gardiner will continue to ride a Thistle, with which wheel he has always been identified. He will follow the circuit, and will undoubtedly go on the Morgan & Wright team, as will "Mary" Anderson, although the firm has not said that it would have a team. De Cardy, Barnett, and others, once on that team, will probably remain.

The Orient Cycle Co. has retained Conn Baker, the gentlemanly professional, and will send him out with a trainer and a team mate to race in the professional ranks. This firm also has Frank Jenny, and will secure a trainer for him at once and send him to Southern California, may be, to train, as they will also send Baker, if the circuit starts out there and teams

of the professional class are wanted. Jenny will also have a team mate.

The Barnes, Humber, and World Teams.

The Barnes company, of Syracuse, are bidding with some of the racing men, and will be more actively represented this year than last, so the reports go. They have a leaning for professionalism and may have a team.

The Humber Co. has a professional team signed, with Starbuck, the world's five-mile champion; Cutter, of Boston; Berlo; Wheeler, the cash prize king, and others, all signed or to be signed.

The World people will have Kennedy, of Chicago, in Class B, and John S. Johnson, O'Connor, and Weinig in the professional ranks. Kennedy will have team mates, so it is said, This company will take a very active part on the American and foreign paths.

Other Contemplated Teams.

With all of these teams, there are many more. The March-Davis Cycle Co., of Chicago, will place a team in the field, and is looking for good men. None have signed as yet, but the company has the figures of many of prominence. Then there is the Smalley team—Marion Black and Peltire and McBride, the former two the prominent men on the Indiana path for some years past, and the latter of Lincoln, Neb., and a rider of ability. The Lindsay company, of Lafayette, has signed Coulter, who will follow the entire circuit. The Combined Gear team, of Boston, will be managed by Bob Neilson, the old-time pro, and will consist of five men, picked from the many in the neighborhood of the Hub.

Harry Maddox, who was on the Sterling team, is not signed yet for the season, but has many offers that are good. Sims is around the show, and will race, providing he can sign all right. He is now working for a firm of makers in Baltimore and may represent them on the path. Sims is another man who raced under difficulties last season, having a sickness which followed him through the year.

Ed Leonert, the prominent Buffalo road rider, will be seen on a Globe during the season, and may decide to devote himself to track work rather than to road work, which has been his bent during the past many years. Leonert has the ability, but has hitherto attempted to mix road and track racing, and while making a brilliant success of the road work, has failed on the track.

The Fowler company, of Chicago, will have a team, but can not say who will be on it, as they have so far failed to secure the prominent riders that they wanted. Banker, the prominent pro, may sign with them, or with some other firm of makers in America, as he is anxious to take a place among his fellows on American tracks, providing he can make a deal that will bring him the same money. He is anxiously awaiting the disposition of the racing question in this country, and the probable adoption of professional racing for the national circuit.

The Racing Question Hangs Fire.

At the joint meeting of the National Cycle Board of Trade and the L. A. W. officials nothing of great importance was done, as the members of the two committees could not determine upon anything of a definite nature regarding cycle racing. It is said they wanted the Board of Trade to outline its policy on the racing question, that they might know how to make their recommendations to the National Assembly. This, it is said, the makers refused to do, and the matter rested there. It will not now be settled until the Racing Board and National Assembly meetings in Baltimore early the coming month. Meanwhile, appearances point strongly to the formation of teams of both classes, and the three-class national circuit covering the country more thoroughly than ever. Applications for national meet sanctions for the early spring have come in almost daily from points in the west, and indications point strongly to the formation of the circuit in southern California and the following of it in much the same lines as have been laid out in these columns.

Raymond's Little Similes.

Thus the matter stands. For a time it looked this week as though there would be no circuit, no racing teams, and no racing in America, but that there would be an exodus of Americans to European points to race. This was told to Mr. Raymond as outlined, and his reply was characteristic of the man.

"Now look here. This racing case stands today much as follows: We will say that we are at some of the many high-priced restaurants in this neighborhood. We have ordered a dinner, and when it is all over we have settled down to enjoy it. Our stomachs are full and we are well satisfied with the repast. We have the check to pay, however, and when it comes to us we see that it is high, very high. We look at it, but we do not kick, for we have ordered that dinner with our eyes open and with a good idea of the cost of the feed. We pay the check, but we decide we will not come to this restaurant again for a time. That is the position of some of the makers today on the racing question. Does that restaurant go out of business because we do not eat there? No, decidedly no; it goes right along, and others come to fill our places around the table. That is the position of the racing question today. That restaurant is high priced, but it thrives because there are always those who are willing to pay high for the goods that it handles. It may be that at some future time we will come back to that restaurant and again pay the high prices. We have lived cheaply for a season, and feel that we can again indulge in one of those very good dinners without bursting our pocketbook.

"All will Come Again.

"That is the position of the makers today. They have had the good feed, have paid for it with good grace, but feel that they can afford to eat poorer food for a time and return later for another of the good rich feeds that they have just finished. They will find that restaurant there when they return. It will not have differed in the slighest, and they will go in as willingly as they did before and will order as liberally. They are not surprised that the restaurant remains, for they expected it would when they left, but they have new faces to meet around the table when they return. That is about the way that it all stands today.

"Then look at it in another light. This is a play, and the first scene is over. There is a new scene to be played, and the backings and general dress of the stage and actors have to be changed.

"The Scenes and Actors Change.

Some of the old and many new actors enter, and the act is a success with most of the old ones out. The third act will again necessitate a change, and new faces will be seen with some of the old ones that retired after the first act. That is the position as it is today. There will be a national circuit, there will be just as many or more teams; there will be more days of racing than ever before and more enthusiasm in the sport. Some of the old makers have retired, pleased or not pleased, as the case may be, with the advertising they have received, but the game goes on just the same with new actors. Do not worry for a minute, for as long as there is a bicycle, as long as there is interest in track racing, just so long will there be a rivalry to win the races, and just that long will the riders be employed and paid for their work. Good night!"

BILLS OF IMPORTANCE.

NEW YORK, Jan. 27.—Two bills of considerable moment in cycling circles were recently introduced in the state legislature, now in session at Albany. The one, fathered by Assemblyman Robbins, of Allegheny County, classes bicycles as baggage, and compels every general transportation company to check wheels and assume full responsibility for them as for other baggage.

The other bill, of a similar character, has also been introduced, but it will not carry with it the indorsement of the New York State Division. It gives to wheelmen the option of having their wheels carried free or of paying a nominal charge to secure the railroad's responsibility. It is not improbable that both these measures will be lost in the room of the railroad committee, but there will be some music over the matter if such turns out to be the case. Chief Consul Potter intends to keep an eye on the Robbins bill.

For Free Use of Brooklyn Bridge.

Another measure that carries with it the approval of the cyclists of the metropolitan district is one by Assemblyman Austin, authorizing the trustees of the Brooklyn bridge to make the driveways free to cyclists. The chances are very favorable for this bill to become a law.

During the cycle show this week there have been thousands of signers to a petition to the legislature asking the passage of the Robbins and Austin bills.

The offices of the chief consul and secretary-treasurer of the New York State Division are now located in room 811, Vanderbilt Building, on Nassau Street. Here W. S. Bull may be found at all hours. Mr. Potter reports every day at 5 o'clock to attend to all who care to see him. He was obliged to do this in order to devote more attention to his law business.

A WASHINGTON-BALTIMORE CYCLE PATH.

WASHINGTON, D. C., Jan. 24.—Active steps are being taken for the construction of a cycle path between Washington and Baltimore. Ever since bicycles have been ridden here, the idea of a cycle path between the two cities has been talked of among the local riders and those from various parts of the country who have come touring this way. The plans have now taken definite shape in connection with the building of the Columbia & Maryland Electric Railway. Those who are interested say that the electric company is already pledged to pay half of the cost. A survey has been made along the line of the road with the idea of the cycle path, and experts have made estimates as to its cost.

Strictly speaking, the scope of the plan is for two cycle paths. Each of the paths is to be five feet broad, one to be constructed on each side of the electric roadbed for the exclusive use of cyclers. The engineer who has surveyed the grades, etc., with the idea of building this cycle path of the best macadam, estimates that it will cost between $50,000 and $60,000. Those who have been quietly but actively at work in the matter have drawn up all plans and specifications and presented them to the president of the electric road company.

The plans contemplate the organization of a stock company with shares fixed at $10 each, and the railway company, because of the advantage which it is asserted the cycle paths would be to the road, is to take half the stock, the wheelmen pledging themselves for the balance. As an auxiliary to the stock company, there is to be organized a monster cycle club with yearly dues. The members of the club will be entitled to unlimited use of the paths and to a clubhouse to be built half-way between the two cities. Those cyclers who do not join the club are to be charged toll.

The old fever to follow the circuit has returned to W. W. Taxis, and the veteran racing man will accept a position as manager of a racing team on the circuit, if such is offered to him.

READY TO BREAK RECORDS.

The Stearns Team will Attack Father Time as Soon as the Sextuplet Reaches California—The Syracuse Team.

SANTA MONICA, CAL., Jan. 21.—The sextuplet is expected by the Yellow Fellow aggregation in a few days, and preparations are being made to receive it in proper style. The men are now training regularly every day, morning and afternoon, and the entire team is now present and hard at work. Campbell, the Spokane man, who has been at his home in Spokane for fifteen days, is now back in the camp and hard at work. The men finally decided to obey the orders of "Dad" Gleezen and to live quietly and without worry until such time as he wished them to go to work in proper style. At the outset, when they first came to the camp in December, all were anxious to get down to work at once, and to have the job over with. But "Dad" knew what he was about and ordered them to take things easy, not to worry, and to settle down for an all winter visit to this land of magic.

The Daily Programme.

Not one of them should have objected to this, for it meant a long vacation for them, with bathing at the beach, daily rides into the country in the most delightful climate on earth, and good eating, good care, and fine sleeping. With windows open and the fresh air of this climate to make sleep comfortable and healthful, the men could grow fat and healthy without much trouble. This life of ease was new to the men who had followed the circuit and they could not get settled down. They went to the track daily and worked out, and they persisted in training when they were not expected to train. The new men in the party, who expect to make something of themselves, wanted to work all the time and they followed a working plan of their own. This was harmless, and it was not long before they, too, gave it up and decided to wait for final orders.

For the past month it has been a life worth living. Nothing to do the live long day but loaf, bathing at the beach twice each day, meals regularly, and bed at any time of night. In this way the men grew fat and prospered, until now, when all are in training regularly, they are the healthiest lot of kids that any trainer wants to take into his care. For the past week the work has been rather regular, but not as regular as it will now be.

Record Breakers Draw Crowds.

The people of the surrounding country have taken a very lively interest in the work, and the daily crowds increase in size. The train that comes down from Los Angeles in the morning brings hundreds, who stay the hour and one half that the train lays over, watching the men at their regular work. In the afternoon it is the same way, and on Sunday the crowds fill the grand stand and stay in the little town all day. The record breakers are the attraction and the Southern Pacific Railroad is profiting very greatly by the presence of the men. At the times when the men and their caretakers, Barry, De Muth, and others, are in the surf, the crowd gathers on the beach to watch the men in their antics for they are like a lot of school boys, as they romp in the water, which is not cold and is just comfortable at all times. The plunge is provided with water at 80 degrees, but the men do not care for warmer water than is to be found at the beach, and prefer to stay out in the warm air.



Racing Men go Hunting.

Several of the men have shot-guns and rifles, with which they go to the foot hills within two miles of the city after jack rabbits, and to the bogs within three miles of the city for ducks. They ride down the beach on their wheels and return with a full meal of wild game.

Less than one-half inch of rain has fallen within the past month and some is expected soon, as several inches must fall before the first of March, or all records will be broken. But rain makes little difference to this track, for within an hour after a hard rain work may be resumed, the effect of the rain having disappeared. California rain is not a long cold drizzle, but a sharp cloud burst, as it were, followed by clearing weather. There are no cool days and no cold winds such as are usually found at Louisville in the spring. The weather is always warm and summer like, and the surroundings are of such a pleasant nature that the men have forgotten that such a thing as winter exists, and no one wants to go home until such time as warm weather may be found there.

Kiser Has Been Homesick.

Kiser has gone through a long spell of homesickness, but now that hard work has commenced he is working willingly and is improving daily. For a long time he had the sprint all right, but could not stay down to steady work, The lad worries himself sick when he starts and when he is finally recovered from one of these attacks, he is one of the speediest men in all the country. Kiser's ability to get away is well known, and proper credit has not been given to his trainer Dad Gleezen, whose good strong arm sends him off on his victorious journey and makes possible his catching the tandem or pacemakers.

One of the best pieces of riding recently was an unpaced flying quarter by Schefski, in :26⅗. This man could not have ridden to within seconds of this time when he reached this track, and the work but goes to prove the assertion that this is the greatest training ground in the country and that the climate and weather are matched nicely for good training effort.

Randall Will be a Surprise.

Randall, of Rochester, is surprising his friends by his good work with large gears. He is increasing his gear gradually and is now on a 72. The man will be able to push a 96 before he is finally down to record-breaking form, and surprises may be expected then. He is one man in a hundred, inasmuch as he is able to settle down on his saddle with any gear and keep his position without jumping and without any very great effort. He sits squarely on the saddle at all times and this is a feature that all pushers of high gears do not possess. It is a great saving on the man when traveling at a high rate of speed.

Edwards, the coast man, is training ten miles daily, and has shown some remarkable bursts of speed. He is working hard, and under his present trainer is developing wonderfully. Edwards is now up to weight and is moving finely at all times. He is entirely recovered from his recent troubles caused by a fall. He possesses the right disposition to make a racing man, and proves in his work that he will make it warm for some men in the competition of the national circuit another season. Edwards made the attempt once on the national circuit and can give no reason for his non-success, but thinks that another attempt will do better as he will be older in the business and better posted on the ways of the national circuit. He is working more particularly for competition another year, but is also preparing to follow any pace that is given him, feeling that he can do this. Edwards, it will be remembered, followed pace once at 1:34 to the mile, and thinks this is possible on a circular track, if the pace is given him.

"Old Bill" Hatton.

"Old Bill" Hatton is coming on nicely and is still grinding out his five miles in the morning and five in the afternoon, chewing rubber all the time, and riding as well unpaced as paced, although none can shake him when all are riding together. Hatton is a wonder and will take more punishment than any man on the track. He is going to make a crackajack for the circuit another year, as he is good at anything he is placed at, and can fight as gamely as the best of them. He has one of the best of records for the past season in five-mile handicaps, having lost but two out of eight. Kiser, after his rest, is in better shape to go to work again and train hard than he was ever before in his life, and he will be seen at his best the coming year.

F. ED SPOONER.

M'CREA'S SENSATIONAL RIDE.

CORONADO, CAL., Jan. 18.—Now that Manager Shafer has returned from the north, work has commenced in earnest, and the workouts are being made very close to record time. The best ride of the past week was made by H. E. McCrea paced by the Los Angeles quad team, consisting of Taylor, Hewitt, Schmidt, and Washburne. As the boys mounted the quad Shafer, who was standing near the tape, watch in hand, said, "See how fast you can hit 'er up for four miles;" the pacemakers nodded and rode around the track slowly, their speed increasing as they neared the tape.

The front wheel of the quad flashed over the tape and the watch clicked. "Old Hoss" Taylor, who was steering, guided the big machine around the turn without a waver, and with four pairs of muscular legs working like a big piston rod, they cut the half in one minute. McCrea bent low over his handle-bars, keeping within an inch of the rear wheel of the quad. They covered the first mile in 2:01, and one of the wheelmen standing by remarked, as he looked at his watch,

"They are Going too Fast;

he can't hold that pace." He did not know the staying powers of the gritty little Californian, however, and his wonder increased when they reeled off the next mile in 2:03, and the third in 2:06. As they left the tape for the last mile, Schmidt looked back at McCrea and whispered to the man in front, "Hit 'er up and we will kill him off." McCrea heard him and, gritting his teeth, bent a little lower, his every muscle strained to the effort. Harder and harder work the pacemakers, but they are unable to shake him off, and they turn into the last quarter with McCrea forging past the fourth man. His wheel shoves to the front for an instant, but the pace has been too hard, and he finishes on even terms with the quad, the last mile having been made in 2:02. The time for the four miles, 8:12, comes within three seconds of world's record. Another splendid ride was made Friday morning by Charley Wells, behind Stone, Smith, Swanbrough, and Terrill, making the four miles in 8:12⅕.

POTTER'S CASE POSTPONED.

NEW YORK, Jan. 29.—The case of Isaac B. Potter against the L. A. W. was called in the Supreme Court in Kings County, Tuesday morning, and was postponed until February 17.

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GEO. K. BARRETT, EDITOR.

THE BOARD OF TRADE.

It seems fairly well assured that in the near future the Cycle Board of Trade will be so reorganized as to become a really representative trade organization. We do not mean to infer that in the past it has not fulfilled this function, but we feel safe in asserting that it has lacked much of being as useful a body as it might have been.

We need not go far to find a reason. The board as it stands at present is composed of fifty-two stockholders, who represent about forty firms. While there are fully 500 firms that are entitled to membership in the board, forty can not legislate for the whole to the satisfaction of all, whether they legislate wisely or not. Were the wisdom of a Solomon exercised in the board's government, the great unrepresented majority would feel that they had been legislated against. At present the stock of the board is all taken.

At the meetings held in New York the views of the outsiders were voiced by a few of the stockholders with such vigor that it became apparent to all that for the best good of the trade it was necessary to broaden the scope of the board so as to take in all firms whose position in the trade was such as to warrant their admission to the privileges of stockholders. A committee was appointed to propose a plan by which this could be done. While we are not informed as to the action of the committee, it is generally understood that a plan will be recommended asking all the present stockholders to turn into the treasury all but five shares of their stock, and that the stock so acquired by the board be sold to all eligible firms desiring to buy in blocks of not more than five shares to each firm. When the stock is all taken then the capital stock of the concern will, it is proposed, be increased.

Doubtless the reform will be carried out on these lines in spite of the fact that a number of the old stockholders, who put their money into the board when it was a debatable question whether or not it would ever amount to anything, feel that now that the stock has a monetary value much beyond its face, they are entitled to the benefits thereon. Not only this, but there is a feeling among some of the big makers that they are entitled to more votes and more influence than the smaller and newer makers. We can sympathize with their feelings in both cases, but we believe that they will be best serving their individual interests by serving the interests of the whole trade. The value of the Board of Trade stock to the big stockholders is a mere bagatelle for them, and they can well afford to sacrifice it for the good of all, in which they must of necessity participate. The feeling that it is not a matter of justice for the man who makes 50,000 wheels a year to be put on the same voting basis with the man who makes only 5,000, is one which is harder to dispel than the one which involves merely a small financial concession. Still, it must be remembered that the day laborer has as much voice in the levying of taxes as the millionaire who pays them. A republican form of government is the only kind that can be made to obtain in the bicycle business, and a republican form of government gives equal rights and equal powers to all, regardless of wealth or station.

When the stock of the board was first put on the market it was freely offered to all. There was, however, no rush on the part of the small makers to subscribe for it, and, had it not been taken by the big makers, it would not have been taken at all. There were some who could not see the necessity for the board, and there were others who took it for granted that the organization would be dominated by the big fellows and declined to buy stock on this account. Here, again, the original stockholders find a reason for declining to divide the stock. This objection will, however, be overcome in every case, we believe, and the stock offered to all who have the desire to hold it.

Already there are applications in hand from nearly a hundred concerns for stock. We urge all manufacturers to make application, and make it early, to the secretary, Joseph McKee, care of McKee & Harrington, New York. This will show the present directors that the trade at large is willing and glad to support a representive trade organization. The present stock is 1,000 shares of a value of $10 each. About 50 per cent of the subscriptions has been called for. On this basis five shares will cost about $25. They are worth the money.

L. A. W. POLITICS.

At best the game of politics is a smutty one. We have it in every walk of life. The L. A. W. is no exception to the general rule. It is run by politicians. In soliciting members, in preaching the texts on which the organization is founded, in every function of its being, it proclaims, loudly and long, that it is an organization for the masses of wheelmen; that it is really nothing more or less than a philanthropic institution. Still, months before the time comes around for the annual election, there is wire pulling and electioneering and trading of votes, till the lay member who pays his dollar a year wonders what it is all about. The principal fight is over the presidency.

This year we have two prominent candidates for the office. One is Sterling Elliott, the alleged humorist, who seems to have the whip hand just at present; and the other is A. C. Willison, the "silver-tongued," president during the past year. While we have no ax to grind, we desire to call attention to the fact that there are serious objections to both the candidates.

Elliott is the publisher of *Good Roads and The L. A. W. Bulletin.* He publishes the paper through a business arrangement with the League, and during the past year has been in receipt of a sum close to $10,000. The executive committee of the League, composed of three members, of whom the president is the head, has charge of its finances and the making of its contracts. We will leave it to the cycling public whether or not a man who is in receipt of thousands of dollars is the man to pass on his own contracts and bills. We opine not.

Willison has been president during the year just passed. That is all. Before his election he was very much in evidence. Every one heard about him, and from him, and heard frequently. Since he has been president he has been hidden in the confines of the little Maryland town that owns him. He was elected because he was a good politician, and because the southerners shouted for "recognition." As president he has been little but a figurehead. All the reforms that have been inaugurated and carried to a successful issue have been originated and pushed to an issue by the western member of the League's executive committee, A. Cressy Morrison, of Milwaukee.

To Mr. Morrison the League is indebted for the fact that it is today on a fairly good financial basis, in spite of the fact that the drain on the treasury for the publication of *Good Roads* has reduced the revenue much below what it was for the year 1894. On the plea of good, honest work done; on the plea of recognition for the west, which has not within the memory of man furnished a president for the L. A. W.; on the plea of business policy, and on the plea of divorcing League affairs from politics, A. Cressy Morrison is the logical and best candidate. It is not probable that he can influence as many votes as the other candidates, and we have little hope



that he will be elected, but we ask the delegates to the National Assembly to give the matter fair consideration, and vote according to their best judgment for the best candidate. If they do this, then Mr. Morrison will be the League's next president.

A NON-ADVERTISER'S COMPLAINT.

THE BEARINGS is in receipt of the following interesting letter from one of the prominent tire makers, which it submits to its readers without comment, leaving them to draw their own conclusions and decide whether or not the paper in question is guilty of the charges:

EDITOR OF THE BEARINGS: I inclose copy of a paragraph taken from *Cycling West*, January 16. In the parlance of such papers as *Cycling West*, this is called a "roast," but in the language of plain-speaking people, who avoid the use of sophistical words, it is known as blackmailing.

The American Dunlop Tire Co. has never been amenable to the covert threats of blackmailing sheets, and, as its manager, I have consistently refused to buy space in *Cycling West*. During the late cycle show in your city, I was approached by a representative of this paper, and, knowing the reputation of his sheet, my greeting did, no doubt, smack of that lack of joyfulness that marks the dyspeptic, and my treatment of him was, perhaps, what might be called "warty." It might have been different, however, had he had the gumption to speak his little piece to me, but the blackmailer is pre-eminently a coward, and seeks refuge where his victims can not follow, in the unsigned columns of his paper.

Not having learned of the publication of this paragraph until eleven days after its appearance, and then only because a marked copy had been sent me from the city in which it was published, I am confirmed in the belief that the circulation of the paper is not as extensive as it would be had the writer of that article spent his time in an honest effort to increase it. Permit me, therefore, to ask of you a wider circulation for it. It will serve a double purpose. It will stand as a warning to advertisers who have been or shall be the victims of *Cycling West's* impolitely persistent requests for business, requests that quickly take the form of demands and thinly veneered threats. They will know what to expect if they have the courage and manhood to refuse to be coerced. It will also serve as a notice to other papers of this class, if such there are, that the American Dunlop Tire Co. and its people will not be found easy prey for the anonymous cowards who, possessing the instincts, but lacking the nerve, of thieves, attempt to gather a livelihood at the hands of a hitherto too indulgent and generous trade.

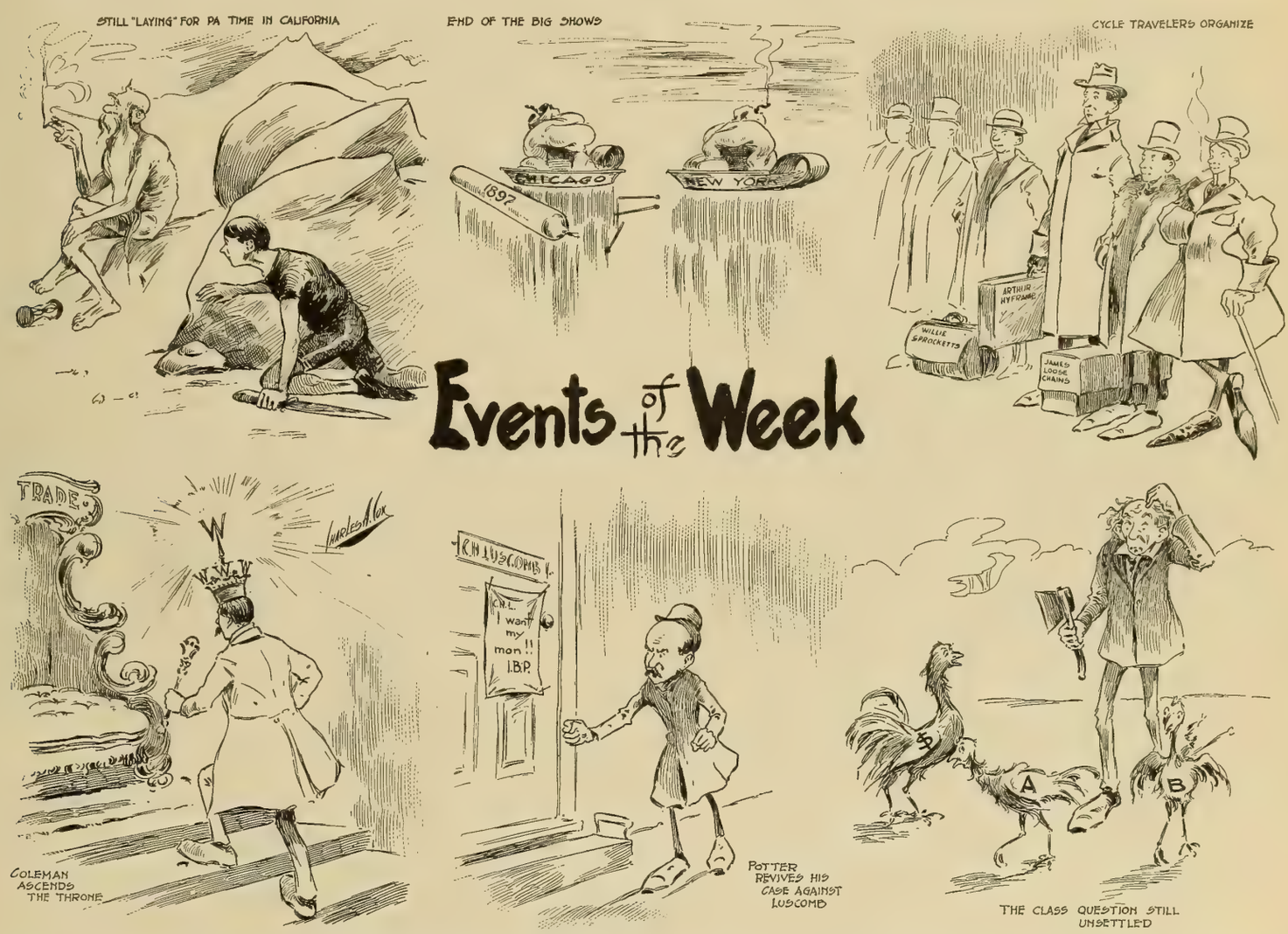
Yours, etc., KIRK BROWN, *General Manager*,
American Dunlop Tire Co.

The paragraph in question reads as follows:

The smiling face of Billy Perrett was in strong contrast to the dyspeptic-tinged countenance of his confrere, Kirk Brown. Brown has always been known to possess a sort of bilious apathy toward any one from whom he does not expect an order for tires, and it is this puerile, penurious characteristic of his infantile mind which makes him a creature to shun. The successful cycle trade representatives of today are, contrary to those of a great many of the older and more sober lines of business pursuits, smiling, playful children—not frosty creatures with a grudge against humanity; a happy, congenial cluster of radiant stars—not chilly, dark-coated, and loathsome warts on the log of nature. Brown should shake his chills-and-fever disposition long enough to look about him and observe all the happiness and sunshine contained in the world which the shutters of his brain-pan have heretofore been seemingly closed to.

THE FITTING OF GEAR-CASES.

The American bicycle manufacturer will doubtless avoid, as long as possible, the expenditure incident to the fitting of gear-cases, but two things are working to the desired end—the popularity of the central-draft front chain for tandems and the increasing demand for carrier tricycles. In both machines the front wheel, because of its location, throws streams of water, dust, or mud on the driving gear, and in order to keep the parts in any sort of condition the chain must be protected. A great many tandems were exhibited at the New York and Chicago shows which were designed with double lower tubes from the front sprocket to the rear fork-ends, the sprockets for the front chain being placed in the center, with bearing boxes on either side of the toothed wheels. The frame can not be constructed so as to afford complete protection to the chain from surface dirt, and it is certain that a season's use of this type of tandem will bring about the introduction, as an integral part of the machine, of a suitable gear-case. One concern which exhibited at both New York and Chicago showed a carrier with a chain-cover made of leather, laced on. This affords a certain amount of protection to the chain and gear wheels of the machine, but not being oil-retaining is only a compromise. To secure the best results a gear-case should be as near air-tight and oil-retaining as possible. The chain should run in a bath of oil, or at least it should have as great a quantity of a good lubricant as any other bearing part of the bicycle. It is a well-known principle in mechanics that the more imperfect the bearing surface the more need is there of lubrication, and without a gear-case the chain and gear-wheels can not be made to carry a sufficient amount of the best lubricant oil.



GOSSIP FROM GOTHAM.

Everybody Glad the Shows are Over—L. A. W. Politics are Boiling—Potter's Case Revived.

NEW YORK, Jan. 27.—Well, the shows are over. Everybody is glad. It will be a fortnight or so before all of us regain our equilibrium. Perhaps this period will not suffice. But, anyway, the shows are history; and so let's rejoice.

Just now we look upon the idea of future exhibitions with indifference, and even wish that no more will be held. Deep down in the bottom of our hearts, however, we feel that in spite of all the work, hustle, and consequent weariness, shows are very essential and the benefits derived are more than enough to repay for the expenditure of money, brain, and muscle.

Yes, there will be shows again next year, and on a grander and more imposing scale than the recent gorgeous and successful affairs. The acme of perfection has not yet been reached, and the anti-show shouters will have to wheel into line again next year as they did this time. The era of shows has not been concluded.

L. A. W. Politics are Boiling.

League politics had a sizzling time last week, and the presence of a goodly number of prominent officials kept dame rumor on a hot chase. Of course, the rival presidential aspirants, Willison and Elliott, were very much in evidence, each confident that he would secure the plum—if such it can be called, though a lemon would be a more proper designation. "Pop" Brewster, a veteran in League squabbles, seems to be mostly in charge of the Willison campaign, and evidently he misses his former team companions, Davy Post and George Collister, who are pretending to be passive spectators. Elliott is doing some tall hustling on his own part, but Isaac B. Potter is not idle in behalf of the Massachusetts man, who appears to have a little the advantage at this juncture of the game. Albert Mott dropped into town Saturday, and expressed himself as well satisfied with the situation, from a Willison point of view. And so it goes, the supporters of each man seeing no one in it, except their candidate.

Not Much of a Conference.

That conference between the L. A. W. and representatives of the National Cycle Board of Trade could not very well result in anything, when it is considered that the board has only elected its officers and the League is about to do the same. Of course, a general talk was indulged in, but nothing definite really happened. Messrs. Gideon and Mott understood the session was to be in the evening, instead of the afternoon, on Saturday, and they arrived too late to be in attendance. President A. C. Willison, first Vice-President G. A. Perkins, I. B. Potter, Sterling Elliott, and Abbot Bassett represented the L. A. W. The cycle board was looked after by President R. L. Coleman, A. G. Spalding, W. L. Wilson, and Joseph McKee.

Class B, but Under a New Name.

Albert Mott has always followed the racing game very closely, and his remark at the show that Class B would be continued, though, perhaps, under a different name, carries with it a certain amount of significance. Of course, he gave it as his personal opinion that such would be the case. Whether or not there will be Class B next season is hard to decide, and the proof that the matter is still in abeyance lies in the fact that no paid amateurs were signed during the show. Even Bald does not care to attach his name to a contract until after the National Assembly meets. It looks very much as though he wanted to go to Europe as a pro, and for the Columbia people, who will not have a Class B team next season. The "Cannon Ball" is not very enthusiastic on cash prize racing, and if B is retained he is very likely to remain in this country until next fall before turning to professionalism.

Potter's Suit Against the L. A. W.

Complications of all sorts are involved in the move of I. B. Potter to bring to trial his famous suit against Charles H. Luscomb as president of the L. A. W. In order to prove his case, Mr. Potter wanted the testimony of half-a-dozen manufacturers, and was willing to accept their written statements as evidence. This the executive committee refused to do unless the depositions were taken under oath, which procedure would necessitate considerable expense. In order to avoid the expense Mr. Potter last week secured summonses for a number of manufacturers, calling upon them to appear next Tuesday at 10:30 a. m., in the Supreme Court, in Kings County. Col. A. A. Pope, C. W. Dickerson, H. A. Lozier, and A. G. Spalding were served with the papers, but R. L. Coleman and R. Philip Gormully were not found. Naturally the manufacturers were put out, and denounced the executive committee in rather uncomplimentary language. Then the committee again offered to have the depositions taken under oath, and Mr. Potter has agreed to this if the expense will be shared by the committee, which is not likely.

As the matter now stands, the manufacturers will have to appear in Brooklyn tomorrow, but the case is apt to be put over until April.

Harry Tyler, when asked whether he had retired from the path for good, replied that should enough money be offered to him he would again follow the circuit and race his best. Tyler, by the way, has taken to the wearing of glasses, and will have to wear them for six years or more. He is taking a business course in college.

A CYCLE PATH ACROSS NEW YORK.

The Wheelmen are Working Vigorously Toward that End—Motive for the Newspaper Attack on the Syracuse Cycle Co.

SYRACUSE, N. Y., Jan. 26.—Syracuse wants cycle paths through Onondaga County, and the wheelmen of the city, assisted by the manufacturers, have set out to get them. A meeting was called recently to consider the question. Committees were appointed to draw up a bill to be submitted to the New York state legislature, authorizing the county board of supervisors to levy a tax on wheels, the proceeds to be used for the purpose of building cycle paths in this county. The action is on a line with that of the wheelmen of Oneida County, which adjoins the county next to Onondaga on the east. The Oneida County wheelmen have already submitted their bill to the legislature authorizing a tax on all wheels in the county, and the appointment of a cycle path commission which shall have full charge of the fund. The commission is authorized to build paths wherever it seems best in their discretion. It has already been decided, however, that in case the bill becomes a law a path will be built along what is known as the Old State Road, which forms part of a direct thoroughfare from Albany to Buffalo.

Progress of the Work.

If Onondaga County wheelmen secure the adoption of their measure, they, too, will first build along the same road, and it is hoped that the wheelmen of Cayuga County on the west can be induced to take similar action. Already a path has been constructed from Rochester to Buffalo and from Albany, east to west, through Schenectady County; so that if the proposed legislation goes through and the wheelmen of Montgomery, Herkimer, Madison, Cayuga, and Wayne counties can be made to fall in line, New York state will have a cycle path leading by the most direct route from its eastern to its western boundary.

There seems to be little question that the wheelmen of this county will be able to secure the adoption of their measure. Immediately after the cycle show a meeting will be called at which the committee appointed to draft the bill will report. Then the measure will be submitted to the wheelmen of the county for their votes, and if the ballot is favorable the measure will be placed in the hands of the county's senator or assemblyman for submission to the legislature.

An Unwarranted Attack.

The attack made on the representatives of the Syracuse Cycle Co. by a Chicago paper during the progress of the Chicago Cycle Show, seems to have been entirely the result of spite. J. C. Bowe, president of the company, told a BEARINGS man that he could account for it in no other way. "They claimed to me, when I got there, that some one representing us had contracted with them for an ad, to run during the show; but if this was done it was entirely without authority, and, as I could see no special object in running anything in their paper, I refused to ratify the alleged agreement. That is the reason why we were roasted, I think. Of course the stories printed by the Chicago paper are entirely untrue. No disturbance of any kind occurred at the Auditorium Hotel. The dragging of H. E. Maslin's name into the story was a particularly cruel piece of work, because, in the first place, he is not the president of the company as claimed, and in the second place he was confined to his room by illness most of the time during the show. On three separate occasions he refused to see the reporter of the Chicago sheet, and that is probably why he was dragged in."

Titus Has Signed with the Syracuse Company.

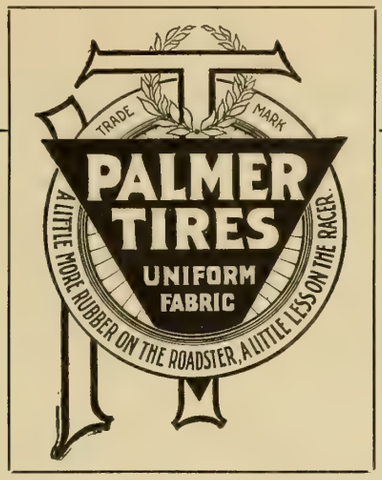
Fred J. Titus has signed with the Syracuse Cycle Co. for next season. He will not only ride a Crimson Rim, but will be in charge of the company's New York store. The fact that Titus is under the suspension of the Racing Board didn't seem to deter the Syracuse people from making a contract with him, and it is said by the knowing ones that the firm know what they are about, and that Titus is sure to come out of his row with the Racing Board with colors flying.

E. C. Stearns & Co. have signed West and Hammer, the two crack Philadelphia Class A men who captured almost everything in the line of prizes around their home last year. Louis Callahan and J. M. Campbell have renewed their contracts.

HE'S A YOUNG RACER.

AUSTIN, TEX., Jan. 25.—There is a cement walk around the Capitol Building here which, if it were not for a few sharp turns, though of course entirely unbanked—in fact, the perceptible slope being outward—would be good for record time. During the races Chas. R. McAdams, father of that wonderful little four-year-old rider of whom so much has been written of late, took the boy up to see the state officials and have a little warm-up on this cement walk. The distance around is a full third of a mile, and the little fellow made a remarkable new record for himself of 1:13⅓ for the distance, which, being unpaced and from a standing start, is undoubtedly fast time for the youngster. Under favorable conditions there is no doubt but that he can make it in a minute flat.

If there are any five-year-olds or under whose friends think they are speedy, they can get a race out of Master McAdams, whose father literally has money to burn when it comes to backing his youngster.



A Middle=Aged Lady

stopped at our stand at the New York Show, and, after looking inquiringly at one of the young men in attendance, said:

"The agent of whom I bought my wheel advised me to have it fitted with **Palmer Tires.** He said I would get more comfort and experience less fatigue in riding if I did so. He said this was due to the manner in which the Palmer Tires were made. That they possessed certain elements not to be found in any other tire, and if I wished to be perfectly satisfied with such a delightful exercise as wheeling, I should by all means try the Palmer Tires. I accepted his advice, rode Palmer Tires all summer, and am delighted with them. But I wish to know if the agent was telling me the truth, or if any other tire would give me the same results as your tires have."

In reply, the lady was told **why** Palmer Tires are easier riding than any other tires; and the example of the racing man was cited to prove it. He selects Palmer Tires because they contain a fabric made on a scientific principle; made to distribute power without loss; made to save energy; made to get him to a given point within the quickest possible time.

The men who do the most riding and the fastest riding, ride Palmer Tires. Do you wish to know something about this wonderful fabric? Our catalogue will tell you. Send for it.

THE PALMER PNEUMATIC TIRE CO.

133-135 South Clinton Street,
CHICAGO.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
66 Reade St., New York, and 159 Lake St., Chicago.

MAYOR FAVORS CYCLING.

Toronto's Executive Urges the Council to Pay Special Attention to Wheelmen's Needs—Other Canadian News.

TORONTO, CAN., Jan. 27.—The mayor-elect of Toronto delivered his inaugural address last week, and it is a pleasure to be able to note that the city council for this year is directed to pay special attention to the needs of the wheelmen. As aldermen in other cities and towns have occasionally developed unreasonable and foolish objections against the cycling fraternity, we herewith reproduce that portion of what the local press admits to be one of the best inaugural addresses ever delivered in this city.

The Mayor Speaks for the Cyclists.

Referring to the wheelmen, the mayor-elect, in his message to the council, said: "In the construction of streets hereafter the council should pay special attention to the needs of those who ride bicycles. A part of each street should be paved with the most suitable material for them. In addition to this, strips on a large number of streets in different parts of the city, where asphalt or brick does not now exist, should be put in first-class shape for bicycle riders. We must remember the fact that the traffic upon the streets is changing rapidly, both because of the electric service and because of the introduction of bicycles, and parts of the streets hereafter should be graded and paved with special reference to the comfort of those using wheels."

Roads Could Easily be Repaired.

A local paper which is not without influence in municipal matters, in commenting on the foregoing, feels called upon to editorially give expression to the following sensible remarks: "The position that the mayor takes in regard to the use of bicycles on the streets is a commendable one. He will receive the hearty support of Toronto's 10,000 wheelmen if he carries out the suggestions he has outlined. By the expenditure of a few thousand dollars many thoroughfares that are now badly adapted for bicycle riding might be put in good shape for wheelmen, and a great benefit thereby conferred upon thousands of citizens."

Last season one of the aldermen introduced a bill offering a standing reward for the apprehension of any person throwing broken glass, crockery, etc., on the streets calculated to injure bicycles; so it will be seen that the mayor and aldermen of Toronto are setting an example, which other cities and towns may do well to emulate, and have realized that wheelmen in this city have rights—and votes.

Pneumatic Tires for the Ambulances.

Some time ago THE BEARINGS representative pointed out that the application of pneumatic tires to the city ambulances would confer a great boon upon the unfortunates who are compelled to ride therein. This week the American Dunlop Tire Co. have furnished to the ambulances controlled by the police department a splendid set of pneumatic tires, which will, without doubt, do much to alleviate the sufferings of the unfortunate victims of the numerous accidents in a large city. No doubt the other ambulances will be at once similarly equipped when the merits of the innovation become known.

Wanderer's Concert to be Repeated.

The smoking concert, cake-walk, and circus recently given under the auspices of the Wanderer's Bicycle Club, of this city, created such a furore that it is to be repeated on Saturday evening, February 1, at the Princess Theater. As a number of ladies have expressed a desire to be present, the smoking features will be omitted, but the Wanderer's brass band and the Hungarian string orchestra will be present in full force. It is also possible that the club may produce the entertainment in Hamilton, Ont., as the inhabitants of that city have expressed a strong desire to witness the performance.



A PECULIAR DAMAGE SUIT.

TORONTO, CAN., Jan. 26.—At the next sittings of the High Court of Justice, to be held in this city, a suit will be tried which is causing considerable interest among the bicycle fraternity. In August last the Royal Canadian Bicycle Club held a garden party, one of the attractions being a trapeze performance, during the course of which the upright poles from which the trapeze was suspended fell to the ground, severely injuring a young man named McGregor, who now brings a suit for $5,000 damages. As the bicycle club is an unincorporated society, all the members to the number of over 200 are made defendants. It is not often that a case comes before our courts in which so many people have an opportunity of appearing as litigants. The outcome of the suit will be awaited with interest.

You Will Admit

That the public in general is rapidly becoming better qualified to judge of the individual merits of the various makes of bicycles. As a result, the prospective purchaser of 1896 will be unlikely to pay $100 for a wheel that is a counterpart of the repair shop product. His choice must be distinctively high grade, and the day has passed when crank keys, outside frame joints, and innumerable bolts and nuts are countenanced on high-grade bicycles.



are distinctive—distinctive because of the novel features embodied in their construction. It can no longer be said that all bicycles are alike—that all bicycles look alike.

THE MARCH-DAVIS CYCLE CO.,

FACTORY AND OFFICE: WEST NORTH AVENUE AND WEST 44th STREET,
Or Hermosa Station on Chicago, Milwaukee & St. Paul R. R., Union Depot.
CHICAGO, ILL., U. S. A.

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F. M. Smith & Bro., St. Paul, Minn., General Agents Minnesota, The Dakotas.
L. C. Jandorf & Co., New York City.
Wm. M. Justice & Co., Pittsburg, Pa.
Oscar S. Lear, Columbus, Ohio.
Adams & Hart, Grand Rapids, Mich.
J. B. Sickles Saddlery Co., St. Louis, Mo.
Novelty Bicycle Works, Rochester, N. Y.

Dealers at the



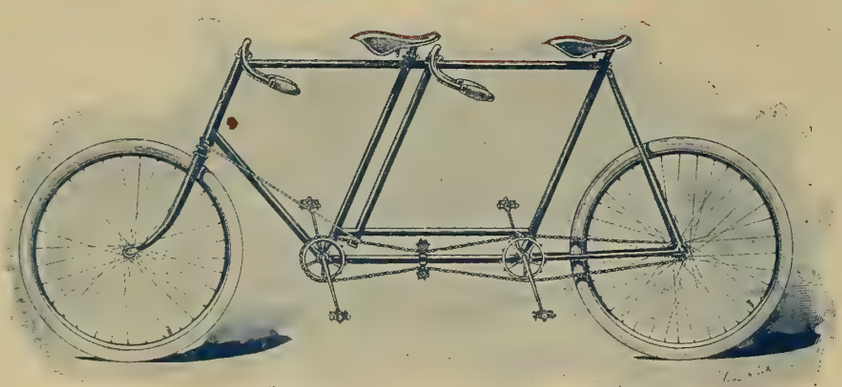
WORLD FLYER. Model No. 3. Weight, 16 to 18 pounds.

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WORLD TANDEM. Model No. 5. Weight, 36 pounds.

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We are Always Wide Av

Ask people who have seen

ARNOLD, SCHWINN & CO.

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Peoria and Lake Sts., CHICAGO.

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Our Exhibit.

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WORLD LIGHT ROADSTER. Model No. 2. Weight 20 pounds.

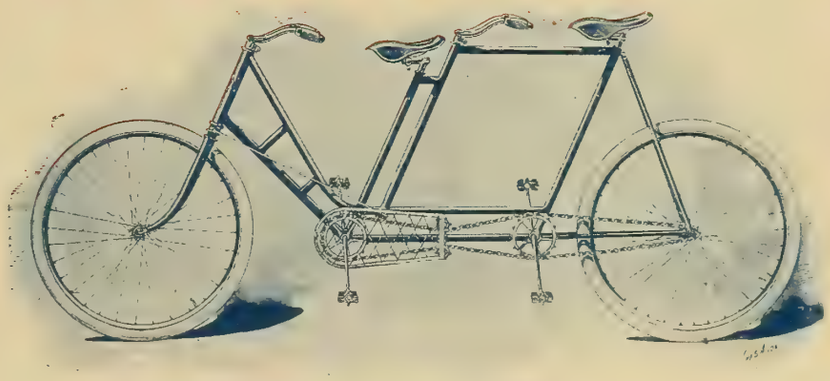
D CYCLES

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ONE.

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WORLD TANDEM. Model No. 6. Weight, 38 pounds.

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WORLD FLYER



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ARNOLD, SCHWINN & CO.

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Mention The Bearings.

THE BEARINGS Cycling Authority of America

Dealers at the New York Show



WORLD FLYER. Model No. 3. Weight, 16 to 18 pounds.

Flocked Around Our Exhibit.

They Wanted the Agency

for——



WORLD LIGHT ROADSTER. Model No. 2. Weight 20 pounds.

THE WORLD CYCLES



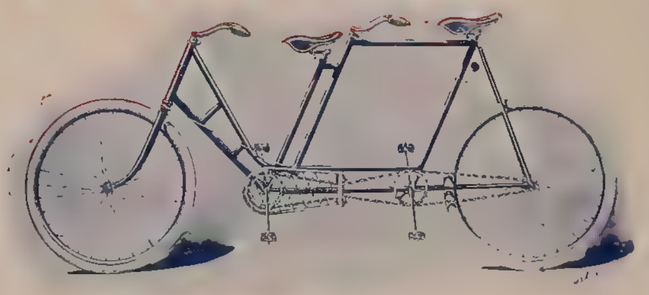
WORLD TANDEM. Model No. 5. Weight, 36 pounds.

JOHNNY JOHNSON

HE RIDES ONE.

ALL WORLD'S RECORDS THIS YEAR.

"TOM ECK STATES: IT'S THE BEST."



WORLD TANDEM. Model No. 6. Weight, 38 pounds.

We are Always Wide Awake. Our Line is Alive.

Ask people who have seen THE WORLD, and write for terms.

ARNOLD, SCHWINN & CO.

Peoria and Lake Sts., CHICAGO.

Pacific Coast Depot,
HOOKER & CO.,
San Francisco, Cal.

Mention The Bearings.

Windsor BICYCLES

They Took the Cake

CHICAGO. ——AT BOTH SHOWS—— NEW YORK.

We have been telling our readers for a long time that the "WINDSOR" bicycles possessed more improvements than any other make on the market. We proved to the thousands who attended the New York and Chicago Cycle shows that there was "something new under the sun" in bicycle construction.

Most manufacturers have been contented to adopt the large tubing and barrel hubs, and the balance of the bicycle they have built in the same old-fashioned way. "WINDSOR" bicycles are built to beat, to be better than all others, to excel them in every way.

THE

Windsor BICYCLES

EASILY CARRIED AWAY THE PRINCIPAL HONORS. THE TRADE AND PUBLIC WERE DELIGHTED WITH THEIR MANY IMPROVEMENTS.

The "WINDSOR" diamond, beveled fork-crown is the daintiest, strongest, and most expensive on the market; the reservoir hubs were a revelation to many; the superb detachable sprockets—the front one steel forged, the rear one tool steel—the glorious finish of the "American Beauties" more than substantiated our claim that they were the most beautiful.

The "WINDSOR" is brim full of new, practical, up-to-date ideas.

"WINDSOR" agents will sell all we can make. Is your order in yet?

Sieg and Walpole Mfg Co
KENOSHA WIS

BRANCH HOUSES: Chicago, Milwaukee, Los Angeles, Cal., Portland, Ore.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor BICYCLES

FROM OVER THE SEA.

LONDON, Jan. 18.—The Prince of Wales and the King of the Belgians, attended by their suites, visited Olympia on Thursday and were greatly interested in the cycle racing. Jules Fischer, the Belgian racer, after cleverly winning the one-mile international scratch race, beating Fournier and A. E. Walters, was invited into the royal box and congratulated by both the king of his fatherland and the prince. A. C. Edwards commenced riding on Monday. The management has in contemplation a six days' race for prizes amounting to $5,000, the first prize to be half that sum. It is also hoped to obtain the permit of the National Cyclists' Union for a weekly race or races open to amateurs. During this week several members of the general committee have visited Olympia and satisfied themselves of the conditions under which the racing takes place, as well as the safety of the track. In the event of the amateur races being allowed, no professional or women's competition will take place during the same afternoon or evening. The official timekeepers and handicappers of the Union will be engaged, and a Union representative will act as judge. Today the *Cycle* publishes an Olympia number, almost exclusively devoted to portraits of and interviews with the riders of both sexes, as well as chats with Sir Augustus Harris and the chief directors of the great show.

Enormous Attendance at Olympia.

The attendance last Saturday at Olympia was enormous, every seat in the house being sold. Fully 10,000 spectators witnessed the fine racing. Fischer defeated Barden by two yards in the final of the two miles, after an exciting race, from which Fournier was compelled to retire early, owing to his tire deflating. Tonight a match between Fournier and Fischer at two miles for a stake of $500 will be the tit-bit of the programme. Last Monday Fournier defeated Barden in the two-mile scratch race in the afternoon, while at night Fischer beat Fournier, Barden taking third place. During the week R. G. Merry and H. B. Howard have several times defeated F. Mayo and W. C. Skillinger in tandem races, the latter pair not having yet attained their real form. Eros, Osborne, Smits, F. Verheyen, E. L. Winbolt, and A. C. Edwards have been successful in various races during the week, but none of these have defeated Fournier or Fischer, who are the kings of the Olympia track at present.

Lenz's Watch is Found.

A London sporting daily states respecting the fate of Lenz that news has come to hand that a missionary named Enoch recently noticed in the hands of a beggarly Armenian, in treatment at the local hospital at Musch, a splendid silver watch. On being asked where he got it, the beggar said that while crossing a wood near Bitlis he saw two Kurds robbing a corpse by the side of which was a bicyclette. When the robbers caught sight of the Armenian and his friends they made off, and he took the watch. On the case is engraved, "Frank Lenz, 1894." This definitely settles the fate of the unfortunate globe-girdler.

During a recent house party at Chatsworth House in Derbyshire a series of bicycle races were organized. The first prize was won by a lady who is a well-known frequenter of turf fixtures, and who threatens to become quite a champion in the amateur wheeling world.

The large sum of $520,000 figures in the French Budget for 1896 for the cycle tax against $340,000 which it produced last year. This indicates the French government's estimate of the growth of cycling in France.

A petition to Parliament for the repeal of the Locomotives Act, which restricts the use of moto-cars and horseless vehicles is being extensively signed. Every cyclist is invited by the *Autocar* to assist in obtaining signatures on the forms supplied by that journal. C. W. HARTUNG.

LEGISLATING IN MASSACHUSETTS.

SPRINGFIELD, MASS., Jan. 27.—Col. C. L. Young, of this city, will introduce into the legislature a bill to make the stealing of bicycles a state prison offense. The present law relating to bicycle thieves is so lenient that it is practically inoperative as a preventive measure. Representative Young said to a BEARINGS representative today that the Massachusetts law now affords more protection to the owner of a $20 nag than to the possessor of a $100 bicycle.

Another matter very near to the hearts of cyclists in this part of the state is the improvement of the road between Springfield and Holyoke. Representative Kennedy, of Holyoke, appeared before the state highway commission last week to urge an appropriation of $100,000 for the work. It is believed that there is a fair chance that the money will be secured, The road in question is probably the most popular in western Massachusetts, and on pleasant days is thronged with wheelmen. It is the main artery between Forest Park, Springfield, and Mountain Park, Holyoke, the great outdoor resorts of the respective cities. The parks are fifteen miles apart. the Holyoke and Springfield road proper being about ten miles long.

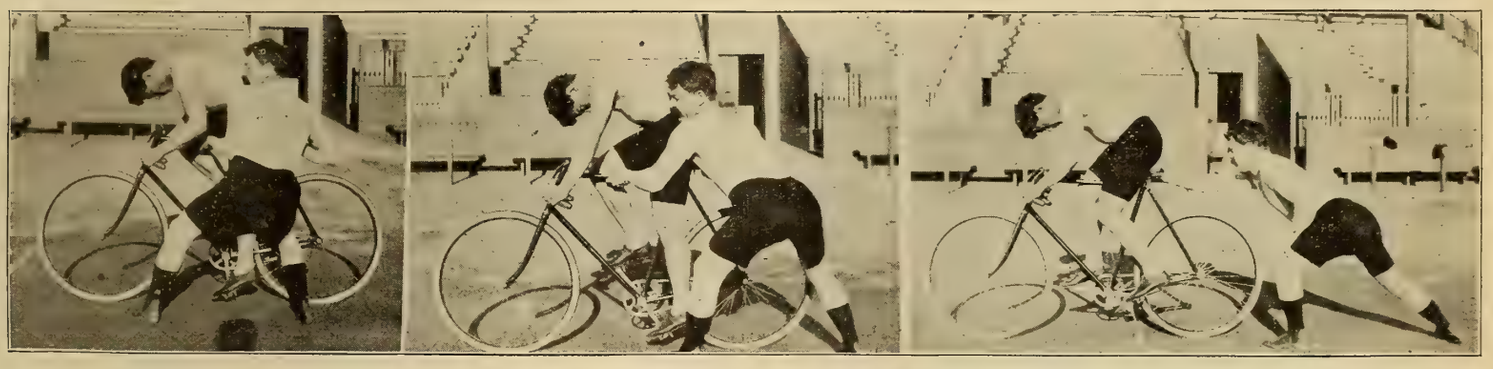
THE PUSH-OFF.

The racing man and his methods of training or riding are always a source of interest to the public. One of the interesting features of competition racing is the getting away of the man and catching the pace. Few men have been very successful at this, some owing to their inability to make a jump, and many others because they lack the proper push-off. The three features that are shown in the accompanying illustrations show the methods of one of last season's stars—Earl Kiser—in catching the pace, and it also illustrates the methods by which his manager pushes him off.

In the first position it will be noticed that the body is drawn well down on the wheel and saddle, the arms curved back to give the body the best leverage for the best possible spring, while that of the starter is settled well back with the right leg slightly bent and the left one nearly straight, with the right arm drawn back much the same as in putting the shot, except the hand is on the saddle and the arm below the shoulder.

In the second position the man has made the first spring and it will be seen how rigidly the arms are drawn, how the chest is expanded, and how every atom of strength is put into that first thrust of the right foot on the pedal. It will be seen in this that the body of the starter has moved nearly two feet ahead at the shoulders, while both legs are slightly bent, and the left hand about to release its grasp on the upper tube.

In picture number three, it will be seen that the rider is off his saddle but is coming back down on it; as will be noticed the arms begin to curve again, the coming back on the saddle giving the opportunity of quicker releasing the left limb and bringing it into play where it may be forced down on to that pedal. In this picture it will be seen that the rider is about to leave the push-off, as the final effort of the starter is here exerted. It will be noticed that the left hand of the starter is placed on the knee of the left leg. This is done in order to avoid pitching ahead from the force of the push given the man, as well as to avoid stepping over the tape; it will also be noticed in this picture that the right limb and body are almost in a line. By this method it is possible to give a man a stronger and quicker push-off than by any other method used in starting.



CONGRESSMAN TOWNE'S BICYCLE BILL.

WASHINGTON, D. C., Jan. 24.—A bill has been introduced in the House of Representatives by Hon. C. A. Towne, member of congress from Minnesota, providing that the owners of bicycles and all like vehicles shall be made to pay a charge for transportation of the same. He further provides, however, that in case the bicycle is accompanied by the owner, who wishes the wheel transported by the common carrier as his personal baggage, it is to be checked as any other baggage, no charge being made for the transportation if the owner of the bicycle will sign a paper releasing the railroad company from any liability to cost of damage to the wheel or loss of same in wrecks or otherwise. In no case where a charge for carriage is made is the charge to be less than 10 cents, and a fixed nominal sum to be agreed upon per mile.

FRENCH UNION TO TAKE ACTION.

PARIS, Jan. 10.—The sporting committee of the Omnium and the U. V. F. (French Cycle Union) has written to the L. A. W. in regard to the disqualification of Titus, Murphy, and Cabanne, with the object of arriving at some understanding for their future guidance in similar cases.

My personal opinion is that these three cracks will not be allowed to ride in France for the present. With one exception all the papers ask that the L. A. W. decision be maintained in France, where riding has been fairly straight for the last year or two.



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Thirty years' experience and success

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Women's Loop Frame, 22 inch.

Men's Frames, 22, 24, and 26 inch.

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WE REFER TO THE FOLLOWING AS TO WHETHER WE BUY THEIR BEST.

TUBING—Birmingham (Eng.) Weldless Steel Tube Co.

STEEL—Spalding & Jennings.

SPOKES—Excelsior Wire Needle Co.

CHAIN—Indianapolis Chain & Stamping Co.

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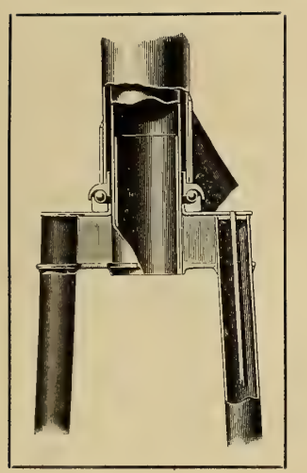
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that is made by some "nobody."

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our wheel will always be with us

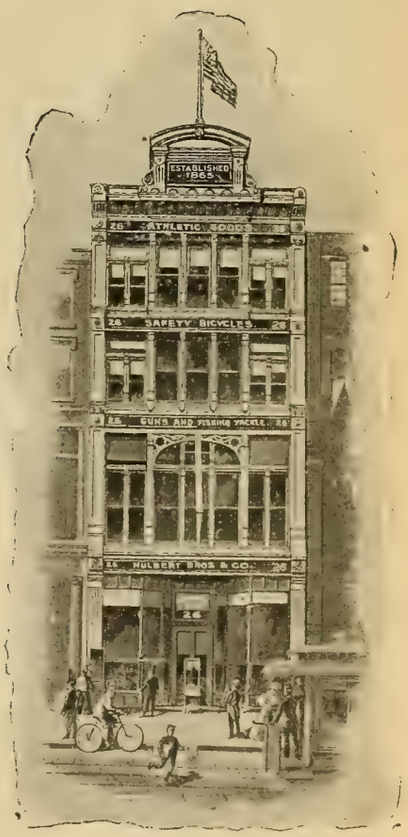




TALKING POINT No. 8....

DOUBLE FORK-CROWN.

Catalogue explains the rest.



HULBERT BROS. & Co

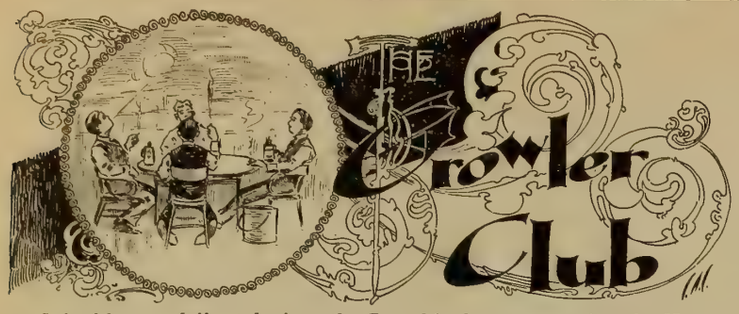
26 West 23d Street, New York City,

MANUFACTURERS OF FIREARMS, MAJESTIC BICYCLE,

MESINGER SADDLE, SUNDRIES, AND

SPORTING GOODS.

MENTION THE BEARINGS



It had been a full week since the Crowd had congregated at the Haunt, the revelries of the cycle shows having proved too much for most of them, and it had necessitated a greater part of the seven days to recuperate. However, they drifted in one by one, and soon each particular mug was transferred by the Attendant from the long shelf to the mahogany around which they sat.

Of course new anecdotes were exchanged, many old stories concerning Tattersall's rehashed, and reminiscences of the week of January 4 to 11 were told and enjoyed in a fashion all the more pleasant for the gathering of congenial spirits. The talk gradually drifted around to the many accidental successes in the trade, the facts having gained undue prominence through the rapid and recent growth of the bicycle business in this country. Numberless cases were cited wherein, only a few years ago, men now thoroughly identified with the highest element of the wheel industry were following an entirely different channel, and had, through some apparently trivial accident, drifted into a vocation that in many cases brought them wealth and power.

"I distinctly remember one case," said the Meditator, "of how one of the largest manufacturers of wheels made their debut into the bicycle arena.

"In 1891 a certain company in this great metropolis of the west, Chicago, was actively engaged in supplying the wants of its fellowmen's wives by turning out sewing machines by the carload, and was doing it at a profit, too.

"A small bicycle business flourished close by for awhile. The concern bought parts here and there, assembled the various lengths of tubing, set up the wheels, etc., while the neighboring sewing machine people, having every facility for enameling, attended to that part of the business for the bicycle company.

"For some reason the infant wheel-building establishment did not continue to flourish, and one day, in an evil moment, some heartless creditor closed out the business. All that the sewing-machine company got for the balance of its account was ten frames that they were enameling at the time. For some months these frames laid around the factory, apparently of no earthly use. They could have been bought for a song, but no one wanted them; so finally some one high in authority concluded to finish the wheels up complete. It was done, and this experience opened his eyes to the probable profit that could be gotten out of the bicycle business, if properly conducted.

"It was finally decided to build wheels in conjunction with the sewing machines, but to go into the business exclusively was farthest from the company's thoughts, for, like many others, the members never anticipated the wonderful impetus that it was to receive in the few years to come. So remote, indeed, was this idea that shortly afterward, when the Pope Mfg. Co. bought out the Weed sewing machine property and disposed of the entire plant, the Chicago concern invested in a quantity of the machinery, which, strange to say, has never been used by it.

"But I anticipate," and the Meditator improved the gap by a deep draught at his favorite mug.

"Being a progressive house, the bicycle business steadily increased year by year, mainly through judicious advertising, and gradually, as the ratio of wheel production grew larger, the manufacture of sewing machines grew less and less, so that eventually the thing of needles and shuttles was relegated to the background, and in its place an enormous manufactory of 'the carriage of the present' stands today among the largest and most complete in the country, a noisy monument of the results of chance and the remarkable growth of an accidental industry."

"That's all right," chimed in the Growler; "that is what I would call a direct case. Now, I know a story that goes it one better, for, while sewing machines and bicycles are two entirely different articles, yet there is an analogy there that does not make the step appear impossible, but in the story I have in mind the end was so far removed, from the very beginning, that I think it worth recounting.

"About six years ago a traveling man for a certain large hardware house was riding on a State Street car, fitted with the usual gong bell attached to the roof, which necessitated jerking a rope to sound the alarm. On this particular occasion, in letting go of the brake to pull the bell-rope, the gripman ran over a woman, an accident that would not have happened had the man had both hands free.

"This gave the hardware man the idea of a bell that could be operated by foot pressure, and afterward thousands were made and sold in all parts of the country, and are being made and sold more extensively every day. Then in rapid succession a door-bell and a bell for fire engines, working on the same principle, made their appearance.

"But the accident that brought the bell-making company directly into the bicycle business, or rather into one of the 'kindred industries,' that is, the making of bicycle sundries, happened in 1891, when a representative of the same house, while testing one of the car bells on a St. Louis trolley car, was asked by the motorman 'Why don't you make a bell of this character small enough to be used as a bicycle bell? It strikes me that it is just as important to have a bell on a bicycle as on a street car, and a bell constructed on the principle of this one, if made in a neat size, ought to find a ready sale.

"It was at once seen that the street-car man's idea was a good one. Word was sent to the factory, and the result was the continuous ringing bell that is now found on so many wheels, and is sold in such immense quantities that it is by far the most profitable end of the bell company's business, the yearly sales running away up in the hundred thousands.

"Again, in this instance, clever advertising had much to do in building up the trade; and the evolution from the large to the smaller size of product was, of course, like all transitions, to a certain degree gradual. Naturally, business inclinations made the firm's efforts lean to the channel which led to the best financial results, and the bicycle business seemed to afford, even at that time, profitable openings for the right people, so the management went into their new branch with a determination and a will that soon placed them in the front rank; but it was beyond the power of human mind to predict the success that was to a certain degree due to the accidental remark or suggestion of a street-car employe."

"There are hundreds of such cases that one could recite," said the Meditator, "and if somebody would take the trouble to look up the origin of the vast majority of manufactories now in the bicycle business, or closely connected with it, the results would show a series of accidents that follow closely on the line of both the stories just told.

"The reason is only too obvious when we consider the age of the industry. Its very newness is, to a certain extent, responsible for the way it has bounded forward until now it easily ranks among the foremost of the globe. Unlike many other mercantile followings, it has as yet not had time to grow old and set in its ways. Of recent birth, it soon showed promises that drew many able and clever men from callings that had claimed them for years, and, coming into their new business, fortified, in most cases, with the experience gained by years of hard work, they were able to push along the infant bicycle business at a pace that was at once the wonder and admiration of their more conservative fellows.

"Webster defines accident as 'an event that takes place without one's foresight or expectation; an event which proceeds from an unknown cause, or is an unusual effect of a known cause, and therefore not expected'; and surely to many of the present shining lights of the trade, especially to those whose entry into the bicycle business occurred in the early days, the definition is only too appreciable.

"Many, through the decadence of their then employment; many through their natural fondness for engaging in something new; and many through their love for the sport, found their way into the bicycle business; but no one, however sanguine, imagined that the trade would rise to the height it has, and scattered all over the land are many who daily regret that they did not embrace the 'accident' when they had the chance. But such is the irony of fate that among many of the new comers, later on, will be found just a few who will be sorry that they did. The survival of the fittest still continues and, as of old, mediocrity will always give way to sound judgment and common sense."

As always at the weekly meeting, the evening slipped away on magic wings; the early-to-bed resolution was not quite old enough in the new year to be easily broken; so soon the white-aproned attendant was left to his final duty of putting away the mugs, the Growler's and the Meditator's side by side.

L. G.

ST. LOUIS A. C. C.'S NEW OFFICERS.

ST. LOUIS, MO., Jan. 27.—The annual meeting of the Associated Cycling Clubs, and the election of officers for the ensuing year, was held at the South Side Cycle Club last Saturday night. The president, secretary, and treasurer made their annual reports, and the most interesting of these was the report of Treasurer Robert Holm. It showed that the receipts of the association from all sources last year were $4,007.58 and that the total expenditures during that period were $3,209.58, leaving a balance on hand of $798. The principal source of revenue was the Diamond Tournament, on August 24, the receipts from which were $2,374, and the expenses $1,364, leaving a net profit of $1,010. The expenditures included the cost of the various tours given, the daylight parade, and the clean streets campaign. After a vote of thanks to the officers, the meeting adjourned sine die, to be called together immediately by President Robert, who asked for the credentials of the delegates, who had been elected for the coming year. The election of officers was then proceeded to, and resulted in D. W. Robert being elected president; W. M. Butler, first vice-president; H. G. Wolzendorf, second vice-president; J. T. Sibley, third vice-president; Robert Holm, treasurer, and Will P. Laing, secretary. With the exception of the second and third vice-presidents, the officers are the former incumbents. The Associated Cycling Clubs have never met with a failure in any attempt made, and strengthened by the accession of the Century Road Club, they expect to keep up an unbroken record, although the campaign they are mapping out is a hard one.

"Bearings" magazine form appears February 6.

THE COLUMBIA REWARD.

In addition to obtaining the best bicycle ever made, the purchaser of a Columbia buys with it the protection of the Pope Manufacturing Company against its loss by theft, so far as such protection can be extended by any power, for with one year's guarantee there is also a reward of $50 to be offered in case the machine is stolen. The only conditions are, that the Columbia bicycle shall not be over one year old, and that it must be recovered and returned to the owner, or owners, in as good condition as when taken. The reward is payable on the first conviction or sentence of the thief, and only one reward is payable for the conviction of the same individual.

No other company has ever attempted such a generous offer, nor does any other concern so faithfully watch the interests of its riders. There are many instances on record where the Columbia reward has successfully accomplished the object for which it was instituted, as is instanced by the following letter:

MR. A. F. MUNDIE. Tonawanda, N. Y. BUFFALO, N. Y., Nov. 26, 1895.

Dear Sir: In accordance with our offer of reward we beg to inclose our check for $50 in full of all charges against us for the recovery of one Model 44 Columbia bicycle, and the arrest and conviction of the thief.

In addition to the above, we have to thank you for the interest manifested in the return of stolen property to its rightful owner.

Yours truly, POPE MANUFACTURING CO.,
N. E. Turgeon, Local Manager.

Upon the same date a like amount was paid to J. J. Lynch of the Buffalo Police Department for the recovery of another Columbia machine.

There have been many imitations of this, as of all other Columbia methods, but for liberality and an honest desire to bring the thief to justice the Columbia reward remains unique and unequaled.

DON'T.

Don't use toe-clips just because Bald and Zimmerman do.
Don't criticise people's "legs."
Don't ride with your mouth open on dusty roads.
Don't try to pose.
Don't scorch on a crowded boulevard.
Don't do stunts or fancy tricks on the road.
Don't use bicycle slang.
Don't fail to have a "Put it in your Pocket" repair kit.
Don t chew gum when riding.
Don't hold too tightly to your handle-bars, it is tiring.
Don't take up the whole road.
Don't "coast" without a brake.
Don't forget to clean and oil your machine.
Don't ignore the laws of the road.
Don't bend over or try to imitate racing men.
Don't race on a much-traveled thoroughfare.
Don't wear tight garters.
Don't forget your tool-bag.
Don't attempt too many "centuries."
Don't ride in the city without a bell.
Don't ride your sister's wheel.
Don't ride after dark without a lantern.
Don't wear a conspicuous cycling costume.
Don't imagine that everybody is looking at you.
Don't borrow anybody's bicycle.
Don't lend your own.
Don't ride with your tire half inflated.
Don't get in front of trolley cars.
Don't ride anything but a Columbia.

THE SAFEST BUY.

At the Chicago Cycle Show a newspaper man asked an unprejudiced expert what, as the result of his examination of all the wheels, he considered the best one. "I have gone over them all very carefully," he replied, "there may be a half dozen said to be better than the Columbia, there may be a dozen quoted 'just as good as the Columbia,' but all the same the Columbia is now, just as it always has been, the *safest buy* in the show."

"Safe" is a very conservative word, but is a word that means more to a careful buyer than any other; and when that expert said that the Columbia was the "safest buy" he had in mind the fact that the Columbia was the pioneer bicycle of America; that it had stood the test of time; that it was built by the company with the largest experience, largest and most complete plant, and the biggest capital; and that this long experience and big capital had created and gathered the most expert constructors in all bicycle manufacture. In the face of these conditions, did it require an expert's opinion to give weight to the statement that "the Columbia is now, as it always has been, the *safest buy* and the best.'

Extract from Editorial on Report of Secretary of Board of Trade.

("Hartford Courant," Jan. 15, 1896.)

"In reviewing the various interests here he shows the wonderful development of the Pope Manufacturing Company. Since 1888 its floor space has increased from 116,942 feet to 674,925 feet, and its employes from 283 to 2,340. He estimates that in one way and another 10,000 of our population depend upon that great industrial corporation, a seventh, if not more, of all the people in Hartford."

The Pope Manufacturing Company had on its pay rolls at the close of business, January 4, 2,647 persons.

At the Chicago show the machines on exhibition were fitted with pedals as follows: Brandenburg pedals, 324 pairs; two other makes, 270. At the New York show there were fitted to exhibition wheels: Brandenburg pedals, 224 pairs; others, 219. The total number of Brandenburg pedals at both shows was 548 pairs; total number of the two others combined, 489 pairs. The above figures were verified by a second count.

Bicycle Economy



Before buying a bicycle said to be "just as good as a Columbia" it is well to compare the prices at which the machines sell second-hand.

The second-hand price of Columbias often equals or exceeds the NEW price of the "just-as-good."

If you look a year ahead, there is wise economy in

Columbias at $100

STANDARD OF THE WORLD

POPE MFG. COMPANY
General Offices and Factories,
HARTFORD, CONN.

The handsomest Art Catalogue ever issued tells of Columbias. You can secure it free by calling on the Columbia agent; by mail for two 2-cent stamps.



An admiring crowd of small boys. as well as numerous children of larger growth, has assembled in the courtyart of Broadface Inn, situated in Reading, England, to comment on our style of mounting and to superintend our departure, and the dispute waxes fierce among about nine advocates of as many different routes which we are advised to take, each declaring his to be the sole and unrivaled best. But with our reliance on the "Cyclist's Route Book," confirmed by months of usage, we are indifferent to their directions and betake ourselves independently through the great market place, wherein stands a startlingly life-like bronze statue of Sir William Palmer, who was knighted because he made such good biscuits (which we call crackers.) Proudly he stands there on a beautiful rose-granite pedestal, arrayed in a pair of bronze trousers, very baggy at the knees, and a frock coat which wrinkles frightfully on the back, while he leans one hand on a very dropsical-looking umbrella which is surmounted by a stove-pipe hat, and thrusts the other into the frills of his oxydized shirt bosom, an attitude which, as is well known, all great men invariably assume. Having paid the due tribute of admiration which such a work of art extorts from the most sordid beholder, we may safely ignore the other lions which Reading offers and betake ourselves to the country hills and dales of Berkshire, where our route lies.

Nothing can exceed the beauty of an English landscape. It is a vision of which, as Thackeray says, the eye never tires, but which he confessed he himself did not appreciate until he had traveled elsewhere and learned its peculiar beauty and unfading charm. The only drawback is that country landowners generally take such a proprietary view of it that they shut off all opportunity to enjoy it from the high road as far as they can with jealous guards of high stone walls, or close-planted rows of firs and larch, lest the gaze of the vulgar passer-by should strike into their parks and contaminate their privacy.

We have just dragged ourselves and our machines up a long, long hill, and at the summit catch a glimpse of the beautiful Thames valley, with the Hampshire Hills beyond; when, presto, a couple of high brick walls inclose us, and, save for the sky above, we might as well be in a tunnel. Here is a stately gate with a lodge just inside it, A round-eyed child informs us that we are passing the domain of Lord Fensitupp, whose residence lies two miles inside the park. "Dear me!" says the flippant companion of my joys and sorrows, "I thought it must be a reformatory, or something."

We have the hill, however, to console us, and, putting up our feet, we begin a coast that pays for the toilsome ascent. Down, down we go, faster and ever faster; the breeze whistles in our ears, and our hands clutch the handle-bars more tightly as we fly past the pedestrian, who jumps aside at our warning bell; we have a flying glimpse of a wayside forge, where the glowing fire throws Rembrandtesque shadows on the smith's rugged face; a scolding dame snatches her brat as from the path of a destroyer, and farther on an old gaffer and his gammer (an old peasant and his wife) nod placidly from their thatched cottage as we fly by. With a wild squawk a hen that flightily undertook to cross the road as she first saw us, now attempts, at the very last moment, to cross back again, but, alas, it is too late; my machine gives an unpleasant bump and wobble, and at least one bird has reached the paradise reserved for chickens without undergoing the fiery apotheosis of pot-pie. We shoot under the railway arch and down a long avenue of arching elms; there is a sudden turn into a village street with its green, and market-cross, and swinging signs of inns; out again we run with ever slackening speed as we reach the lower plain; now comes a sudden rise over a quaint, arched bridge, and, with a long run through level fields where the hedges enfold us with their glad greenery and the eye feasts on the encircling hills, we have reached the bottom.

"Dear me!" says my flippant companion, "I really think it's worth the trouble of going up so high just for the sake of coming down again. Do you know why cyclists are just like Tennyson's 'grand old gardener and his wife?'" And when, as in duty bound, I say I don't, he gravely tells me that it is because they both "smile at the claims of long descent."

We are following a little stream about eight feet wide, which the English dignify with the name of a river, and over the stretches of yellow grain we can see the herds of aristocratic Jerseys taking their fill of the fat pastures or standing knee-deep in some shady pool lazily flicking the flies from their silky coats or gazing with mild, bovine wonder at the unwonted spectacle two cyclers present; when presto! we are between two high stone walls again, shutting out the picture which would have tempted the brush of a Birket Foster or an Elbridge Kingsley, and not until a mile or so has been traversed do we meet a gamekeeper in corduroys and gaiters whom my flippant companion accosts;

"Where are the other guards?" says he, innocently; and when informed that "they beant no gyards 'e knaws on," and that this is the seat of Lord Hywaul, whose estate measures twelve miles around, says my flippant companion, "I thought it was a penal institute, from such frowning walls." So we gaed and we gaed, like Cocky-locky and Henny-penny, and the wall came to an end at last, as everything is bound to, and we took almost our fill of the rolling billows of turf and squares of ripened wheat. Across the fields comes the delicate aroma of growing turnips and the somewhat prononcée perfume of the guano spread abroad for the land's enrichment.

There comes a sudden rise that we surmount breathlessly, and below us over the chalky cliffs a lovely panorama lies at our feet. But we can not enjoy it. Our view of it is cut off by a high barrier of turf surmounted with bracken, that Lord Taikitinn may not have his seclusion invaded by our common gaze. And so it goes at every vantage point.

The sun, which was shining brightly when we started, has retired temporarily from business behind a dull and threatening cloud, and a sudden stillness falls upon the scene. Far away over Romsey Down a black pall hangs ominously, and from its edge we see the long streamers of rain descending. As we toil up a hill past an old-world farmyard, we see an evidently high-born rooster leading his equally high-born harem of hens to the secluded bower they occupy subjacent to the stables, while the ducks quack loudly in delighted anticipation. A breeze comes shaking the leaves of the trees smartly as the advance agent of the great spectacular atmospheric attraction now about to begin; a cow lows softly at nothing in particular; a premonitory shiver shakes the roadside bushes. It is going to rain. Fortunately we fetch a compass just then, so it doesn't drive directly in our faces, and presently we arrive at two more high walls—the first we have welcomed, since they afford us shelter. A little farther on we find the lodge gate, whence we catch a glimpse of the marvelous valley with the rain sweeping over it in three or four desultory showers; so we claim hospitality of the keeper, and my flippant companion inquires if there are many lunatics in the asylum, and is informed, with considerable dignity, that this is no asylum, but the seat of Lord Hoggish, who owns everything and everybody in every direction.

"Dear me!" says my funny companion innocently, "what with the high wall and broken bottles cemented on the top, I thought it was a retreat."

Having mitigated my companion's offense with "tuppence," we resume our journey, for the sun is shining now as though his peculiar line of business had never been interrupted, and save for the delicious freshness of the air, the diamond drops on every leaf, and the whiffs of perfume from the moist earth, one would never know we had had a shower.

Here is a roadside inn rejoicing in the name of the "Good Woman," whose portrait appears on the signboard as a body minus a head. My friend insists on stopping, because he says he always did favor the ladies, and so, sitting on the age-blackened old settle in the tap-room, we consume that form of liquid refreshment which most benefits Her Majesty's excise and inland revenue.

"It's odd, don't you know," says the F. C., while he eyes his glass of plebeian "stout and bitter mixed" as carefully as though it were Amontillado sherry, "it's odd the names these inns have. Now, I've stopped at the Blue Boar, and the Green Goose, and the Red Lion, and the White Lion, and the Blue Lion, and the Black Lion, but I have never yet found a Yellow Lion, such as you might naturally expect." I suggest feebly that the sign is meant to attract attention from its very peculiarity, and he thus continues:

"Now, when they call an inn the Cricketer's Pains, or the Dog & Partridge, I can see some sense in it, but I ask you to explain to me the meaning of such an extraordinary conjunction as the Grouse & Flowerpot, or the Cat & Fiddle." This is beyond me, and I bring up the Red Pony, where we drank last, as a diversion.

"Yes," he goes on scornfully, "there's another lot—the Red Horse, and the Green Horse and the Bay Horse, and—and the salt horse we dined on and—say! did it ever strike you as remarkable that we almost always see a red-haired girl after we stop at the White Horse?" So we gaed and we gaed, and ran down another hill at such a pace as made the blood leap in our veins, and came to an entrancing prospect and another high wall. This belonged to my Lord Nariasquint, and inclosed 5,000 acres of rural beauty for his private delectation. Here my comrade rebelled.

"It's evident," says he, "that in these parts the earth is the lords' and the fullness thereof, and they've got most of it fenced up, but I'm going to see that park in spite of those everlasting notices that 'Trespassers will be Prosecuted.'" And so his coat goes over the *cheveaux de frise* of broken glass, and climbing lustily he soon dangles his sacrilegious feet in the inclosure sacred to aristocracy.

We dine at Winchester, with appetites sharp-set by thirty miles of cycling, and my friend chaffs the barmaid in the approved British fashion, while I, as the dignified branch of the firm, dispute the bill gently but

DO YOU REALIZE

that point above the saddle and under the rider is the dead center and therefore whatever is put there should be most comfortable and non-injurious, if you wish your wheel to feel easy? The

MESINGER SADDLE

is comfortable and healthful—
so put it there.

MEN'S



BOYS'

The manufacturer of your wheel will put it on, if you **insist.**

It costs a little more, but!!!

WOMEN'S



GIRLS'

Rattan first to make the seat firm but elastic; then felt to soften; then leather to waterproof and make durable, **and a V-shaped aperture cut through both felt and leather to relieve all injurious pressure.**
Samples sent on 10 days' approval at our expense.

HULBERT BROS. & CO.

26 West 23d Street, New York City,

Manufacturers of Firearms, Majestic Bicycle, Sundries, and Sporting Goods.

firmly. We pay a flying visit to the venerable cathedral, set like an ancient jewel in the turf of its emerald close, where for nearly ten centuries, with a slight intermission of Cromwellism during the Commonwealth, the voice of prayer and praise has ascended to heaven. My associate cyclist insists on inspecting the rather large collection of dilapidated bishops in stone and marble, and, being born with a bump of reverence as hollow as a tea-cup, offers the scandalized verger a half-crown as a nucleus to a fund for having their missing noses "restored." His misdirected energy also discovers a monumental brass and epitaph which I will allow my readers to add to their collection. It will be observed that the spelling goes by what the watchmakers would call an independent action.

A Memoraill.

For this renouned Martialist Richard Boles, of ye right worsshipfull Family of the Boleses, in Linck Horne Shire, Colonells of a Ridgment of Foote of 1,300, who for hys gratious kinge Charles First did Wounders at ye Battells of Edge Hill, his last action; to omitt all others was at Alton in this Countie of Soughthampton, was Sirprised bv Five or Six Thousand of the Rebells which caused him there quartered to flv to the church with near foure score of his men who there Fought then Six or Seven Houers, and then the Rebells breaking in upon them, he slew with his sworde six or seven of them and then was slayne himselfe with sixty of his men aboute him.

1641.

His Gratious Soueraingе. hearing of his death gave him his high commendation in ys pationate Expressian: "Bring mee a Moorning Scarffe; i haue Lost one of the best Comanders in this kingdome."

Alton will tell you of that famous fighte,
Which this man made and bade this worlde good Night.
His verteous Life feared not mortalyty
His body must, his vertues can not dy
Because his Bloud was there so nobly spent
This is hys Toombe, that church his Monument.

RICARDUS BOLES. WILTONIENSIS
In Art: Mag: Composuit Posuitque Dolens
An. Dom. 1689.

"I hope Charles was as 'pationate' with his 'Moorning Scarffe" as 'Ricard' was with his 'Sworde,'" says my flippant companion as we remount, "for the latter certainly deserved it."

The road winds over and through the hills, the finger-posts pointing the way to many a place whose name has been familiar for centuries in song and story. This way leads to Portsmouth, that runs to Southampton; yonder dark mass of greenery is the New Forest, planted by William Rufus, and a royal demesne ever since. Romsey Castle frowns over the long reach of marshes on the left, and far to the north is the Westbury Road where the great White Horse, sculptured by Alfred the Great in commemoration of his final victory, still stretches his uncouth length on the chalky hillside.

We mount a tremendous hill, and over its brow, with no jealous wall to interrupt, a glorious prospect bursts upon us. Far to the south and west rise tier on tier of hills, crowned with their diadems of fadeless green and melting one into another, softly, until their outline is lost in the silvery veil that the slanting sunbeams draw from the stream lying hidden far beyond. Here and there the thin blue smoke rises from some low-lying hamlet, and from far away there comes the echo of an evening chime, faintly mingling with the thrush's tremulous music or some shepherd's mellow call. A rising wind strikes a solemn diapason through the whispering pines; the fiery splendors of gold and purple smite their long spears of light from off the setting sun; it is the hush of the world in the embrace of the infinite; it is still with the peace of God.

"It was very good of God to make us a world so beautiful," says my flippant companion softly, and then silently we take our flight down into the darkening valley, where rises, glorious and aspiring against the sunset sky, the majestic spire of Salisbury Cathedral.

CYCLE PATH TO WASHINGTON.

BALTIMORE, MD., Jan. 26.—There is in inception here the boldest cycling engineering feat on record. It is nothing less than plans for the construction of two macadamized cycle paths between Baltimore and Washington, a distance of forty miles for each, or eighty miles for both paths. Whether or not these extensive plans materialize it is about sure that some sort of a cycle path will be the result of the movement. There has been a great awakening here in that respect. There are 20,000 riders here and more than that number in Washington. The distance between the points is forty miles of beautiful country. The riding between these cities is execrable.

Even at that, there is much visiting of the different cities by the cyclers. The Great Falls of the Potomac and Cabin John's Bridge are an attraction for the Baltimore riders, while those of the capital city find many attractions to bring them to Baltimore. The railroad is the method most in vogue now, but this is expensive, especially on one of the lines which charges for the carriage of bicycles. There is being constructed an electric road between the cities, the president of which indicates that if two paths are built parallel to his road he will grant both his right of way and pay for half the cost, provided the company is permitted to collect a fixed toll.

There are traditions in Maryland against the establishment of any more toll roads. As the right of the electric company takes in a number of country roads, it is doubtful whether a charter could be obtained for a toll path. A local authority on the subject, who has a familiarity with the present road in use, declares that this road is paralleled nearly all the way by a side path which could be made excellent riding for the cyclers at a total cost of $4,000. If this man can demonstrate that his assertion is true, the path will be built by popular subscriptions in Baltimore and Washington. The promoters of the scheme propose to get the sanction of the National Assembly, which meets here next month, and of the various cycling organizations in Washington and Baltimore.

Consul Sems Working Hard.

Chief Consul Conway W. Sems, of the Maryland Division, is working hard for the Maryland Division. He has before the legislature a road bill and a bill to protect pneumatic tires from injury. He is also attending all the cycle club meetings, booming up the idea of organized cycling. His work for the Good Roads banquet is particularly interesting. The Maryland Club has granted the use of its clubhouse for the purpose.

GOING TO HALIFAX.

TORONTO, CAN., Jan. 26.—The Brantford Bicycle Co. this morning started out on the road what is in many respects a unique organization. It is composed of Payson Davidson, "Professor" Carner, a banjo expert, and "'Rastus," a diminutive colored mascot, with terpsichorean abilities of a high order. The object and aim of this talented trio will be to travel from Toronto to Halifax, visiting 121 cities and towns for the purpose of introducing the new tire known as the Electric, which the Brantford company is introducing this season. No attempt will be made to sell any of the goods. Payson Davidson will illustrate the quick-repair qualities. "The Professor" will play; "'Rastus," who is the most versatile and best-known young darky in Canada today, will astonish the natives generally, and the great public is expected to be duly impressed with the good qualities of the new tires which the Brantford company are taking this novel means to introduce.

It is stated that H. A. Lozier & Co. next season intend to put on the road in Canada a racing team of American cracks to demonstrate the speed qualities of the Cleveland bicycle. Of necessity, these riders will have to be imported, as nearly all the first-class B men are already engaged here.

CINCINNATI'S NEW TRACK.

CINCINNATI, OHIO, Jan. 27.—The new track has passed from the hands of the Cincinnati Consolidated Street Railway Co. into those of the Chester Park Athletic Club. Charles Lawson is manager of the grounds, and J. C. Hoole has charge of the bicycle branch and the track. Mr. Hoole is also manager of the branch house of the Indiana Bicycle Co.

The new club will continue on a much grander scale than was first intended. Arrangements are being made for electric light races.

Plans are now being completed for a large building in which to hold indoor racing and bicycle shows. The building will have electric lights all through, with wires leading to the different booths, so that all the exhibitor will have to do will be to bring his goods, the club attending to the rest. Most of the local dealers and several outside firms have already applied for space.

Will Open with a Carnival.

The grounds will be formally opened Saturday, May 2, with a monster cycle carnival, which will continue all of the next week. Enough valuable prizes will be offered to tempt the crack riders. Two of the best racers will be engaged to stay at the track the whole summer, as the club is bound to have some world's records made on the track. Mr. Hoole would not divulge the riders' names.

The track will be run in opposition to the Zoo, Coney Island, and the Lagoon.

Has Two New Clubs.

Two new bicycle clubs have been organized. The Jolly Cyclers will be composed of ladies and gentlemen and has fifteen charter members. The Unique Cycle Club will be composed of ladies only. These additions make thirteen bicycle clubs in this city. It is hoped the number will not prove unlucky.

Two new riders will be seen upon the track this season—Carl Bennemeyer, upon an Orient, and Warren Linck, upon a Fowler.

The L. A. W. has been remembered in the will of "Pap" Ruff to the extent of $1,000. Mr. Ruff was well known here, although he lived in Owingsville, Ky. He was one of the oldest wheelmen in this vicinity and was worth about $50,000. He was also an honorary member of the Kenton Bicycle Club.

John B. McCormick has an offer to take a trip across the country on his bicycle and give lectures on physical culture. He has the offer under consideration, but has not yet given his decision.

A visit to J. E. Poorman's riding school was made last Saturday by THE BEARINGS representative. It is at this school that Fred Specker is teaching the entire police force of Cincinnati to ride bicycles. He stated that he disposes of about twenty of "the finest" a day. At that rate he will have no trouble in accomplishing his task within the required three months.

The martial spirit has invaded the two ladies' clubs of this city. They are organizing a hospital corps on wheels, and will attach themselves to the First Regiment Ohio Bicycle Volunteers, recently organized among the bicycle clubs.

Everything that's best must go on the best bicycle.

The Dunlop costs more, but that is a secondary consideration with us.

THE PREMIER CYCLE MFG. CO.

BRIDGEPORT, CONN.

THE BEARINGS
Bicycling Authority America

The Fowler Truth

Vol. IV. CHICAGO, JANUARY 30, 1896. No. 22.

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The Fowler Cycle Mfg. Co.

Makers of "Fowler" Bicycles.

Main Office and Factory,

142-148 W. Washington St., Chicago.

New England Branch, No. 8 Park Square, Boston, Mass.

New York Branch, No. 305 Broadway, corner Duane Street, Mutual Reserve Bldg.

The Fowler Truth will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

Editor, F. W. Van Sicklen.

Illustrator, Charles A. Cox.

WE'RE OFF.

With the close of the New York Cycle Show the real work of the year began with the Fowler delegation. Scarcely had the last strains of "Home, Sweet Home" trembled away in the distance, before every mother's son of the Chicago-hustle brigade was working, with coat off and sleeves rolled up, packing away the famous Fowler sextuplet and tearing down the beautiful draperies of the space which had been the recognized "feature" of the week. Early Sunday morning, when all the respectable part of Gotham slumbered, a huge express wagon rattled over the dark pavements of old New York toward the railway depot, en route to Philadelphia—the first point of the Fowler tour of triumph.

IN PHILADELPHIA.

W. S. Emerson & Co, 111 S. 11th Street, Philadelphia, Pa., are Fowler agents for eastern Pennsylvania and southern New Jersey. When Mr. Emerson asked that the Fowler tour be commenced at Philadelphia, he admits that he hardly hoped for a favorable reply.

The Fowler Cycle Mfg. Co., however, with that everlasting point before it, viz: "Fowler agents are treated right," acquiesced at once, and a most spirited movement immediately became apparent in the Quaker City. On Saturday the Fowler advance agent arrived in Philadelphia, and in ten minutes' time the electric cars that run in the streets here took on a faster gait, the messenger boys actually sprinted on their journeys, and even the hours passed away in great big jumps. For once Philadelphia was alive, for a Chicago hustler was in town. Sunday, the newspapers spoke glowingly of ***the*** sextuplet and all day long Monday and Tuesday, from 8 a. m. to midnight, at 704 Chestnut Street, where the exhibit was held, the surging masses of men, women, and children entered the store to view the monstrous machine that has been matched against the New York Central Empire State Express. When it was all over and the exhibit had again been packed for shipment to Syracuse, Mr. Emerson grasped the hand of Frank T. Fowler and said: "This visit to Philadelphia has advertised W. S. Emerson & Co., as Fowler agents for this part of the county, more than an expenditure of $10,000 would have done. The Fowler folks certainly ***do*** treat their agents right."

FOWLER AGENTS ARE TREATED RIGHT.

THE PRESENT

TRIUMPHANT TOUR

OF THE

FOWLER SEXTUPLET

(The frame tells the name)
TRADE-MARK

TO OUR VARIOUS AGENTS IS

ONLY ONE OF MANY GOOD THINGS WE HAVE IN STORE FOR FOWLER AGENTS.

IT PAYS TO REPRESENT THE FOWLER.

AGAINST THE EMPIRE EXPRESS.

We are in receipt of several telegrams and letters from various points along the line of the New York Central tracks, begging us to have the contest between the Fowler sextuplet and the Empire State Express take place in their respective locality. We are not yet ready to utter our decision in the matter and will hold the bids open for an indefinite period.

THANKS, YOU PRESS MEN.

The Fowler bicycle, sextuplet, combination tandem, et al., received more press notices during the Chicago and New York shows than any other line of wheels exhibited. For all of this kind treatment we desire to thank the representatives of the various newspapers in those cities whose newspapers have seen fit to treat us so generously; we hereby express our sincere thanks and assurances that every mention, single line or entire column, was noted by us and will be remembered in the future for reference.

THE FOWLER "SEX" IN SYRACUSE.

[Special telegram.]—Syracuse, N. Y., Jan. 30.—The Fowler sextuplet was placed on exhibition here today and is creating more interest than anything ever shown in this city before. D. McCarthy & Co., the local Fowler agents, are loud in their praises of the kind manner in which the Fowler people have treated them.

TRADE

The Bearings has more than twice the circulation of any independent journalamong the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

NEW BOARD OF TRADE.

R. Lindsay Coleman Chosen to fill Spalding's Shoes—What the New Board Proposes to do—Other Meetings.

NEW YORK, Jan. 25.—At the general meetings of the National Cycle Board of Trade held yesterday afternoon at Madison Square Garden the new officers of the board were announced. They are as follows: President, R. Lindsay Coleman; first vice-president, R. Philip Gormully; second vice-president, G. H. Day; treasurer, Wm. A. Redding; secretary, Jos. McKee; assistant secretary, Ernest R. Franks. Directors—W. A. Redding, A. G. Spalding, C. F. Smith, E. C. Stearns, Geo. H. Day, R. P. Gormully, C. W. Dickerson, Jos. L. Yost, A. L. Garford, Joseph McKee, W. J. Bruff, W. P. Wilson, R. L. Coleman. Executive committee—Coleman, Spalding, Gormully, Day, Wilson, McKee, Redding. Legislative committee—F. J. Stimson, George R. Bidwell, A. L. Garford. Membership—C. F. Smith, C. W. Dickerson, Joseph Yost. Transportation—McKee, Stearns, Yost, Dickerson, Smith. Racing—Stearns, Raymond, Spalding. Press—Gormully, George Pope, Wilson. Counsel—Wm. A. Redding, F. J. Stimson.



PRESIDENT R. LINDSAY COLEMAN

A. G. Spalding, the retiring president, called the meeting to order, and before turning over the reins of government to President Coleman addressed the meeting as follows:

Today's meeting marks the close of the second year of life of the National Board of trade of Cycle Manufacturers, two years of constant, steady work. Today the cycle trade stands honorably and cordially recognized as one of the grand sisterhood of noble enterprises of which America is so fond.

Our Board of Trade has passed from an anxious experiment and fond hope into an established fact and recognized power. In the past, my position on the board made it my duty to "get action." If the getting of any such actions has caused opposition and antagonisms, I ask all to confine such opposition and antagonisms to me and my administration that the new administration may be in no way harrassed.

To all of those who have so generously and heartily assisted me in the past year, I extend my sincere thanks. It now becomes my pleasant duty and last official act to install my successor in office. In doing so, I bespeak for him the same hearty co-operation and assistance that has invariably been shown to me by the retiring board of directors and members of this association.

Without this co-operation and assistance, no administration can hope to achieve its highest aims and purposes, but with it anything is possible for this Cycle Board of Trade. Unfortunately, my successor and present friend is so well known to you that an extended introduction from me is unnecessary. Not to know the president-elect is to argue yourself unknown.

My work is done, and in turning over the affairs of this Board of Trade to my successor, which I now do with its increased responsibilities, my last official act is completed, and I again resume my place among the workers.

President Coleman's Speech.

President Coleman then addressed the meeting as follows:

Gentlemen: In accepting the office to which you have elected me, I fully realize the fact that my predecessors in that office have been Albert A. Pope and A. G. Spalding.

Each has taken the helm in different kinds of weather and rig. Each captain has piloted well, discovered new channels, opened new ports, and increased the spread of canvas, until now they have turned over to me the National Board of Trade of Cycle Manufacturers and a full rigged ship, well manned and equipped and able to stem all storms.

On my own behalf and on behalf of the cycle trade, I thank them and their associates for their good work, and pledge my own efforts to endeavor to turn over the good ship—our cycle board—to my successor, sound alow and aloft, and well known for speed and safety in all ports.

The assurance with which I make this pledge is based upon my confidence in the crew and in the officers, the crew being the united and entire cycle trade and their officers being the best men of that industry, whom I shall soon have the pleasure of introducing to you.

The cycle trade is in a magnificent condition; substantially, all of its representatives are our members. The Board of Trade is a powerful organization, with ample funds. All of those questions which concern ability and success may be taken as answered in our favor. Under these circumstances, it seems most fitting that a statement of the policy of the present administration should be made.

Before doing so, I take pleasure in informing you that we have a large membership; that we wish to unite with us on lines of equality all the members of the cycle trade, and that all of its members have expressed the wish to so join us, and that their doing so only awaits our legal technical ability to so secure stock for them; and, finally that our treasury is in that satisfactory condition which guarantees our ability to carry out courses decided upon. The policy of my administration will be, briefly, as follows:

To invite and secure, in fellow-membership and equal rights, every representative of the cycle trade as an active member of the National Board of Trade. For this purpose the subject of providing stock will at once be considered by the executive committee, who will, by special committee and by correspondence and conference with the general trade, learn the wishes and views of those concerned. The executive committee will then report to the directors. The directors will consider and decide upon some good plan for providing stock for all. A special stockholders' meeting will thereupon be called, and this plan submitted to them, and their final provisions concerning stock for all will at once be carried out and put in operation. A resolution to the above effect was unanimously passed by the directors yesterday, and the matter will be pushed to a speedy conclusion.

The New York offices of the board will be secured in some convenient location and comfortably furnished for the use of all members as their New York rendezvous, where they may meet and transact business with their associates.

The wishes of the members will be ascertained upon any and all general subjects, and such wishes when so ascertained will be carried out by the National Board.

Local cycle boards will be further established, and the National Board will uphold and support them in the control of all local matters.

The Bureau of Information will be developed to its utmost capacity, and the opinion of the members as to the desirability of establishing, in connection therewith, a collection department will be taken.

The opinion of the cycle trade as to shows will be sought, and such legislation on that subject will be enacted and carried out as will secure what is found to be the majority opinion, as most beneficial, convenient, and economical to the trade.

Our friendly relations and co-operation with the League of American Wheelmen in all matters of mutual interest will be continued and strengthened.

Cycle transportation will be fully considered and co-operation with the railroads, in some satisfactory solution of this subject, will be sought.

It is not necessary, perhaps, to mention further details, but to broadly state that it is the opinion of myself and directors that the Cycle Board of Trade and all of its powers and assets are a trust to be devoted by those in charge, exclusively and solely to the furtherance of the best interests of the cycle industry, and it is the purpose of my administration to so use these powers and assets.

I can not refrain from expressing the feelings of congratulation which we all possess, because of the noble success of our cycle trade and its annual expositions.

When present at the western exposition in Chicago we all felt that there the limit had been reached; but now, here in New York City, we have learned that the eastern exposition has surpassed the western exposition in exhibits, attendance, and receipts. We have the proud satisfaction of knowing that the cycle trade is the first and only industry for whose exposition this grand and immense Madison Square Garden has been found too small.

Having thus outlined the policy for the coming year and touched upon our causes of mutual congratulation, it would next have been my pleasure to introduce to you the first vice-president, R. Philip Gormully, did not his ill health prevent his attendance. In fact, if it were not for his ill health I would not be speaking of him, but he would now be addressing you as our president. We have all missed him in our deliberations during the past year, but hope returning health will afford us his co-operation in the coming year, and that the return of full health will allow him hereafter to accept and fill that office which his ill health has obliged him at present to decline.

Mr. Day, the second vice-president, is unavoidably absent.

Mr. Coleman then announced the officers for the year.

E. C. Bode then arose and protested against the allottment of spaces in the present cycle show as being unjust to the smaller manufacturers, and saying that the arrangements for admitting every member holding stock in the company could not be perfected any too soon. H. H. Fulton stated that no member should belong to the Board of Trade solely for the purpose of pecuniary interests; that they should be interested in the welfare of cycle manufacturers at large. George Pope spoke of the good work of Mr. Spalding as president during the past year, and of the officers in general, and congratulated the board in having secured such able men for the offices in the future. Mr. Spalding spoke of the criticism that had been passed in regard to his doings in the past year, and had come to the conclusion that it was to be expected. He stated that he was strongly in favor of an equal division of stock, and would at any time be willing to relinquish any part of his share. He said that he would like to see the income of the Board of Trade amount to $500,000 a year, to be expended in the work of securing good roads and the general advancement of cycling interests.

Colonel Cockley, of Toledo, offered a resolution of thanks to Mr. Spalding which was unanimously adopted. Mr. Spalding then arose and offered a resolution of thanks to Frank W. Sanger, of the Madison Square Garden, and after the meeting had adjourned there were three hearty cheers given for the same gentleman.

Meeting of the Board and League Officials.

The first joint meeting of the National Cycle Board of Trade and the League of American Wheelmen was held in the concert hall at Madison

Square Garden yesterday afternoon. The board was represented by W. L. Wilson, A. G. Spalding, R. L. Coleman, and Joseph McKee. The representatives of the League were: President, A. C. Willison; vice-president, G. A. Perkins; chief consul, I. B. Potter, of New York; Abbot Bassett, of Boston, and Sterling Elliott, of Boston. No measures of any importance were adopted. The chairmen of the various committees, including transportation and racing, reported progress. To a certain extent the meeting was held to outline a policy to be acted upon by the new officers of the League of American Wheelmen to be elected at the coming National Assembly. There is perfect harmony existing between the board and the League and much good work will no doubt be accomplished within the next year in relation to the bettering of the roads, the pushing through of bills in the Legislature favorable to wheelmen, and to matters of transportation of bicycles.

Cycle Agents' Banquet.

The first banquet and meeting of the Cycle Agents of America was held last Thursday at the Hotel Metropole. The meeting convened at 11:30 and continued in session until 5:30, during which a most gratifying feeling of good fellowship prevailed. Howard B. Moses, representing the Trenton Watch Co., was the toastmaster for the evening and was also chosen chairman of the meeting. E. Voorhees Skillman was chairman of the banquet committee, which was composed of W. L. Raisch, of the Eastern Rubber Co.; H. A. Hammond, of the Eagle Bicycle Co., and Howard B. Moses, Trenton Watch Co.

After response to the various toasts, a motion was made by Mr. Houck that at the next annual meeting of the association, whether it be held in New York or Chicago, all of the members in attendance at this meeting should strive to be present at the meeting for 1897. The motion was heartily indorsed by all present. Mr. Skillman then moved that the organization be made a permanent one, and that officers consisting of a president, vice-president, secretary, and treasurer be elected. This motion was also unanimously carried, and Mr. Moses was unanimously chosen president. R. S. Stillwell, of the Newton Rubber Works, was chosen vice-president. On motion of Mr. Skillman, seconded by Mr. Roche, of *Bicycle World*, George W. Houck was nominated and unanimously elected secretary. Mr. Moses then moved the nomination of Mr. Hall, of the Fenton Metallic Mfg. Co., for the office of treasurer, and he was unanimously elected.

On motion of Mr. Murphy, seconded by Patrick Hussey, of Davis Sewing Machine Co., it was resolved that the president be given power to appoint a board of directors, consisting of five members of the association. This motion was also carried, whereupon the president appointed Francis T. Kintzing, F. E. Castle, E. V. Skillman, James Murphy, and Wm. L. Raisch.

Mr. Moses moved, seconded by Mr. Murphy, for the appointment of a committee for the selection of a suitable and permanent name for the organization, whereupon a committee consisting of Messrs. Murphy, Stillwell, Castle, Skillman, and Houck was appointed by the chair. After considerable deliberation the committee decided upon "The Commercial Representatives of the Cycle Trade of America" as a fitting title for the order. Mr. Moses then moved, seconded by Mr. Raisch, that one member from each paper devoted to the interests of cycling and the cycle trade be elected an honorary member of the club. The motion was unanimously passed. The objects of the order are purely social ones, and after some discussion it was unanimously decided that each member of the association be appointed a committee of one for the purpose of increasing the membership of the association.

Quill Club Wheelmen's Meeting.

The regular quarterly meeting of the Quill Club Wheelmen, of America, was held in their cycle show headquarters at Madison Square Garden yesterday afternoon, at which plans were perfected for their ladies' reception. Arthur N. Jervis was elected to the executive committee to serve for the balance of the club year. The nominating committee, consisting of A. G. Batchelder, Arthur N. Jervis, and A. Reeves, announced the following nominations for officers, to be balloted upon at the annual meeting: President, Dixie Hines; vice-president, George E. Stackhouse; secretary, M. B. Macfarlane; treasurer, H. L. Saltonstall; captain, A. G. Batchelder; first lieutenant, Alfred Reeves; second lieutenant, C. L. R. Mosher; members of the executive committee—George Taggart, A. G. Batchelder, and A. N. Jervis. The following were admitted to membership: G. C. Bartow, Boston; C. L. R. Mosher, New York; V. Stock, New York; F. V. Waltman, New York; C. W. Davis, Chicago; W. H. Lawrence, Cleveland; Aleck Schwalbach, Brooklyn; R. M. Jaffray, Chicago; A. Kennedy-Child, Hartford; F. Wylie, Chicago; W. H. Kirkpatrick, New York; Sterling Elliott, Boston; G. W. Tarbill, Boston; C. G. Kilpatrick, Fitchburg, Mass.; S. A. Miles, Chicago; W. M. Perrett, New York, and F. W. Roach, Boston. The annual meeting of the club will be held on the first Friday in April, at the club's new rooms, which will be occupied soon after the next meeting of the executive committee.

The Pope Mfg. Co. wishes us to state that, although the exclusive policy of the Pope company has been the subject of a great deal of adverse criticism, yet, when rightly analyzed, it proves to be a business-like contract intended for the mutual protection and advantage of the company and its representatives, both being equally bound, and experience has already shown wisdom in this course. Anything which will prevent wild-cat methods is beneficial to the trade, it claims.

THE SHOWS ARE OVER.

A Record-breaking Attendance at Madison Square Garden—Souvenir Hunters Worse than at Chicago.

NEW YORK, Jan. 27.—When the band commenced playing "Home Sweet Home" on Saturday night and the people began to realize that the great cycle show of the National Cycle Board of Trade was drawing to a close, the thousands and thousands of people gave an enthusiastic cheer for the great show and its promoters. It had been a great week and an enormous amount of work had been done. It was now drawing to a close and the exhibitors made a rush for their cases, and the start toward packing up was made. Inside of half an hour the fell destroyer had done its work and many of the exhibits had been torn down and placed in cases. Some of the exhibitors worked all night, and when Sunday morning dawned clear and bright, many of the spaces were cleared of all but the packing cases. Some of the exhibits were left to Monday morning to remove while others were worked on Sunday morning, for the Madison Square Garden management wanted the building cleared for the next attraction.

Madison Square Garden has one of the greatest corps of trained workmen in this country. At former shows greater haste has been necessary, and the ending of the show has been hastened. The recent show had been a magnificent success and the management was more than pleased. Manager Sanger was satisfied with the outlook and did not hasten the breaking up, as he has done in former seasons.

Large Numbers of Agents at the Show.

The trade was present in the closing days in greater numbers than on any of the previous days, and more registered on Saturday than on any former day. The attendance for the entire week was probably 120,000, and all of these were paid admissions. The total attendance must have been very near the 200,000 mark when the exhibitors and free tickets were taken into consideration. This is a wonderful exemplification of the popularity of the great sport of cycling in Gotham, and is so grand an argument in the consideration of the question of future cycle shows, that little talk of no shows was heard in the last days of the present exhibition. In fact, it is said that another show will be held, that more shows will be held, but that these shows will be held earlier in the winter, some time in November or early December. No opinions, other than a few scattering ones, were gained, but all seemed to think that the shows had done cycling a vast amount of good. The missionary work had been more than a repayment of the vast expense, and all seemed to think that the Board of Trade another year would outline a policy that would make the shows cheaper to the exhibitors.

The Average Attendance.

The New York show varied very little in attendance from night to night. The average attendance was about 17,000 per day. Wednesday reached the high-water mark, with about 18,000, and Friday night was the lowest, owing to the day and night being very rainy and disagreeable. The attendance of the closing night was large, but the crowds were always orderly. After the first night there was none of the boisterous club element, and society found in the cycle show a fashionable promenade. Society was present in large numbers every evening of the show, and the dresses of the ladies and the dress suits of the men gave to the show the name of a swell society event. The daily papers daily reported the names of prominent society people in attendance.

The souvenir fiends were present nightly, and, although this was Gotham, and supposed to be on a little higher plane than Chicago, in a social way, the hunters for souvenirs were quite as wild and persistent as in Chicago. "Can't you give me just one souvenir?" was a request that came in every booth every night from thousands of throats, and the makers were almost compelled to have something to hand to the askers, just to remove that wail that came up when the requests were refused, "You give no souvenirs! You are not in it." There were those who thought that a company which gave no souvenirs should not be allowed to exhibit at a cycle show, and the makers became the prey of a lot of people who cared little for the wheels, but did care for the souvenirs, for what purpose is not known, and never will be known.

The Crazy Souvenir Hunters.

The useful souvenirs, such as the pocket-books of the Warwick people, of the Outing people, and of others, the match-safes of the Gormully & Jeffery people and the Columbia Rubber Works, the cuff buttons of the Vim tire people, the memorandum books of the Fenton people, the little note-books of the New York Tire Co., the pencils of several concerns, pocket knives from others, and a few more of the useful character of souvenirs will be kept and remembered. The Stearns & Barnes' souvenir canes will be carried by many, for these are useful. Souvenir giving is expensive to the makers. It may pay, but good results from this source are very doubtful. The makers who spent their money on the gay displays will never regret the outlay, as the electric signs impressed themselves on the minds of the public as a plain sign could not do.

One Firm Sells its Output.

During the week Hay & Willits, the hustling Indianapolis concern, placed a sign in its booth announcing that they would be glad to show their wheels to friends, but that further orders could not be taken, for the reason that the entire output of the concern had been sold. In answer to the request for information Mr. Hay said: "We have no kick coming from the results of the cycle shows, for we have disposed of our output at the two


HEADLIGHT
OF THE BICYCLE TRADE
THE
CLEVELAND
STRENGTH
SPEED
DURABILITY
SATISFACTION
SWELL SPECIAL
22
23
H.A. LOZIER & CO.
CLEVELAND O.
FACTORIES
TOLEDO, OHIO
THOMPSONVILLE, CONN.
TORONTO, ONT.
BRANCH HOUSES
BROADWAY NEW YORK
ARCH ST. PHILA. PA.

shows, and will now go home to try and fill the orders which we have taken. We placed this sign for the reason that we did not care to take orders for more wheels than we could make." There was not another sign of the character in the building, although many claimed to have sold their output for the coming season, and those who had not had places where orders might be obtained for all the wheels they could make.

The Immense Crowds.

The afternoon and evening crowds at the show were good-natured, and many were after information. The exhibitors and their assistants were willing to impart the information that was desired, but the crowd was so dense in the aisle that an interested man on the outside would be shoved along against his will, and the attendant would find himself talking to an altogether different party regarding something that that party did not care to talk about. Should the attendant at some stand call a man into the exhibit to explain the wheel to him, others would follow. The crowd around the attendant gave the souvenir fiends an idea that here was a chance to obtain a souvenir, and that stand would soon be packed to the doors with a crowd which did not seem to know what it was there for. The people went round the aisles in droves. The business with the agents was all done in the morning hours or outside the show building. But it was done, for a large number of fine contracts were closed during the week, and few kickers were to be found.

Racing Men After Jobs.

Racing men were thicker than bees during the week and they wandered round the aisles looking for positions. Very few men were signed during the week, for the reason that the makers are waiting for the National Assembly to settle the racing question, and will sign no men until after that body meets. The racing men improved the opportunity, however, by placing applications for positions with those who were in the field for teams. The racing question has been treated elsewhere.

The arrangements at the exhibition building were of the same high class as in all former shows in Madison Square Garden. The managers of the building have trained assistants who did everything in first-class order and worked like clock work in the accomplishment of any labor laid out for them. The aisles were always clear of papers and in the preparation for the show the aisles were kept clear of cases just as much as possible.

The press was particularly well taken care of during the week, the regular press room being provided with stenographers for everybody. The Quill Club Wheelmen had their own room, and here the members and friends of that organization found plenty to drink and eat at all times. In the regular press room there was salad and sandwiches for all and drinks in plenty.

The Garden Just the Place for a Show.

Madison Square Garden was far better suited to a cycle show than the Chicago building, and thousands of people found the spectacle an interesting one from the rows of boxes that surrounded the building. The galleries of the building did not prove so poor an investment as was expected, for in the crowded condition of the rest of the building the people went to the higher places to gain relief from the crowd, and there found things much more crowded than below. The appearance of the building with all of the three galleries filled to overflowing, and the boxes in three and four tiers filled with interested faces, was that of a large beehive of industry, and a most interesting sight. The decorations were of the finest, the Garden management having had years of experience in the work. That the electric decorations were finer than at Chicago was due to the excellent work of the electrical department of the Garden management and not to the exhibitors.

The national cycle show of the National Cycle Board of Trade was a success from the outset to the finish, and will always be remembered as one of the greatest of the age. The number of exhibitors was large, but will be larger when the building is found that will accommodate the attendance and the number of exhibitors who apply.

Cost of the Show.

One of the New York papers estimated that the value of the exhibits at the show was $750,000, and the total outlay of the firms showing in the building, in their '96 output, $25,000,000. It is said that the total expense to the exhibitors for space, men to attend the booths, lighting and hotels and railroad fares, entertaining, etc., was $100,000. This would place the total expense for the show at $200,000, or thereabouts, and would probably be a very conservative estimate, if exact figures could be obtained. Wheelmen from all the state divisions in the United States registered at the office of the League at the show, and all signed the petition which it is expected will be presented to every legislature in the country, looking to action to compel the railroads to carry wheels free, as baggage. Each visitor was presented with a badge by the secretary, and the boxes called the royal boxes, were resting places for numbers of visitors when they became tired of following the crowd around the building.

THE TOTAL ATTENDANCE.

NEW YORK, Jan. 28.—The attendance on the last night of the show was 20,564 and the total attendance for the week, officially reported, was 114,261. The total receipts are said to have been $90,000 of which the Cycle Board of Trade will receive $30,000, or about one-third. Today Manager Frank W. Sanger paid to the Board of Trade $20,000 on account, and this is but the first installment. The total attendance of the seven days, or six days and one night of the show, was probably one-eighth of a million people, including half-rate people, the trade, clubs, and the dead-heads.

One of the large daily papers of New York claims to have canvassed the exhibitors very carefully and to have learned that while a very small proportion are set against future shows that all are in favor of earlier shows. It has also been learned that few went away from the show without having done enough business to have made it a paying investment. The best people of the city attended because it was fashionable and because they were interested in cycling. The out of town attendance has not been estimated, but is said to have been fully 5,000. The attendance of trade people from all over the country the last day was large, and the total attendance of the last day was 20,564, this being the full paid attendance. The League of American Wheelmen gained in membership something over 300 members. This was divided between the New York Division and the divisions around New York state.

Missionary Work.

It is estimated by the local dealers of the city that the show will mean the creation of 20,000 new riders, and this alone, if it could be equally divided among those who exhibited, would more than repay all who paid for space at the show. This is in line with the missionary work of the shows claimed for them in these columns. But missionary work is largely problemetical, and many there are who will not see the results unless they are in the shape of signed orders on the books and paid accounts in the end. Others there are who see the missionary work to be done by such a show, but who are willing that others should do that work for them.

Mr. Franks, assistant secretary of the National Cycle Board of Trade, was arrested for refusing to sign a certificate for a man who presented it for a ticket supposed to have been purchased in Chicago. The man had Franks arrested and then failed to appear to prosecute the matter. Mr. Burnham, also of the Board of Trade, represented Mr. Franks as attorney. There was other trouble beside this in the matter of tickets, and much complaint was made.

The Ladies' Reception.

The ladies' reception given by the Quill Club Wheelmen in their rooms at Madison Square Garden was a success. Nearly 100 ladies took advantage of the offer of the club, and the rooms were filled with a merry crowd all the evening. The reception committee made things pleasant for all. The rooms were tastefully draped, and potted plants made many cozy nooks. Colored attendants in full dress served refreshments, and the gentlemen had special favors all the evening in a back room. Large couches had been kindly lent from the stands round the building, for the makers, somehow, wanted to do all they could for the newspaper men, and all the newspaper men of prominence belong to the Quill Club. This worthy club, by the bye, gained in membership very appreciably during the week of the show.

Children's Day.

Saturday was school children's day, and the number of boys and girls that filled the building was astonishing. It is said that around the exhibits these school children displayed more of a technical knowledge of the wheels than many of the older heads. They spoke in familiar terms of the little technicalities of the wheels and discussed learnedly the advantages of this and that construction in a number of the best wheels. Said one of the exhibitors: "I was floored by one little miss, who spoke of the fine qualities of this and that wheel, and brought into her talk matter regarding two-point and three-point bearings, dropped crank-axle, barrel hubs, and all that, telling of wheels that had certain peculiarities and reciting stories she had heard of weaknesses in certain parts of other machines that I had never heard of before. She was posted on all things, apparently, and I gave up trying to stick her on any of the little terms applicable to the wheel. That young lady had made a study of the advantages and disadvantages of the improvements on the wheel, and spoke of what she knew or what she thought she knew, and I am of the opinion that she spoke the truth in some instances, although what she said was often against our own wheel. But then, you have to follow the style, and be with the others in these fads, and that is just what this little miss (she was not more than twelve) had the temerity to tell me."

The Spalding Banquet.

The eastern agents, and those connected with the bicycle business of A. G. Spalding & Bros., were tendered a surprise on Wednesday evening. For some time past J. W. Curtiss and C. C. Morgan, who have charge of the Spalding interests at the Garden, have been quietly arranging a banquet in honor of the visiting agents. It was held in the college room, and was one of the most successful affairs of the kind ever held at a cycle show. J. W. Curtiss was an ideal toastmaster. The first speaker of the evening was A. G. Spalding. Mr. Spalding explained, in detail, his connection with the bicycle industry and the sporting goods business, complimenting Mr. Curtiss and Mr. Morgan upon the success of the banquet and he spoke in glowing terms of the future of cycling in this country. He discussed at length the affairs of the Cycle Board of Trade, cycle shows, and kindred subjects.

J. W. Spalding gave the history of A. G. Spalding & Bros. from its infancy, and so interesting was his talk that one could hear a pin drop during the entire recital. He told how he and his brother had opened the business in Chicago about twenty years ago with a cash capital of $800, and that the first day's sales amounted to $1.50. Geo. R. Bidwell, of the Spalding-Bidwell Co., and one of New York's most prominent politicians, fol-

A Sycamore Legend



Bold Bad Man

Stingy Fellow

Hello, Bill!

Short of Dough

She Wears the Pants

Now Quite Chipper

Foxy Girl

Heaps Fun

Ah, there, Girls!

And that's Right, too

Once the Indian was a savage,
Made the squaw do all the hustling,
Made her light the winter fire,
Never walked her in the moonlight,
Passed right by the soda fountain.
For his togs he had a fancy,
Hogging all the pretty blankets,
Using every painted feather,
With no thought of Easter bonnets.
Indian's wife was on the side track,
Bought her for a string of pop corn,
Took her home to darn his stockings,
Made her work for board and lodgings.
Pin-money she'd never heard of,
Thought it lucky grub was furnished,
Did the washing every Monday,
Worked her nails off in the wigwam.
This was in the darkest ages,
When the cycle was unknown,
When no Crimson Rims were rolling,
Before the bloomer was invented.
Once the squaw put on the panties,
Then she cut a pretty figure,
Mounted for a spin in forest,
She the queen of Injun tribe was.
Red man's wife got recognition,
Claimed herself to be some pumpkins,
Made the buck who loved her jealous,
Flirted just like pale-face ladies.
Indian, too, changed his nature,
Was hot stuff in polite circles,
Spent his wampum for cold ice-cream,
Went in for the fancy didoes.
Thus it was that blooming bloomers,
Worked a wonder in the whole land,
Grinding usage to a powder,
Making gents of every Injun.
Sycamores now go mashing,
When they ride they ride with ladies,
Like to have them with them always,
Indian is a fin-de-siecle.
What I tell you here is all true,
It is in the book of legends,
Written on the strips of birch-bark,
Honest Injun! Honest Injun!

Sycamore.

TWO TOURS
Around the World

to be given as

Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.







PROTECTION
AGAINST PRICE-CUTTING.

TO EACH WAVERLEY AGENT in good standing who furnishes us with positive and satisfactory proof of price-cutting on '96 Waverleys during 1896, by any agent appointed by us, we will give in cash

$10 Reward

List Prices Must be Maintained.

And this offer is made to stimulate the co-operation of agents to that end.





THE CR

of the trade is yours if yo
command it. The Waver
ridden by the best judges
by the riders who take a
mounts, and by experienced
appreciate and know the b
on its owner.

INDIANA B

Eastern Distributing Branch,
339 Broadway, NEW YORK.





BICYCLES.
Built for Safety

Waverley BICYCLES.
Half Nickel Front Forks

EAM

handle the wheel that will
is such a wheel. It is
proper cycle construction;
ide in the choice of their
ders who have learned to
le which never goes back

CYCLE CO.

INDIANAPOLIS, IND.

BICYCLES.
Best Made

Waverley BICYCLES.
Easy Hill Climbing

TWENTY TRIPS
Through Europe

COVERING THE PRINCIPAL CITIES
to be given as
Prizes to Waverley Agents
in 1896.
ALL EXPENSES PAID BY US.

Waverley BICYCLES.
One Price to all

Waverley BICYCLES.
Correct Tread

Waverley BICYCLES.
Easy Running

Reward!

To any person who recovers a stolen Waverley bicycle of 1896 pattern during the year 1896, and causes the arrest and conviction of the thief, we will present an 1895 Waverley Scorcher upon presentation to us of satisfactory proof of the facts in the case and of the sentence of the thief. This reward is open to every one with the exception of the owner of the stolen wheel, but is not payable to more than one person in any case.

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TWO TOURS

Around the World

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Prizes to Waverley Agents

in 1896

ALL EXPENSES PAID BY US.

Waverley BICYCLES. Best Quality Throughout

Waverley BICYCLES. Built for Safety

Waverley BICYCLES. Half Nickel Front Forks

TWENTY TRIPS

Through Europe

COVERING THE PRINCIPAL CITIES

to be given as

Prizes to Waverley Agents

in 1896.

ALL EXPENSES PAID BY US.

THE CREAM

Waverley BICYCLES. Lead the World

Waverley BICYCLES. One Price to all

Waverley BICYCLES. Have No Equal

Waverley BICYCLES. Correct Tread

Waverley BICYCLES. Always Perfect

Waverley BICYCLES. Easy Running

of the trade is yours if you handle the wheel that will command it. The Waverley is such a wheel. It is ridden by the best judges of proper cycle construction; by the riders who take a pride in the choice of their mounts, and by experienced riders who have learned to appreciate and know the bicycle which never goes back on its owner.

INDIANA BICYCLE CO.

Eastern Distributing Branch,
339 Broadway, NEW YORK.

INDIANAPOLIS, IND.

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Waverley BICYCLES. Easy Hill Climbing

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TWO years ago 80 per cent of bicycle tires were double tube.

But we were making single-tube tires—experts soon found how good they were.

Today 80 per cent of bicycle tires are single-tubes.

EASIEST OF ALL TO REPAIR.

BEST OF ALL ARE...

Hartford Single-Tube Tires

THE STANDARD TIRES.

You can have them on any bicycle, if you ask.

Hartford Rubber Works Co.

HARTFORD, CONN.

100 Chambers St. - - New York.
335 Wabash Ave. - - - Chicago.
18-24 Main St. - - San Francisco.

lowed Mr. Spalding and caused much mirth by referring to his original entrance into the bicycle business, for Mr. Bidwell was the first bicycle salesman who ever went on the road in this country.

The other speakers were: Frank W. Sanger, manager of the Garden, who was there as the guest of Mr. Spalding; A. B. Barkman, A. A. O'Neill, of Norfolk, Va.; John Morrill, of Boston; E. A. Keith, of Philadelphia; E. D Doane, of Baltimore; Frank Eveland, Jersey City; Fred Leland, of Atlanta, Ga.; H. A. Keith, of Brockton, Mass.; C. C. Morgan, of New York, and others.

Fine Treatment of the Press Men.

Secretary Macfarland was untiring in his efforts, and every press man was made welcome. Each member had a badge for himself and one for the use of friends he might want to bring in from time to time. Refreshments were served with a generous hand all the week and services of messenger boys could be had at any time. Tables for the use of the press and machines for typewriting could be had at all times. Out-of-town visitors especially appreciated this courtesy and went away with the kindliest of feelings for the newspaper men of New York. All of this was in addition to the very superior newspaper arrangements made by the energetic press agent, O. P. Wilson, who had tables provided in the regular press room just under that of the Quill Club, where stenographers and typewriters could be had at all times free. Here announcements of all things of interest were made in duplicate to all members of the press, and good stories could be heard at all times by a visit to Mr. Wilson.

HOW THE BOARD OF TRADE WAS FORMED.

Little has been said of the fact that the formation of the Cycle Board of Trade was due to the efforts of Charles A. Sheehan, of the West Shore Railroad, who was endeavoring to secure rates to the first exhibition in New York. These rates could only be secured for a convention, and so a convention was called. In talking with Mr. Sheehan today, he said:

"I was president of the Metropolitan Association of Bicycle Clubs in '93, and this organization was to give a cycle show. As you know, I was prominently connected with the show, in fact was the manager. I wanted to secure reduced rates for people attending the show, and the only manner in which this could be done was to place the matter in the light of a convention and call a meeting of the manufacturers. I did this, calling to the mind of the makers the fact that there was no organization of the trade in cycles, and that all other important industries had an organization of the manufacturers.

"The First Meeting.

"This seemed to catch the idea of a number, and we had 450 special tickets issued to that exhibition. The meeting was called in the same building and in the same room as the late meeting was called. I was in the chair, and called for nominations for a temporary chairman. This resulted in Colonel Pope being placed in the chair. The secretary pro tem nominations placed Kennedy-Child in as secretary, and I and my colleague, Mr. Luxe, retired from the room. I have never been at a Cycle Board of Trade meeting since, and have no right there, for my interests are not those of cycle making. But it was by the calling of this meeting that the Cycle Board of Trade was formed, and I have never had the credit except in a pamphlet issued by the Board of Trade, in which I am given a nice notice. The Board of Trade is now a prosperous organization, and I did not know but that this information of how it was formed, or rather gotten under way, might be of interest to you while you are writing so much matter on cycle shows and their promoters. The last show was a great success, and I long ago held that New York was the only place in the world to hold a representative exhibition. My words are coming true. Since the days of the first show Madison Square Garden has grown far too small. This we did not look for in the days when we had to make a personal canvass of the trade to secure enough exhibitors to fill the first floor and a very small number of spaces in the galleries."

NOTES OF THE SHOW.

The Baldwin adjustable cycle chain will be used by some of the racing men this season and may be pushed on the circuit. This concern had an exhibit at the New York show. The Baldwin people have been two years in getting the business under way. Mr. Baldwin has just secured the capital to push the chain as it should have been pushed in years gone by. It is claimed for this chain that it is adjustable to wear; that it can be repaired without tools; that it will outwear any two ordinary chains; that it is 200 pounds stronger than any other; that it can not get off the sprocket unless broken, that the wear comes on the central blocks and not upon the ends of the pins, and that it can be taken all apart and thoroughly cleaned.

The Perry Chain.

The celebrated Perry chain is used by the racing men across the water almost exclusively, and the Perry people advertise this fact very thoroughly in pamphlets containing the pictures of some of the men that use the chain. This line of advertising may be attempted in this country, as a number of the most prominent men of the path are using the chain in their racing work. The Perry chain is handled in America by the Anglo-American Co., of New York. The concern had an exhibit at the cycle show, and was showing the chain around the building.

One of the most sought-after of all the souvenirs at the show was the bicycle chain watch-fob, of the Lozier people. The concern had but a limited number of these, and only a few of the many friends of the Cleveland wheel were successful in their hunt for the tasty and useful souvenirs. It has come to be quite the thing to wear one of these chains for a watch-fob, and many are in line with the chains, using them the year round.

The Humber Record Machines.

The Humber speed exhibit in the annex or Machinery Hall attracted much attention. Here was shown the celebrated quintuplet which paced Berlo for his world's mile record of 1:40⅗; the wheel which Murphy used in all his record-breaking and his racing during the past season, and the racing wheel used by George Banker across the water during the past year. Murphy broke seven world's records and seventeen state records the past season.

The Stearns people gave out to the agents of the firm visiting the show a useful little pamphlet from the pen of G. E. Hawkins, the advertising man of the firm. This was entitled "How the Bicycle Agent Should Advertise." It contains many very useful bits of information. Mr. Hawkins is a past master in his art, as is shown in the many ads of the firm.

Worcester Company's Big Deal.

Andrew J. Cahill, the energetic hustler of the Worcester Cycle Mfg. Co., is reported to have closed a deal, as the result of the Chicago show, which involved a matter of $300,000. This is said to mean to the firm the covering in a thorough manner of all the vast western territory, and a new firm will enter the field at Chicago.

One of the New York papers printed a picture of Bald as one of the attractions at the New York show, displaying a picture of the Columbia booth with Bald standing near by, and in one corner a small picture of Colonel Pope. Such is fame in racing and in manufacturing.

L. A. W. Boxes and Officials.

Stories of the "soreness" of President Willison toward his probable successor, Sterling Elliott, were current round the building. It is said that President Willison refused the proffered hand of his rival for the position of president of the League of American Wheelmen, when that hand was offered in good faith, and it is also said that President Willison's manifesto, which was issued to keep from the box of the L. A. W. at the show all aspirants for L. A. W. presidential honors, reacted on the president himself, as he was a candidate and was ordered to keep out of the box himself when he applied at one time. Things were very warm in League politics, and personal encounters would have been possible had the opposition side to President Willison been of the same order of animosity. It was generally conceded that there was little reason for all this, and the stories that were current of this kind did the League of American Wheelmen no good. The League boxes at the head of the building, and the presence of all the L. A. W. officials, resulted in the League's gaining about 200 members in the week. A vast deal of good for the organization was accomplished.

A Novelty in Garters.

Dreyfus & Waterman, of New York, displayed a useful little article at the show, a comfort garter, for the use of men. This is provided on the inner surface with a soft rubber lining, having rubber teeth or projections, which enter into and engage the meshes of the stocking or other article to be held. The tension in the garter is no greater than is required to hold the garter in place, and consequently the pressure exerted is not sufficient to produce any discomfort or inconvenience. The garter does not interfere with the circulation of the blood, and it can not slip.

Lozier's $1,000 Wheel Sold.

H. A. Lozier & Co. sold their Swell Special Tiffanyized wheel for $1,000 to a European, and it will be seen across the water.

It looks much as though Fred Titus would throw himself into the breach to save Cabanne and Murphy. He has signed a paper which will clear the other two, and says that he cares little whether he is reinstated or not, for the reason that he is now in business in New York and is very liable to do well, besides which he is going to be married very soon. He is looking well and says that the racing business does not pay.

Fire in the Peerless Stand.

Friday night the stand of the Peerless Mfg. Co. caught fire, the blaze starting from the electric lights above. The blaze was quite a large one, atop the sign, but the crowd paid not the slightest attention to the matter for a time, and then stood stock still while the employes of the building took down the sign and threw water on it. There was a time when a word or a cry of fire would have startled a multitude. The rush in those crowded aisles would have been something terrible and the result would have been the loss of many lives. The coolness of those surrounding the exhibit saved trouble.

Gideon may be Chairman Again.

Batchelder, spoken for as chairman of the Racing Board, says that it is a "cinch" that Chairman Gideon will surely be re-elected for member and chairman of the Racing Board. Batchelder is strongly favored for the position, but himself favors Gideon, as he says a better man can not be found. Chairman Gideon is reported to have said that he will accept the position if it is offered to him.

It is said that the manufacturers have all signed a paper agreeing not to exhibit at any future cycle show. This report came so late that it could not be affirmed, but it may be true, for something of the kind was under way early in the week.

Getting Orient Spoons.

The spoons given away by the Orient company probably cost less than 25 cents, and yet women would stand for hours in a row that extended

away down the aisle and ask for a spoon when their turn came. In that row of tired and panting women, lolling over the railing, were ladies of fashion and refinement. Dresses were there that cost many hundreds of dollars apiece, yet each woman wanted one of the souvenir spoons that were so much sought by other women. They stood there from 6 o'clock until 8, at which time the spoons were advertised to be given away, and thereby lost their suppers and the best opportunity of the day to see the show. The Orient people smiled and gave away a limited number of spoons each day, just to keep the line going each night and make the most of the advertising. Not all of the women who waited in that line extending around the entire square like a snake received a spoon, and some waited for hours only to be disappointed.

Will do Trick-riding in Mexico.

Sid Black, the trick rider, will go to the City of Mexico for H. A. Lozier & Co. Black could not make the necessary arrangements with the firm for a European trip, and gave it up late in the week of the New York Show. It had been his intention to leave on Saturday of the week of the show. His trip to the city of Mexico will lead him all through the south, Texas, and California, and will take about six months.

One of the most interesting things at the show was the Vim tire welder which makes a permanent vulcanized repair in about ten minutes, without removing the tire from the rim. No cement or rubber solution is used, pure, uncured rubber stock being employed instead. This is the most significant invention recently brought out in the repair of tires.

The Vim Silver Wheels.

There was scarcely an exhibit in the entire show that did not contain one or more wheels decorated with little silver frames. These excited a great deal of curiosity on account of their dainty beauty. They bore a card which read: "Fitted with pebble tread Vim tires." They were specially designed for the Boston Woven Hose & Rubber Co., and were made in Boston by one of the fashionable jewelers there. Their use demonstrates the vast amount of money that is being spent at the show in advertising.

"Bicycle Advice," which is an old English booklet, copies of which were given away at the show by the Boston Woven Hose & Rubber Co., is much finer than the ordinary booklet gotten up for such a purpose. It is printed from the new Jenson type on deckel-edge hand-made paper prepared especially for this work, and gives the novice some very good advice on the purchase of a wheel. It was eagerly sought after.

Herrick Going Abroad.

The cycle trade of America is about to lose one of its most prominent figures, William Herrick, of Morgan & Wright, having decided to shake the dust of America from his number tens, and seek pastures new in Europe. Rumor has it that the genial William will take charge of the European business of Morgan & Wright, and that he will also start a factory in France to make "good tires." Herrick admits that he is going abroad, but says that he has not fully decided what he will do after he gets there.

Will Make the Jersey.

The New Jersey Stamping Works, with a factory at Plainfield, N. J., will make the Jersey wheel. This company will be managed by Geo. B. Cobb, of the Harlem Wheelmen, New York, and will make seven models of wheels. Their racing team will be one of the most prominent on the path, Geo. B. Cobb and Howard Mosher comprising the team at the outset. The firm will use a new kind of tubing, invented by the superintendent of the firm, A. J. Doty. The factory will turn out wheels about March 1, and a number of good-sized orders have been secured at the shows. The wheels will be the Flyer, 16 pounds; Special, 18 pounds; Club, 21 pounds; Road, 23 pounds; Union, 26 pounds, and two styles for ladies—the Jersey Beauty, 22 pounds, a drop frame; and a ladies' wheel in diamond frame, the Jersey Gem, 22 pounds.

Pedals with Barrel Hubs.

M. L. Bridgman and Alex. Schwalbach are both working on a pedal with barrel hubs, as they say that the present pedal is provided with bearings too small. Each is trying to finish his pedal first, and presumably to secure the patent. The former is working on a valve-stem that will make possible the inflating of the tire from the side instead of through the rim, thus doing away with the necessity of boring through the rim for the valve-stem and also of the unsightly valve-stem sticking through the rim at all times.

About Zimmy's Racing Days.

"Kid" Wheeler, an old chum of Zimmerman, said when asked whether Zimmerman would ever race again: "Just let some one say that the Skeeter is a back number and see how quick they would have the matter taken up. He is not done racing, and I should not be surprised to see him appear again on the track in this country, providing the offers are liberal enough, and I guess they will be from what I know. That is providing, of course, the racing business in this country is on a liberal enough basis. Zimmy is not a back number, but he has contracted a fever across the water that will never be cured as long as he remains there, and he is forced to return or injure his health by remaining. And let me tell you one thing, the Skeeter will make just the same ducks and drakes of the men that he always did if he returns to the path in this country, and there are many that say that too. Just tell the people that, if they want to see some fun when hey try to say different."

TRADE HAPPENINGS.

ALBANY, N. Y.—The Queen City Cycle Co., with a capital of $50,000, was incorporated by G. F. Fries, L. E. Fries, and J. H. Isham. It will manufacture bicycles and parts at Idlewood, Buffalo, and New York.

ALBANY, N. Y.—W. H. Bramson has opened his new cycle store at 422 Madison Avenue, where he will make the Fowler his leader. He would be pleased to correspond with any manufacturer desirous of placing wheels in his town listing at $40 to $70.

ALBANY, IND.—The Albany Mfg. Co. is a newly incorporated concern that will manufacture cold-drawn seamless steel tubing and a medium-grade bicycle. Capital, $1,000,000.

ANDERSON, IND.—It has been decided to move the Solid Spoke Bicycle Works, now at Marrow, Ohio, to Anderson, giving employment to 200 men.

BALTIMORE, MD.—The Maryland Mfg. Co. has been incorporated, and will equip a plant to manufacture bicycles. C. F. Pearce, formerly of Chicago, will be in charge.

BUFFALO, N. Y.—Wm. Dickinson, of the firm of Dickinson & Richmond, bicycle dealers at 93 W. Geneva Street, has bought a half interest in the Buffalo Cycle Works, which has been conducted under the firm name of Strauss & Rogers, Mr. Strauss retiring.

BURLINGTON, IOWA.—G. W. Pugh, bicycles, is reported deceased.

CADILLAC, MICH.—Parties are here today figuring on establishing a large bicycle plant, and the citizens are making efforts to secure the location of this concern, which will employ about 500 hands.

CHICAGO, ILL.—The Woodworth & Reed Mfg. Co. was incorporated for $50,000 by J. H. Rollins, F. Crowe, F. R. Reed, and others. The company will manufacture bicycle supplies.

CHICAGO, ILL.—The Lincoln Bicycle Co., of Chicago, has been incorporated with a capital stock of $10,000, by F. W. Swett, J. Gately, and A. E. Swett.

DETROIT, MICH.—The L. W. Thomm Cycle Co. was recently organized for $15,000. The company will be temporarily located at 257 Woodward Avenue until suitable quarters can be found. A specialty will be made of a patent handle-bar invented by a Detroit man. The stockholders are: Louis W. Thomm, Oliver H. Lau, and Isaac N. Payne,

DOWAGIAC, MICH.—Colby & Richey is the name of a new firm which will do a bicycle business during the coming season.

GALVESTON, TEX.—The Galveston Cycle Co. has been incorporated by W. R. Follis and others, to deal in bicycles, sporting goods, etc. Capital, $25,000.

GLENDIVE, MONT.—Chas. Tilyou has leased the vacant storeroom in Dion's Block, and is fitting it up for a sporting goods store and general repair shop for bicycles.

HARTFORD, WIS.—C. Dreher, W. R. Roberts, A. S. Wilson, and Hall & Alberts are enlarging their plant for the manufacture of bicycles.

HOT SPRINGS, ARK.—Ed Vaughan has purchased everything necessary for the manufacture of bicycles in this city, and will open up for business next week.

HOUSTON, TEX.—O. L. and Theodore Bering, stoves, cutlery, etc., of 1014 Prairie Avenue, are adding bicycles and sundries.

HUBBLETON, WIS.—E. Muldane, stoves and hardware, will take up bicycles, and is enlarging his place of business for that purpose.

IDLEWOOD, N. Y.—The Queen City Cycle Co. has been incorporated with a capital stock of $50,000; will manufacture bicycles and parts at Idlewood, Buffalo, and New York. G. Frank Fries, Louis E. Fries, and James H. Isham form the company.

IRONTON, OHIO.—John J. Brownstead, bicycles, etc., is reported to have made an assignment.

JACKSONVILLE, FLA.—J. M. Somerville will hereafter be in sole charge of the interests of the Park Cycle Co., having dissolved partnership with Mr. Ross in the management of the business.

JERSEY CITY, N. J.—Capt. B. Ayres, of the Hamilton Wheelmen, has enlarged his store on Spring Street, West Hoboken, and has opened a bicycle school at Frech's Casino.

KINGSTON, PA.—R. Fitzgerald will embark in the bicycle business on Wyoming Avenue.

LA FAYETTE, IND.—David H. Johnson, an extensive bicycle dealer of this city, has committed suicide.

LANARK, ILL.—S. D. Lowsan will soon open a bicycle repair shop.

LA SALLE, ILL.—Herman Singer is enlarging his machine shops and will run a bicycle repair shop in connection therewith.

LINCOLN, NEB.—The Gate City Cycle Co. was incorporated for $500 by H. J. Root, J. F. Coltman, and Ed M. Cox. The new company will trade in bicycles and make repairs.

LITTLE ROCK, ARK.—Edward Vaughn has equipped a factory, and will commence manufacturing bicycles.

LOCKPORT, N. Y.—John B. Naismith and Charles F. Whitcomb, of this city, are going into the business of manufacturing bicycles on an extensive scale.

MELBOURNE, AUSTRALIA.—Sutton Bros. invite propositions from American manufacturers of bicycles, looking to accepting an Australian agency.

MERIDEN, CONN.—The Rose of New England Wheel Co. has been organized at Norwich. W. F. Lester is president and F. I. Royce is secretary.

MIDDLETOWN, OHIO.—C. C. Fouts will engage in the bicycle business this year.

MILWAUKEE, WIS.—The Nusely Cycle Co. has been incorporated to manufacture bicycles, by G. G. Nusely, J. P. Kolt, J. Mertes, N. J. Horigan, H. N. Casper, and W. Casper. Stock, $200,000.

MILWAUKEE, WIS.—The Moore Cycle Co., of Milwaukee, with a capital of $15,000, has been incorporated by S. H., E. S. and V. M. Moore.

MUNCIE, IND.—Dr. E. E. Buffkin, of New Castle, will move to Muncie to engage in the manufacture of the Redding speeder hub for bicycles.

MUNCIE, IND.—M. Gray & Son, of Anderson, have organized a firm to deal exclusively in bicycles.

NEENAH, WIS.—A movement is on foot looking toward the manufacture of bicycles in this city. E. W. Thurston will be the manager.

NEVADA, OHIO.—W. A. Wolf, bicycles, invites correspondence with the manufacturers of wheels and sundries, looking to accepting an agency.

NEWARK, N. J.—The Essex Cycle Fittings Co. is reported to have placed on record a chattel mortgage for $2,000.

NEW YORK, N. Y.—The New York Bicycle Equipment Co. has been incorporated by David Henry Darling, Victor E. Barkland, and George A. Smith, of New York. Capital stock, $500,000.

NEW YORK, N. Y.—M. J. Paillard & Co., bicycles and sundries, commenced business at 680 Broadway.

NEW YORK, N. Y.—The Fulton Bicycle Co., bicycles and sundries, commenced business at 124 Fulton Street.

NEW YORK, N. Y.—J. Lurie, bicycles and sundries, commenced business at 214 St. Nicholas Avenue.

NEW YORK, N. Y.—The Weak Ankle Skate-Brake Co. has been incorporated by Frederick Williams, Luke William Kenner, and Mary Conroy, to manufacture skates. Capital stock, $10,000.

NEW YORK, N. Y.—B. F. Raynor, Jr., & Co. bicycles and sundries, have commenced business at 43 W. 125th Street.

NEW YORK, N. Y.—The Maiden Lane Bicycle Co. has commenced business at 20 Maiden Lane, dealing in bicycles and sundries.

NEW YORK, N. Y.—Robert H. Ingersoll, sporting goods and bicycle sundries, has opened a new store at 67 Cortlandt Street.

NEW YORK, N. Y.—Thos. Ward, bicycles, commenced business at 63 Barclay Street, handling the Crescent wheel.

NEW YORK, N. Y.—A new firm will be launched about February 1, and will be located on the boulevard near 80th Street. The firm will handle Crimson Rims, and will be composed of C. J. Stebbins, W. S. Jullerson, and F. J. Titus.

OMAHA, NEB.—Articles of incorporation of the Gate City Cycle Works have been filed

The Empire Wheel will roll on Nile Green Rims

"The Nile is Rising!"

In ancient Egypt this was the cry that gave the greatest alarm. Something of the same terror will spread through this land when.....

THE EMPIRE BICYCLE....

comes gliding along. At $85 it will be impossible to get a better mount. A catalogue for the asking.

MAKERS.....

Empire Cycle Company

SYRACUSE, N. Y.

Western Representatives

A. F. SHAPLEIGH HARDWARE CO.

ST. LOUIS, MO.

Capital stock, $5,000. Incorporators, H. J. Root, J. F. Coltman, and Ed M. Cox.

PAXTON, ILL.—The Paxton Hardware Mfg. Co. will do nickeling and enameling of bicycles in connection with its business.

PITTSTON, PA.—W. H. Kerr will soon open a bicycle repair shop and will have a bicycle salesroom in connection.

PORT HURON MICH.—George Yokom has sold his bicycle business to the Port Huron Electric & Cycle Co., which will occupy the Sanborn Block

PORTLAND, ORE.—The Rambler Bicycle Co., of Tacoma, was incorporated for $3,000 by W. F. Ryder, G. M. Shroeder, M. C. Green.

PORTLAND, ORE.—The Allen & Mitchell Cycle Co. was incorporated for $5,000 by E. W. Allen, A. B. Mitchell, and E. R. Allen, to conduct a general bicycle business.

PORTLAND, ME,—The Windle Cycle Co. has been organized for the purpose of manufacturing and dealing in bicycles and running gear and machinery of all kinds. Capital stock, $75,000. President and treasurer, Fred A. Lapham, of Worcester.

PUNXSUTAWNEY, PA.—The Grand Rapids (Mich.) Cycle Co. will establish a branch house here.

RACINE, WIS.—H. L, Dodson and J. Seagar, of Chicago, are here to establish a bicycle factory.

ROANOKE, VA.—Joseph Friend and R. E. Beeton are preparing to establish a bicycle factory here.

RICHMOND, VA.—Temple & Wallace is the name of a new firm, composed of Toohig, Temple, and C. W. Wallace, who will enter the bicycle business, corner Main and Jefferson streets. A bicycle school and riding academy will be opened.

RICHMOND, IND.—Geo. C. Detch & Co., bicycles, etc., is reported to have made an assignment.

ROCKLAND, ME.—E. R. Bumps, David Fuller, and B. F. Copeland have gone into the bicycle business as the Knox Wheel Co., and will open in February. They purpose to do a wholesale, retail, and repair business in wheels and supplies.

SAGINAW, MICH.—On March 1, L. C. Quinn will open a bicycle repository and repair shop at 116 N. Baum Street.

SAN FRANCISCO, CAL.—O. S. Potter & Co., bicycles, is reported to have had stock attached for $2,161.

SAN JOSE, CAL.—S. Deacon, of Lyon, Mass., is looking for a site to erect a bicycle factory here.

SCRANTON, N. Y,—Clarence R. Florey has secured a patent on a bicycle lubricant, and a factory is to be established in Scranton for its manufacture.

SEATTLE, WASH.—The Dingley Hardware Co. has been incorporated by F. H. Hardwick and W. T. Dingley, to deal in sporting goods, bicycles, etc. Capital stock, $20,000. This concern has purchased the stock of the Gordon Hardware Co. and is removing this week to 804 First Avenue. A bicycle repairing department will be opened in connection.

SHEBOYGAN, WIS.—The Jenkins Machine Co. has begun the manufacture of bicycles.

SPRINGFIELD, MO.—Burns & Magnion, 305 College Street, have opened a new bicycle establishment.

SPRINGFIELD, MASS.—The Chicopee Falls Wheel Co. was incorporated, and machinery for making parts of the new wheel has begun to arrive. The plant will be in running order in a very short time.

STERLING, ILL.—F. Briggs has opened a well-equipped bicycle repair shop, and will handle the Fowler and a line of cheap-grade wheels.

ST. LOUIS, MO.—The Surety Wheel Co. has been incorporated with a capital stock of $5,000, by R. E. Berry, E. O. Bragg, and J. H. Blackman.

ST. PAUL, MINN.—The Cycle Advertising Co. yesterday filed a statement with the secretary of state that $9,900 of its $100,000 of capital stock has already been paid in, and that it is now ready to do business.

SURERIOR, WIS.—M. R. Martin and associates are preparing the old Malleable Iron Works, at S. Superior, for the use of their cycle factory. They expect to be in operation by February 1.

TACOMA, WASH.—The Rambler Bicycle Co., with a capital stock of $3,000, to deal in bicycles, bicycle supplies, and sporting goods, has been incorporated by Wm. F. Ryder, Geo. N. Shroeder, and Mace C. Green.

TERRE HAUTE, IND.—R. R. Teel & Bro., dealers in hardware and sporting goods, will add a line of bicycles, and invites correspondence with manufacturers of wheels and sundries.

TOLEDO, OHIO.—Smith & Sprague, real estate dealers, will go into bicycles, eastern capitalists being interested with them. A factory to employ 200 men is to be erected at once, and it is stated that the product will be on the market within two months.

TOLEDO, OHIO.—The American Weldless Steel Tube Co. has been incorporated by Warren S. Herron, Samuel Snell, E. P. Breckenridge, Jno. R. B. Ransom, and E. J. Marshall, to manufacture all kinds of tubing. Capital stock, $300,000.

TOLEDO, OHIO.—The Wilson Cycle Co. has been incorporated with Louis Krauss, president; W. P. McKaye, secretary and treasurer, and Geo. Wilson, Jr., manager. The company will occupy a new factory building just erected, and is now in the market for the necessary machinery. The Valentine wheel will be manufactured, and sales will be made direct to purchasers.

TOPEKA, KAN.—The Capital City Cycle Co. has been sued by the Midland Cycle Co., of Kansas City, for $604, due on note given by the Topeka firm to the Midland company, to secure the payment of $838.75, the purchase price of a lot of bicycles. The Topeka company claims that the bicycles were not of the quality represented.

VALLEY, OHIO.—Anderson & Harris, carriage manufacturers at Elmwood Place, have perfected a new bicycle, the entire frame of which is wood.

WASHINGTON, D. C.—K. von Rodenstein, bicycles, has commenced business at 730 10th Street, handling the Cleveland and Lyndhurst.

WASHINGTON, D. C.—C. E. Billingsley, bicycles, commenced business on 9th Street, between H and I. He will handle the National wheel.

WASHINGTON, D. C.—John P. Murphy, bicycles, 902 F Street, has had attachments issued against his stock by the Stover Bicycle Mfg. Co. on an account for $330. A suit has also been brought by the Crawford Mfg. Co. for $1,028.

WESTFIELD, N. Y.—A bicycle factory, with $21,000 capital, is to be established in Eden, Erie County, N. Y. The wheels to be made are of an improved kind. The pneumatic tube is placed inside the rim, while on the outside of it is a cushion band.

Recent Patents.

552,907.—Tandem attachment for bicycles: Max Jakobson, New York, N. Y.; filed March 29, 1895; serial No. 543,644.

552,918.—Single or double tree; Reinhard Mannesmann, New York, N. Y., assignor to the Mannesmann Tube Co., Jersey City, N. J.; filed March 6, 1895; serial No. 540,771.

552,977.—Rim wrench or tire bolter: James H. Allen and Charles H. Allen, Seneca, Ill.; filed April 11, 1895; serial No. 545,309.

552,984.—Bicycle wheel; Henry Broers, Galveston, Tex.; filed May 14, 1895; serial No. 549,621.

553,003.—Process of manufacturing pneumatic tires; Herman W. Ladd, Boston, Mass.; filed April 4, 1894: serial No. 506,293.

553,035.—Driving mechanism for bicycle dynamos; George Mayr, Brooklyn, N. Y., assignor of one-half to Elkin Farmer, New York; filed January 5, 1895; serial No. 533,945.

553,129.—Bicycle bell, John McMahel, New Albany, Ind., assignor of one-half to Frank E. Gilmore, Chickasha, I. T.; filed November 2, 1895; serial No. 567,732.

553,178.—Bicycle handle-bar. Victor E. Rumbarger, Dayton, Ohio, assignor of one-half to Hiram G. Protsman, same place; filed October 7, 1895; serial No. 564,880.

553,212.—Art of forming tires or other tubes and molds for use therein; Joseph G. Moomy, Erie, Pa., assignor to Mary H. Moomy, same place, and the Combination Roll & Rubber Co., Bloomfield, N. J.; filed October 12, 1894; serial No. 525,679.

553,252.—Flexible-tired wheel; George Mortson, Hartford, Conn., assignor to the Pope Mfg. Co., same place and Portland, Me.; filed February 23, 1894; serial No. 501,156. (No model.)

553,293.—Bicycle bell; Edward D. Rockwell, Bristol, Conn.; filed June 7, 1895; serial No. 551,988. (No model.)

553 313.—Rear-fork end for bicycles; Frederick D. Owen, Washington, D. C.; filed July 15, 1893; serial No. 480,599. (No model.)

553,339.—Bicycle brake; Rimmon C. Fay, Ilion, N. Y., assignor to the Remington Arms Co., same place; filed February 10, 1894; serial No. 499,702. (No model.)

553,373.—Bicycle training device; Wesley Webber, Pittsburg, Pa.; filed August 17, 1895; serial No. 559,617. (No model.)

553,436 —Bicycle wheel; Benjamin F. Stauber, Jewel City, Kans.; filed July 22, 1895; serial No. 556,781. (No model.)

553,453.—Bicycle; Samuel H. Donnelly, Chicago, Ill., assignor of one-half to Peter Deward, same place; filed April 24, 1895; serial No. 546 966. (No model.)

553,461.—Chain-gear case for cycles; Robert F. Hall, Birmingham, Eng.; filed September 5; 1895; serial No. 561,554. (No model.) Patented in England May 7, 1895. No. 9,001.

25,065.—Bicycle handle-bar; Peter Gendron, Toledo, Ohio, assignor to the Gendron Iron Wheel Co., same place; filed September 17, 1895; serial No. 562,806. Term of patent, seven years.

25,078.—Bicycle frame; Frank T. Fowler, Chicago, Ill.; filed December 17, 1895; serial No. 572,464. Term of patent fourteen years.

Trade-Marks.

27,679.—Bicycles; the Premier Cycle Mfg. Co., Bridgeport, Conn.; filed December 2, 1895; essential feature, a spiral band winding around some cylindrical part of a bicycle; used since January 1, 1893.

27,680.—Bicycles, tricycles, delivery-carriers, and their parts and attachments; Knickerbocker Cycle Mfg. Co., New York, N. Y.; filed December 7, 1895; essential feature, the word "Knickerbocker"; used since June 1, 1895.

27,681.—Bicycles, tricycles, quadricycles, and other light vehicles of similar character and their accessories; the Adams & Westlake Co., Chicago, Ill.; filed December 21, 1895; essential feature, the letter "A" used since September, 1895.

27,682.—Bicycles, tricycles, quadricycles, and other vehicles of similar character and their accessories; the Adams & Westlake Co., Chicago, Ill.; filed December 21, 1895; essential feature, the word "Adlake"; used since September, 1895.

FIXING UP FOR SPRING.

KANSAS CITY, MO., Jan. 20.—Considerable activity is noticeable at the numerous retail cycle stores, painting, refurnishing, and arranging samples and sundries; and a great improvement is observed in the method and manner of displaying wheels and their parts. This is especially true at the stores of the Aladdin Cycle Co. and the Columbus Buggy Co., where the attractive displays are regarded with much interest by a small crowd of spectators at all hours of the day. Without disparagement to other makers, it may be said that Morgan & Wright are very much in evidence, a very large proportion of the new wheels being equipped with "good tires."

Clark Bros., who have been one of the most important factors in the local trade in the past two years, have sold their stock and interest to E. P. Moriarity, the former manager of the cycle department, and he will conduct the agencies for the Cleveland, Niagara, and Crescent at the old stand, 704 Main Street.

Bradley, Wheeler & Co., the large implement dealers, are jobbing a line of wheels comprising the America, Puritan, Telegram, and a specially built wheel at $75, called the Postal.

C. H. Rebenscheid & Son stick to their old love, the Stearns, and have received samples of all models of the Yellow Fellow. The Gendron is also retained, and the Ajax line, in all grades, added. This firm has a large line of sundries and will make a specialty of cycling suits.

The Kingman-Moore Implement Co. (late Kingman & Co.) is jobbing the Kenwood and the Elgin Cycle Co.'s product in a large territory, comprising Kansas, Oklahoma, west Missouri, and north Texas. The Kenwood lists at $100, the Elgin models A and B at $85, and models C and D at $70.

The E. W. Walker & Stutz Co. will carry the Goshen line only, made expressly for them by the National Sewing Machine Co.

Hatch Bros. have taken a new store at 111 W. 9th Street, and are selling the Spalding, Tribune, and Deere. The latter a special make listing at $85. A full line of samples is displayed, including the Tribune tandem.

Walter Parkes, at 104 W. 12th Street, has worked up a good business as an expert repairer, and will, this season, build wheels throughout, including nickeling and enameling. The American Bicycle Co. will handle the Peerless and Pierce lines. The Ide agency has been taken by the Columbus Buggy Co.

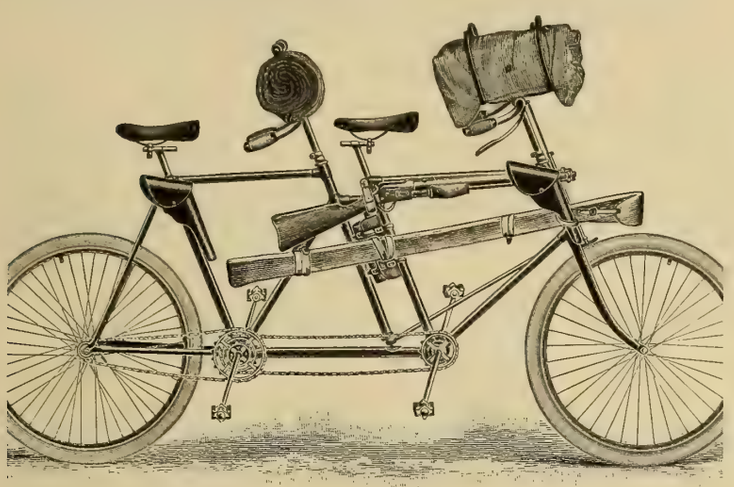
THE MONARCH CATALOGUE.

The Monarch Cycle Mfg. Co., of Chicago, is sending out a very attractive brochure bound with a lavender-colored cover which bears the design of a cherub poised on the seat of a Monarch bicycle drawn by a number of swallows that hold in their bills the ends of eight flowing ribbons of gold, the other ends of which are grasped in the cherub's hands. The inner pages are well printed on good paper, and are copiously illustrated with cycling scenes printed in carmine from half-tones of wash drawings. Details of construction are shown with wood cuts. Six models of wheels are illustrated—two $100 and two $80 machines in diamond and drop frames, a Monarch special listing at $125, and a double-diamond tandem at $150. These are printed in black over the lion's head trade-mark of the company, and the specifications are given within oval wreaths on the alternate pages.

To say that the Stearns sextuplet created a sensation at the New York show is putting it very mildly. Probably no feature of the entire show attracted greater attention, and it was constantly surrounded by gaping crowds who never tired of gazing at its wonderful mechanism. Nearly all the New York papers devoted a large amount of space to the machine.

COLUMBIA ARMY BICYCLES.

At the Pope Mfg. Co.'s New York exhibit was displayed the bicycle as adapted to practical army use. An ordinary Columbia tandem, Model 43, and a single Model 40, equipped for service, did more to illustrate to the popular mind the practicability of the bicycle for war purposes than any amount of dissertation could ever have accomplished. The two machines have been equipped in a most thoroughly complete and convenient manner, and yet without carrying an unnecessary ounce, or interfering in any way with the rider or riders. The tandem is finished in the regulation manner, taken from the regular stock, and not built specially for the purpose. On either side of the steering head are attached steel enameled gun rests, lined with leather, into which the barrel of the gun snugly fits, while similar rests are attached to the main upright to hold the gun stocks. The two guns are Colt's twelve-shot repeating magazine carbines, and are always ready for instant use. On the right side of either seat-post are strapped two of Colt's regulation six-shooters, encased in holsters, but hanging in such a way as not to interfere with the rider's movements. Also on the right side, conveniently attached to the steering head in front, and to the lower center tube in the rear, is a jointed flag staff in a neat brown canvas case. To the front handle-bar are securely strapped two tightly rolled, blue regulation army overcoats, while on the rear bars, similarly



strapped, is a pair of double gray army blankets. The one feature that impresses itself upon the observer is the ingenious manner in which everything is attached, so that nothing interferes in the slightest degree with the free movements of the riders.

The other wheel, a single Model 40, also of the regular stock, presents a more formidable appearance than the tandem on account of its having attached, and ready for action, a vicious-looking forty-pound gun. This is supported by an extra piece of steel tubing running perpendicularly from the fork-crown to the height of the handle-bar, and secured to the steering-head by two semi-circular pieces of steel. Upon the V shape frame thus formed is a turn-table and bracket upon which the gun rests securely fastened. It is accurately balanced, that it may be easily turned in any direction, and, although so adjusted that it can be fired at any angle, it does not extend far enough back to cause the rider any trouble in riding or steering. In fact, it is always ready for use whether the rider is going fast or slow, over bad roads or good. The gun itself is known as the Colt automatic gun, which has recently been adopted by the navy. It consists of a single barrel attached to a breech casing containing the mechanism for charging, firing, and ejecting. It is automatically fed by means of cartridge belts coiled in boxes readily attached to the breech casing. Boxes contain 250 or 500 cartridges each, and are so constructed that they may be easily attached or removed. In a recent test for accuracy, at 200 yards, 100 consecutive hits were made in sixteen seconds, demonstrating the rapid action of the gun. The additional weight of forty pounds does not cause the bicycle to steer hard, nor does it interfere with the balance or comfort of the rider.

CAFFREY WILL BUILD WHEELS.

January 1, the Chas. S. Caffrey Co., of Camden, N. J., made its initial bow to the cycling world as a manufacturer of bicycles. To those who are familiar with the Caffrey carriage and know the reputation of the house as builders of fine pneumatic road wagons and sulkies, the mere announcement that it has added bicycles to its other lines of manufacture will be sufficient to stamp at once their quality as the highest grade possible; the company's whole experience and reputation forbids its stamping its name upon anything which is not strictly first-class, and the Caffrey will need no trumpet to proclaim its superiority; it will rank at once with the other productions of this famous house. The same guarantee which protects the Caffrey carriage will be fully duplicated in the Caffrey wheel. With the combined results of other manufacturers at its command to begin with, and the experience which the building of the pneumatic sulkies and vehicles have given it in this particular line of work, the company in confident in its ability to produce a fine wheel. The firm has secured the services of Mr. Louis N. Mansuy, formerly of the Pope Mfg. Co., who will take this particular line of work under his care.

MINNEAPOLIS WILL WAIT A YEAR.

MINNEAPOLIS, MINN., Jan. 27.—The project of holding a cycle show in Minneapolis this season has been abandoned, not for lack of promise of support, for all the dealers in the twin cities were enthusiastic over the matter, and assurances had been received from many of the manufacturers that they would be glad to exhibit, but because the time was too short, and the expense of fitting up the building was too great to be undertaken on so short a notice. The vast floor of the exposition building could have been secured, but to put it in proper shape would have required an expenditure of at least $5,000, too large a sum to warrant the projectors of the scheme in carrying it out. They say, however, that they will make arrangements during the summer, and that late next fall they will have a show that will be a revelation to the northwest.

JOHN A. BLACK.

The good-looking gentleman whose features accompany this little article is John A. Black, who has done more than his share in making the Gold Crank Falcon a power in the land. Mr. Black has been with the Yost Mfg. Co. for years, and has always been Mr. Yost's right-hand man. He is a genial fellow and well liked by all who have had the good fortune to have met him.



JOHN A. BLACK.

The Hector Mfg. Co.

The Hector Mfg. Co., 39 West Washington Street, Chicago, is putting on the market five models of the Noble—a roadster (men's and women's), racer, and two models of tandems. The wheel is high grade in every respect, and the company expects to turn out 1,000 wheels. Large tubing, large crank-hanger bearings with large balls, and a special crank which does away with the cotter-pins are the features. The men connected with the company are all old hands at the game, most of them having been formerly connected with the Sterling Cycle Works. Mr. Hector was formerly superintendent of construction for the Standard Cycle Works.

FURNISH CYCLE-MAKING PLANTS COMPLETE.

Zucker & Levett & Loeb Co. is a firm of perhaps the best-known makers of nickel-plating outfits in the world. They are just out with a new and complete catalogue of their entire product, which is the most complete work of the kind that has ever been offered. They are making a specialty of nickeling plants suitable for bicycle factories, and for this branch of their business have a number of machines to offer that vary in capacity sufficiently to accommodate any sized factory. A number of the largest cycle plants in the country are turning out all of their work with plants furnished by this firm, and the letters of recommendation on file at the home office speak well for the quality of the outfit. All plants furnished by this company are set up and left in working order so that the purchaser is sure of the results when he makes the investment.

McCabe's Machinery Exhibit.

In Machinery Hall J. J. McCabe, 14 Dey Street, New York City, whose bicycle machinery is well known in most all the prominent shops, exhibited but a few of his latest and most improved machines, owing to the difficulty in securing space. The hub machine has a number of new and very ingenious features for the making of hubs from the bar. It is provided with automatic feeds and automatic stops, so that it requires no skill in its operation, and produces very accurate and rapid work. This same machine is equally well adapted for the making of cups, cones, etc., by readily detaching some of the special hub attachments. The Standard milling machine with sprocket centers is calculated for finishing sprockets and the milling of all small fittings. The Universal milling machine with attachments is another very attractive machine, calculated for the making of tools of all kinds, jigs, fixtures, etc. The Standard engine lathe, 14-inch swing, with improved taper attachment, is calculated for tool and general work. The movements of tool rest and carriage in all directions is graduated reading in thousandths, insuring accurate and rapid work. The radial flexible drill for drilling bicycle frames is another new machine that is used very successfully, being provided with, up, down, and rotary motions, automatic stops, etc., making it very convenient to drill in any position.

Probably the first century run of the season was made by a party of eleven members of the Century Wheelmen, of Philadelphia, Pa., between the hours of 12 midnight on December 31, 1895, and 10 a. m. January 1, '96. The course was from the Century clubhouse to the head of the Wissahickon, thence to Chester, returning over the same course. The party consisted of eleven men, six of whom rode Sterlings, W. A. Morgan's mount being a new '96 Sterling of 27½-inch frame.

ACTIVITY IN TOLEDO.

New Concerns Cropping up Weekly—The Tally-Ho Tandem—Trade Jottings.

TOLEDO, OHIO, Jan. 27.—The past week has been a lively one in Toledo trade circles, and it makes your correspondent feel that the good old times have returned when two new enterprises were born each week. There has been a cessation of new enterprises, doubtless on account of the interest in the cycle exhibitions. Now that these shows are about over, the tide has turned, and the new ones make their debut with clock-work regularity.

The first one to appear was the Toledo Bending Co., slight mention of which was made last week. It is not in a position to fill orders yet, but it knows more about making them. The writer was shown a wooden handle-bar, and will say that, while it was a trifle heavier than necessary, it was all right so far as shape, strength, and durability are concerned. Judging from comments by local cycling men, the wooden bar will at least be given a fair trial.

The next newcomer dug up by your correspondent was Geo. T. Stevenson, who came here from New York City, and will do business under the name of the Toledo Novelty Co. He has rented four floors and basement in the Arbuckle Building, corner Monroe and Ontario streets, and is placing machinery for the manufacture of bicycle fittings and any specialty that the company may contract to manufacture. One of the largest hub machines ever built was made to order by the Lodge-Davis Co., of Cincinnati, Ohio. Other machinery, such as small screw machines, milling machines, drill presses, etc., to the value of about $4,000, is being placed as rapidly as possible. Appliances for nickeling and enameling will also be secured, and the company will do a general repair business. It expects to start the electric motor, which is to furnish its power, about February 1, starting with a few men and gradually increasing the force until twenty or more are employed. The manager states that only high-grade work will be turned out. Orders for some work are on hand already, and Mr. Stevenson is figuring with some inventor for the manufacture of some cycle specialty. Just what it is, Mr. Stevenson did not say. He promised particulars in about two weeks. The new company has an excellent location in an elegant and substantial building, and is in a fair way to get its share of the orders for fittings, etc.

Snell's Big Scheme.

Thursday, Sam Snell sent to all the papers the information that he had perfected plans for a tube mill, and would give out particulars later. Mr. Snell left for New York Friday at 4:30 p. m., accompanied by Col. Ben S. Lovell, who had been in Toledo several days on his way home from the Chicago show. Before leaving, Mr. Snell told THE BEARINGS correspondent to look for something to drop, and it did drop, for on Saturday the American Weldless Steel Tube Co. was incorporated at Columbus, Ohio, for $300,000, with Sam Snell, J. R. B. Ransom, E. P. Breckenridge, Warren P. Herron, and John P. Marshall. It is further given out that a prominent English tube maker is to accept the management of the new company. Other English and American capitalists are said to be interested in it, and the $300,000 appears to be only a starter. The wealth of its backers will run into the millions. Particulars as to the exact location, output, personnel of the executive staff, etc., have not yet been given out, but will follow in due time.

Saturday the Wilson Cycle Co. made itself known, when incorporation papers were forwarded to Columbus, and today the three incorporators selected Geo. S. Wilson, Jr., as president and manager; Percy B. Mackie, secretary, and Louis Kraus, treasurer. The new company will make a medium high-grade wheel to be known as the Valentine, named after Toledo's new and elegant theater. Factory quarters have been leased in the Woolson Block, at the corner of St. Clair and Jackson streets, and operations will begin at once. George Wilson was the local agent of the Tribune wheel last season, and did well in that capacity. Mr. Wilson says the new company expect to sell to the rider direct, and not through an agent or jobber. How the plan will succeed, remains to be seen.

Brewer Company Chooses a Site.

The Brewer Tube Co. is getting down to practical, visible work with a vengeance. It has chosen a site at the intersection of South Street and the Michigan Central railway tracks, and the contract for the mill has been let to one named Brown. The contractor has the excavation about completed, and brick will be laid in a few days. The mill is to be inclosed in forty days, and the proprietors expect to deliver tube in March. A large factory building on Cherry Street, downtown, has been leased, in which to make tools until the mill is completed. The mammoth engines have been ordered, also most of the machinery, and it will be on the ground by the time the building is inclosed. From now on, the work will progress rapidly in a material way.

The Tally-Ho Tandem.

The practical man in the Tally-Ho (with the accent on the "Ho") Tandem Co. is Will F. Dewey, secretary of the Yost Mfg. Co. This tandem is to be manufactured by the Central Chandelier Co., and the special machinery is about completed. Work has commenced, and the first sample tally-ho will be assembled in a couple of weeks. This tandem is a radical departure from the ordinary tandem, as the following specifications show: The Tally-Ho will be built in two models—Model A for two gentlemen, Model B for lady and gentleman. Each has a wheel base of 53 inches; the distance between the handle-bar and the saddle center is 23 inches, giving riders ample room. The height of frame at front saddle-post of Model A is 24 inches; Model B, 21 inches; 1¼-inch, 1⅛-inch, ⅞-inch, and ¾-inch tubing. From the peculiar construction of the frame, the rear rider has an elevation of 2½ inches above that of the front rider on Model A. In Model B



The Tally-Ho tandem.

this advantage is increased to 5½ inches, a feature that will be thoroughly appreciated by road riders; 26-inch front wheel with 1¾-inch M. & W. X tire; 30-inch rear wheel with 2-inch M. & W. X tire; reinforced wood rims. The rear wheel is swung on the rear crank-axle, and revolves independently of it. The machine is geared to 75 inches. Seat-post binders are specially designed, and front and rear steering-post connection is simple and positive, and can be detached so that the steering can be done by the front rider.

Ed Lozier, the jolly and heavy son of Col. H. A. Lozier, was in the city a few days last week looking over the factory and telling stories with A. S Metler, the retail agent. He will attend the New York show, then go to Denver, and then to his work as chief assistant to the Pacific slope agent.

Sid Black leaves Saturday for Europe, to be absent this season. It is said that White, the western trick rider, will make a bid for Sid's place on American soil.

The Toledo Wheeling Association closes its charter January 30 with 200 members. Permanent headquarters will be secured at an early date.

Sam Snell is authority for the statement that tube is likely to advance 50 per cent in ninety days.

Captain Alexander has added some new wheels to his list, and he is now Toledo agent for the Stearns, Barnes, Remington, Smalley, Hoffman, Windle, Waverley, Niagara, and Crescent bicycles.

Alex B. McDonell, the Viking road rider, called on Toledo friends a few days last week. He expects to train in the spring for the Martin road race at Buffalo. He is feeling well, and expects to scoop 'em next season. He will not go for any of his own records unless they are broken, nor will he enter a race shorter than five miles.

Mr. Snell Very Mysterious.

Local cycling interest is at present centered in that American Weldless Steel Tube Co. A BEARINGS correspondent called on Samuel Snell last Saturday and endeavored to learn where the plant will be located. Mr. Snell said: "Wherever you see the smoke go up, there you will find the tube mill. I know nothing further. Of course I shall do all I can to bring it to Toledo, but there are others in the company." Mr. Snell says that no less than nine Englishmen are interested beside several American investors not named in the incorporation papers. Mr. Edward Warwick, formerly with Thomas Warwick & Sons, of Birmingham, is here at present, and is receiving figures on the cast iron draw benches and other work. He leaves this week for Cincinnati, Columbus, and other cities in quest of figures on the engines and boilers for the plant. The main factory will be 400x135 feet, aside from which there will be a building for the boilers, the electric plant, and the machine shops. Mr. Warwick will superintend the construction of all draw benches, tools, etc., which were designed by him, and possess new and valuable features. He has had fourteen years' experience, and, in his visit to American mills, says he has seen no draw benches as good as those of his own design. The superintendent of the mill is now employed by a Birmingham firm, and will not come here until the plant is ready. The mill will have a capacity on the start of 200,000 feet of drawn tube per week, and will be equipped to turn out gun barrels or anything in the line of seamless tube. Other cities are after the plant and offer large inducements. Pittsburg is looked upon with favor because of the cheapness of oil, coal, steel, etc., and Chicago is favorable because her cycle factories agree to take the entire output. Mr. Snell and Mr. Warwick will take a trip through the west soon.

The Harden Saddle & Specialty Co. is doing a rushing business, so rushing, in fact, that the proprietors have had no time to push certain specialties, which they control. Additional quarters have been leased and an addition may be built to their present quarters. THE BEARINGS man received a tip that in less than six weeks, the company would be organized

THE HUMBER
TRADE MARK
HUMBER & CO.
AMERICA LTD
NEW YORK.
LONDON.
PARIS.

A HUMBER AGENCY MEANS.....

REPUTATION.
PROFIT.
SATISFACTION.

HUMBER QUALITY

Now holds all World's Records at recognized standard distances from 2-3 mile to 1,800 miles.

HUMBERS never claim or advertise records not made in the presence of and under the auspices of proper racing authorities.

HUMBER QUALITY on a quarter-mile track establishes World's Records, while others fail on larger tracks. Why?
HUMBER QUALITY MEANS SPEED.

HUMBER & CO., AMERICA, LTD., WESTBORO, MASS.

Brooklyn Salesroom, 545 Fulton St. **New York Salesrooms** { **318 Broadway, Fifth Ave. and 42d St.**

as a stock concern, and business be pushed accordingly. The orders for saddles and child's seats are coming in so rapidly that something must be done, or be swamped when the season opens. About 150 Common Sense saddles find their way on the market daily, also several dozen of the child's seats, which is doing well for a new concern.

Ed W. Ott and D. W. Henley, formerly of Columbus Grove, Ohio, have formed a partnership to manufacture bicycles. Mr. Ott made the Trilby last year, and with his added capital and help will put out 1,000 wheels this season. He thinks Trilby is as popular as ever, so may not change the name. They are located at the old place on S. Erie Street.

The Toledo Cycle Supply Co. received 100,000 feet of tube from Birmingham last week. When a BEARINGS man called on Mr. Barber last week, that gentleman was in the cellar packing up some of that tube to go to Florida. Mr. Thompson represented the company at the New York show.

The Toledo Novelty Co. starts the machinery in its new plant February 1, with R. H. Hopkins, formerly with H. A. Lozier & Co., in charge as superintendent. Another man will be engaged to superintend the screw machine. Manager Stevenson has orders for several weeks' work. The building has been furnished with the best of machinery. An elevator, electric power, steam heat, and other modern appliances will make it an ideal working place.

A side-track is being laid to the Toledo Mfg. Co.'s plant, where the Ouida, Snell's brazed tube, and other things will be manufactured.

The Toledo Tube Co. has again enlarged its capacity and its quarters but "standing room only" is the order of the day yet. It now looks as if the Toledo Tube Co. would some day drive the larger foundry men out of their own shops, so rapidly does the tube business grow. Secretary Bateman stated to a BEARINGS man that the company would be turning out from 10,000 to 12,000 feet per day in a short time.

The Colton Mfg. Co. is saying nothing, but is sawing wood, and it is rumored that the wood, when sawed, will be made into handle-bars for bicycles. Wait for something to drop. Don't mistake this paragraph and say the Colton Cycle Co. is doing nothing. It is working night and day.

The Lozier Mfg. Co.'s plant is one of the busiest in the city. Over 1,000 men are at work there now. Mr. Moore informs a BEARINGS man that nearly 2,000 men are employed by this company, including the regular traveling salesmen. At the Toledo factory all the parts are made; at the Toronto factory nearly all are made, while at Thompsonville only the small parts are made. At the latter factory, however, the wheels for New England trade are assembled. Mr. Moore will visit the factories in ten days.

E. C. Stearns & Co. now have on their pay roll exactly 1,070 people, and the number of their employes is daily increasing.

NEW CHAINLESS BICYCLE.

BUFFALO, N. Y., Jan. 27.—The chainless bicycle nvented by Legrand Pierce was constructed by Driscoll & Fletcher, of Buffalo, for the United States Cycle Improvement Co., of Pittsburg. "The threshing machine is the only machine now in use where a chain is employed in the transmission of power," says the inventor, and he desired to lift the wheel above the level of the farmer's friend. The power is obtained by three gear wheels inclosed in an oblong box. The pedals are connected to the first gear wheel, which is the largest of the three. This wheel works into an intermediate wheel known to the craft as an "idler," and this in turn works into a third wheel, to which the cranks are connected. The middle wheel regulates the speed, and the gear may be changed from high to low by the simple exchanging of idlers. From the cranks on the third gear run light but very strong rods to cranks on either side of the rear wheel. In this way a push and a pull are obtainable at the same time, instead of only a pull, as in the case of a chain. Also dead centers are done away with. All the connections have ball bearings, and the machine is noiseless.

The Globe Cycle Co. is about to open a new store in the middle of Cycle Row, and a full line of the wheels made by the firm will be carried Special inducements in the way of repairs on wheels purchased at this store will be made.

Sweet & Johonnot have begun a new scheme in advertising. They are now issuing to their patrons tickets to one of the largest ice rinks in the city, and all the wheelmen are fighting for the little bits of pasteboard.

A LOCKING BICYCLE STAND.

The automatic locking bicycle stand which was exhibited at the Chicago and New York shows is something that should find an extensive sale. It is made in three styles, the largest one selling for $3. This is called the Poetic. The smaller sizes are known as the Gem and the Clubhouse, the former selling at $2 and the latter at $2.50. The stand is made by the Locking Umbrella Rack Co., of 9 to 13 South Union Street, Chicago. The locker offers perfect security, and fastens to a wall or frame with a wrought-iron bolt or screws inserted in such a manner as to be invisible.

The Sterner Wheel & Sporting Goods Co. has recently opened a store at 75 Dearborn Street, in the Unity Building, Chicago, and will retail in Cook County the Standard bicycle. The company is also jobber as well as retailer of the Niagara and Fort Dearborn (the latter a wheel of its own make), and will make a specialty of jobbing sundries and bicycle material. The establishment is under the management of Chas. H. Sterner, well known to the trade for the past five years.

ACTIVITY IN LOUISVILLE.

The Local Dealers are Making up Their Lines of Wheels and Getting in Shape for Business—The Lines Represented.

LOUISVILLE, KY., Jan. 28.—William H. Fisher, of 120 W. Market Street, is a young but hustling hardware dealer who will add a line of wheels to his stock in time for the opening of the spring season. He has been corresponding with several eastern firms, but has not yet made his selection.

The J. M. Robinson, Norton Co. conducts the largest dry goods house south of the Ohio River, and is rated accordingly in the mercantile agencies. The members of the firm have noticed how the bicycle business was encroaching upon theirs and determined to get into line. They have announced that they will handle wheels in the future through their great number of traveling men who cover every cross-road in the south. They will not handle them at retail, but will job exclusively. The manufacturer who can interest this firm will have good representatives who will be able to push a line where the manufacturer could not, by reason of the personal acquaintance of the traveling men in the section to be covered.

Two Carloads of '96 Wheels.

Prince Wells opened the eyes of his competitors last Friday by receiving a carload of '96 models from the Rambler factory and another carload from the Crescent factory. Both cars arrived on the same day, so he had enough large wagons at the depot to take the lot at one time, and then hauled them around town instead of going direct to the store. Banners were attached to each wagon, so that he was able to get good advertising out of the shipment.

G. M. Allison & Co. have made up their line to take the place of the Columbia. It embraces the Stearns, Eagle, and Liberty for high grades, and the Stearns company's medium grades.

The Columbia Agency not Placed.

The Pope Mfg. Co. has not yet made arrangements for the handling of the Columbia in this city during the coming season. A representative spent about a week here looking after the matter, and had a talk with each of the numerous applicants, and, when he left here, he stated that the company would do one of two things—open a branch house, or give the agency to a syndicate formed of local young men headed by Henry Offutt. He was unable to decide upon either at the time, so he took the propositions to the office with him.

Expect to do a Big Business.

Chas. C. Nolting & Co., 531 First Street, have made some changes in their lines and will handle the Eclipse, Americ-, Stormer, and a cheap wheel named the Kentucky Flyer. Their entire attention will be devoted to the cycle business this year, and they expect to do a very large trade in wheels.

The Dow Wireworks Co., under the management of Pat Sheehan, will handle the Orient and Fenton high grades, and the Greyhound medium grade. Sheehan is considered the best trainer of racing men in this section, and he will direct quite a string of young riders during the coming season that will tend to advertise these wheels very extensively.

W. A. Thomas, 327 W. Walnut Street, has made up his line for '96, and expects to get his share of the trade. His leaders will be the Syracuse and the Peerless for high grades, with the Triumph and Empire for medium and the Rugby for a cheap line.

Will Handle Victor and Pierce Lines.

Jefferis Bros. have found their large quarters to be too cramped for their rapidly increasing business, and have had to build an office over the showcases in the front part of the store and use the old office for displaying wheels. They will confine themselves to the Victor and Pierce lines, as in the past.

Martin & Dressing will have the largest line of any of the local dealers from which an intending purchaser can make a selection. It will embrace the Munger, Napoleon, Henley, Thistle, Outing, and Overland machines.

ST. LOUIS CYCLE SHOW.

ST. LOUIS, Mo., Jan. 27.—Fortune is smiling on the Associated Cycling Clubs in their cycle show venture, which is to be held in the Exposition Building on February 20, 21, and 22. Originally forty-six spaces were laid out in Music Hall, the parquet of which will be floored over even with the stage, making one large hall of it, and it was with some misgiving as to how all the space was to be disposed of. On the first allotment, however, twenty-nine of the spaces were taken, and inside of two weeks all the hall spaces were taken, and arrangements were made to have twelve additional spaces in the lobby directly in front of the hall, and which, owing to the large doorways opening from it into the hall, make it practically part of the hall. Before even a plat of these spaces had been made they were all disposed of, and now, with the show nearly a month off, every space is taken, and there are applications in hand that will have to be refused. The location of the hall in which the show is to be held could not be better, being on Olive Street between 13th and 14th, extending the entire length of the block, and is 200 feet deep to St. Charles Street.

The local cycle board of trade is working in harmony with the Associated Cycling Clubs and has made application to the railroads running

THE VERDICT IS IN

AND THE RESULT IS AS WE EXPECTED.



Wabash Model B, $75.

AGENTS WHO WANT *WABASH* BICYCLES, *HUSTLE.*
TAKE THE AGENCY. *GOOD THING.*
THE VICTOR BEST WHEEL BUILT. *BICYCLE.*

GET OUR AGENCY PROPOSITION.



Wabash Model C, $75.

THORSEN & CASSADY COMPANY

139-141 WABASH AVENUE,

CHICAGO

Mention The Bearings

into St. Louis, to grant a rate of a fare and a third for the round trip on the certificate plan, from all points within 200 miles of St. Louis.

The city streets committee, which is composed of men who are prominent in business as well as social circles, and all of whom are riders, has worked hard during the past season for improvement in street cleaning and sprinkling, and has asked that one night be set aside for it. This has been done, and Friday night, February 21, is the one allotted. Full dress will be the order of the day and the most fashionable set will be on hand to inspect the new models.

List of Exhibitors.

The list of firms which have secured space numbers nearly all the large tire firms, as well as the most prominent sundry jobbers, and is as follows: J. B. Sickles Saddlery Co., St. Louis Cycle Co., Forest Park Cycle Co., American Dunlop Tire Co., Bauman Cycle Co., E. C. Meacham Arms Co., Central Cycle Co., Boston Woven Hose & Rubber Co., A. F. Shapleigh Hardware Co., New York Tire Co., the Landis Sewing Machine Co., the Palmer Pneumatic Tire Co., C. & W. McClean, Pape & Webber Carriage Co., J. R. Hinton Saddlery Co., Crawford Mfg. Co., Jordan & Sanders, Canfield & Sachtleben, Geo. K. Oyler & Co., Security Cycle Co., International Wheel Co., Meyre-Bannerman Saddlery Co., Eugene Arnstein, Hartford Rubber Works Co., Hitchings Cycle Co., Knight Cycle Co., Tidd-Rugg Cycle Co., Pope Mfg. Co., Simmons Hardware Co., T. B. Boyd & Co., Randolph-Heckel Hardware Co., Pratt Fastener Co., Parlin, Orendorff & Co., Davidson & Sons, New York Belting & Packing Co., Hynson Hardware Co., and Van Nort Bros.

St. Louis' Manufacturers.

The coming season promises to be an exceedingly lively one in this city, and the number of firms engaged in the bicycle business has increased wonderfully since last fall; in fact the number now engaged in that business will not fall very much short of seventy-five, among whom there are six bicycle manufacturers: The St. Louis R. & W. G. Co., the N. O. Nelson Mfg. Co., St. Louis Cycle Co., Tidd-Rugg Cycle Co., Knight Cycle Co., and the Landis Sewing Machine Co. The last firm is the newest comer in the field, having just started to manufacture, but it has engaged space at the cycle show and will have its models ready to show. Two years ago the idea of a large manufacturer starting a branch house here would have been thought ridiculous, so poor a bicycle town was it, and the firms engaged in the bicycle business could easily have been counted on the fingers of one hand and the number of riders needed little more than four figures to cover them. A year ago and things began to change, to brighten up; the Crawford Mfg. Co. opened a branch house and this year the Pope Mfg. Co. opened up a branch, while Davidson & Sons have decided to and are looking about for a location. It is promised that the latter's store will be the finest one in town. Also there are rumors of other manufacturers taking a similar step.

Trade Outlook Good.

The older trade look to the coming season to be, to put it very conservatively, good, and the more enthusiastic look for a business that will be wonderful. Looking over the ground carefully, there seems to be plenty of room for the belief that business will be good and that this will be a fertile territory to work, for today the number of riders in the city falls short of 10,000 in spite of the fact that the population is 700,000, a very small percentage compared with other large cities.

A local board of trade has been formed, which includes nearly all of the firms, large and small, and it will be of material benefit to the local business. The trading of second-hand wheels in part payment for new models is receiving their careful attention, and the rider with an 1895 or older pattern of wheel will find when he comes to trade it in that the dealers will not cut down their profits until they are infinitesimal in their eagerness to get the business, for the trade realizes that the profits in the trading of second-hand wheels are apt to figure on the wrong side of the profit and loss account. Besides that, it is expected that the new sales will be so numerous, that it will not be necessary to do any trading to get the new models out. Freight and advertising rates will also receive the attention of committees from this organization, and in many other ways they expect to work together for mutual benefit.

STRIKING POLISHERS MAKING A HARD FIGHT.

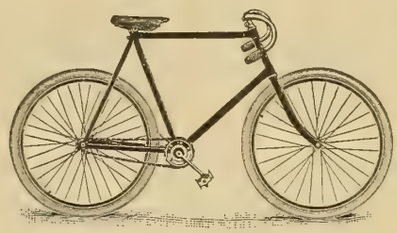
SPRINGFIELD, MASS., Jan. 27.—The chief topic in trade circles is the boycott which has been officially declared against the Overman Wheel Co., of Chicopee Falls, by the striking polishers. The Central Labor Union of this city has voted to uphold the polishers, and President Daly, of the International Polishers Union, will lay the boycott before the coming meeting of the executive council of the American Federation of Labor, at Indianapolis, this week. The strikers allege that the Overman company is fighting them with the blacklist. They also disclaim any intimidation, except in one case in which a workman accepted money from them to quit work, and then resumed his duties the following day.

Pres. A. H. Overman is apparently not disturbed by the outlook. He says that the issue is not one of wages, but whether his shops shall be dominated by labor unions. None of the strikers, he says, will be taken back. The company is running night and day.

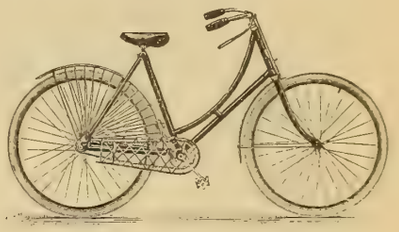
New form of "Bearings" begins February 6.



Model 27.



Model 21.



Model 24.

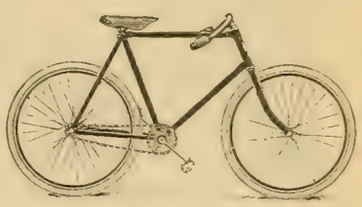
Tribunes for '96

SEND FOR CATALOGUE.

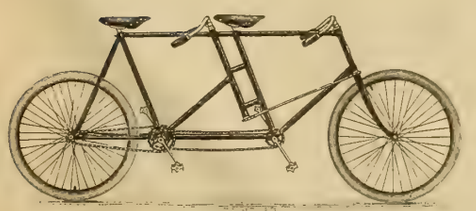
The Black Mfg. Co., Erie, Pa.



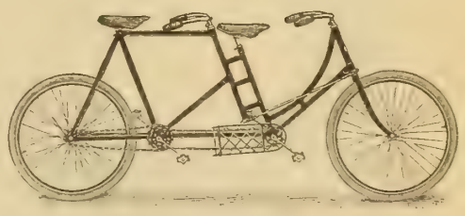
Model 26.



Model 25.



Model 22.



Model 23

A CHAPTER ON SADDLE-POSTS.

Evolution from the Fixed Saddle of the Velocipede to the Vertically and Longitudinally Adjustable Seat-Post of Today.

The attention of the inventor is not always directed to what is considered the most important feature of construction in a machine. Functions which appear to take care of themselves, and for the accomplishment of which no especially adapted device appears to be necessary, are often made the subject of an inventor's ingenuity, and by successive improvements a class of mechanisms is evolved which take a front rank in the particular art to which they appertain. Almost invariably they become a distinct article of manufacture and the subject of sale separate from the parent machine, but adapted to any general form thereof.

In no class of machines is this better exemplified than in bicycles, and it is difficult to select the particular element which best represents the progression. A good example is the saddle-post, and this paper will be devoted to a general description of those devices which have been patented, and especially those patented during the last three or four years.

The Fixed Saddle of the Velocipede.

Every one interested in cycles is acquainted with the old three-wheeled velocipede and with the construction of the saddle-support applied thereto. The saddle was merely fastened to the rear forks or reaches by angle-irons or clamps, and was designed to be permanently retained in one position. The well-known upright of ante-safety days was little better, provision being made for longitudinal adjustment only.

Vertically adjustable posts may be divided into two classes—rigid posts and spring or flexible posts—and this article will deal more particularly with the former.

The writer is not aware of the exact date upon which the well-known L-post came into use, but about the first improvement appeared some ten years ago, and is represented in Fig. 1.

The First Adjustable Saddle-Post.

In this construction the L-post E was divided into two parts at the angle, and these two parts f and f^1 were pivoted together, as at h, the parts being held in fixed position by a bolt i. The parts f and f^1 were made of a circular shape at their pivotal points, and the contiguous faces were roughened or radially toothed, so that they might be adjusted at any angle, thereby changing the position of the saddle as might be desired. A vertical adjustment was readily obtained by means of the set-screw w, which retained the post in any position in the socket c.

Following this, the form shown in Fig. 2 was patented. It resembled the first, in that the vertically and longitudinally extending parts were pivoted together as at B^3, but the longitudinal part B^4 was provided with a heel B^5, which was slotted at b to receive a bolt c, held in the upper part of the vertical standard B. When the bolt c was loosened the arm B^4 might be adjusted to any position within reasonable limits, and the adjustment retained by tightening the bolt.

Fig. 3 represents a post of perhaps a more modern description, wherein the saddle-supporting arm, instead of being bent to form the usual horizontal arm, is curved as shown. Thus the saddle could be tilted by simply changing the point of attachment on the curved arm; or longitudinal adjustment could be obtained to a great degree by simply rotating the post in the socket in the frame, thus carrying the arm to the rear.

A Rack and Segment Adjustment.

The post shown in Fig. 4 is of a more complicated construction than those described. The letter N represents the seat-post socket of a bicycle frame, provided at its upper part with the lugs E, in which is pivoted the segment C at the point D. The segment-piece is toothed as shown, and the pitch circle of the teeth is struck from a center which is removed from that of D, as at x, so that the rack B, which is cut into the saddle-post, easily engages the lower teeth of the segment, but when the rack is forced down by the weight of the rider, the upper teeth are forced hard into the rack teeth and prevent further downward movement. It is only necessary to pull the carrier A upwardly to adjust the same vertically, since the segment readily becomes disengaged from the rack.

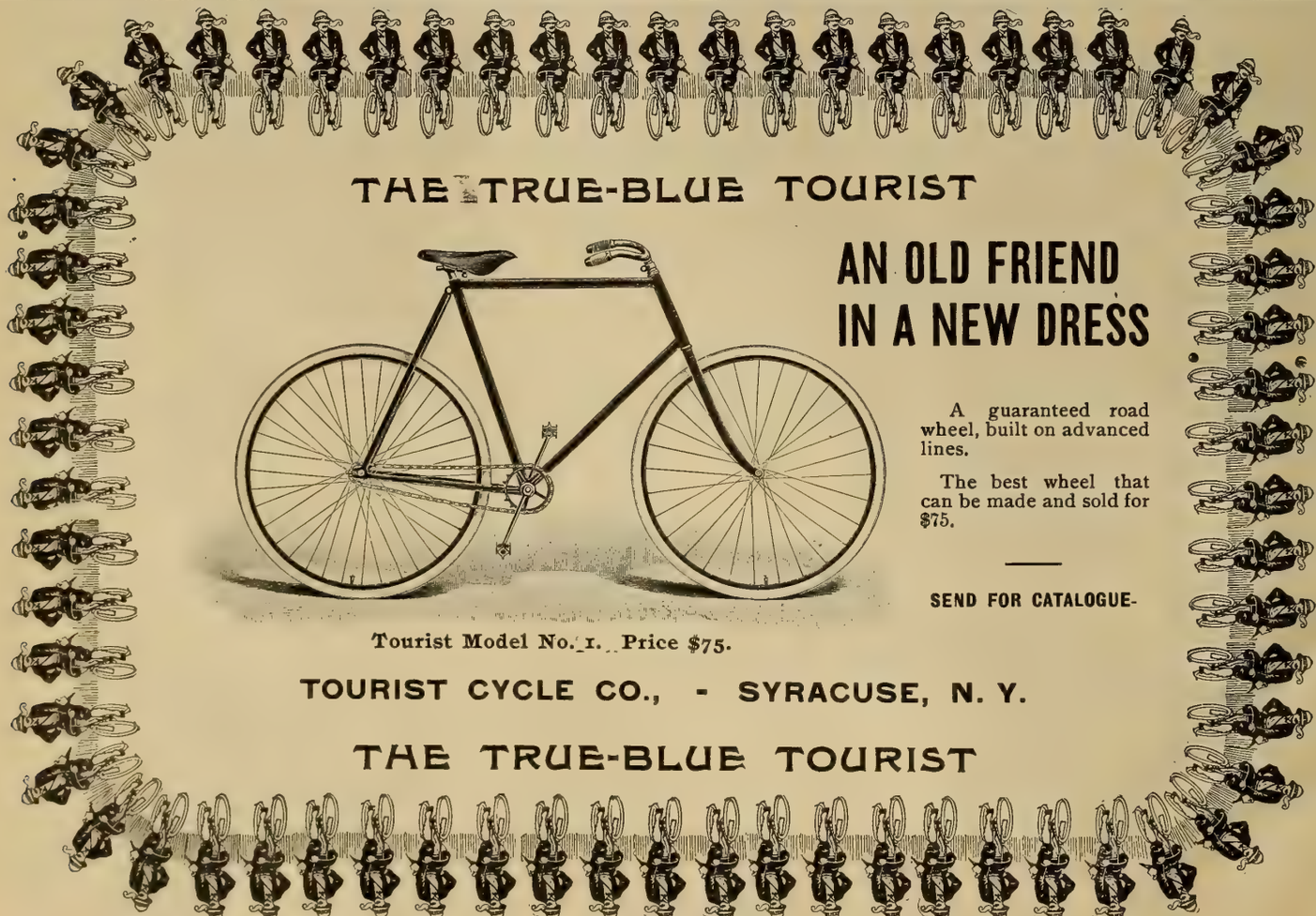
For Longitudinal Adjustment.

Fig. 5 shows a modified form of the construction shown in Fig. 4, being especially designed for existing bicycles, when a rod, such as A^1, is used to attach the saddle. A rack B^1 is cut on the upper side of the horizontal rod, and a segment-rack C^1 is pivoted at D^1 in a sliding-piece F, and a rod G is pivoted at the same center D^1, this latter carrying the saddle. The operation will be readily perceived, the set-screw H being provided to adjust the height of the saddle.

In Fig 6 is shown a combined saddle-bar and wrench. The bars 6 and 7 are arranged at an angle to each other, the wrench-eye 8 being formed at the junction of the two. The saddle may be taken off and the bar 6 removed from the frame, when the saddle-bar may be used as a wrench.

A Split Socket.

Fig. 7 represents a style of adjustment which is not uncommon at the present time, and the advantage is taken to fasten the upper rear fork-bars in place at the same time. The socket-piece a^1 is split a short distance from its top and a reinforcing-piece b is brazed thereto, it being also split in line with the split in the socket. The piece b, which is generally in the form of



a casting, is provided with two perforated lugs b^2, separated sufficiently for the insertion between them of the double nut e. Shanks c and d are provided for the reception of the rear fork-ends, and their shoulders d^x and c^x about the outer sides of the lugs b^2, the screw-ends passing through the perforations in said lugs. These screw-ends are reversely threaded and the nut is provided with right and left threads to engage the same. It will be seen that on turning the nut e, the shanks will be drawn toward each other or forced apart, thus clamping the upper split end of the socket a^1, against the saddle-post f, or loosening the same therefrom. Incidentally, it may be stated that the post f is provided with a brace to strengthen the same, as is clearly shown.

A Clamp Within the Socket.

Fig. 8 shows a construction which is more properly a saddle-post adjusting device, the saddle-post being of the ordinary form. The frame is bored at *3* transversely to the socket in which the post *2* fits, and said socket intersects the latter. Cylindrical blocks *4* are fitted into said transverse socket, and are beveled as shown to engage closely the post *2*, a block being placed on each side of said post. The blocks are perforated for the reception of a headed bolt *5*, which is held in place by a nut. By screwing up the nut the blocks *4* are wedged against the post *2*, thus holding the same in any desired position.

For Adjusting the Goose-neck Support.

In Fig. 9 is shown a post which the inventor states is especially adapted for goose-neck forms of supports. A is the post proper, which is mortised diametrically through its upper end, and is provided with an annular shoulder B just below the mortise. A set-screw C enters the mortise from the upper end of the post. The mortise is non-circular in form and receives a similarly-shaped saddle-support E. An annular wedge-shaped washer D encircles the post, with its upper surface about flush with the lower face of the mortise and its lower face resting against the shoulder B. This washer is milled on its outer side for convenience in turning. The set-screw C fastens the goose-neck support E firmly in place, yet permits of a longitudinal adjustment, which makes the goose-neck more or less yielding, as will be readily perceived. By loosening the screw C and turning the washer D, the goose-neck may be adjusted at any angle within desirable limits, and if the post A is fixed to the machine it would appear that the saddle would rarely get out of alignment.

Fig. 10 indicates a post wherein the horizontal part C is longitudinally adjustable in the vertical part or standard A. At its upper end the standard is provided with a tubular T-shaped head B, brazed thereto. The head B is split vertically at D and provided with a bolt E and nut F which, when the rod C is in position, clamp the same at the desired adjustment. It will be noticed that the range of longitudinal adjustment is almost twice as great as that of the ordinary L-post of the same size, owing to the fact that the part C may be wholly in front or wholly at the rear of the T-head.

In Fig. 11 is shown a vertical tubular standard B screw threaded at its upper portion and provided with a slot f, registering with a slot in a plug e brazed into the tube B. This slot receives the binder C, which is perforated at its upper portion for the reception of the saddle-bar and at its lower portion is provided with lugs m, which extend beyond the edges of the slot, and against which the nut D presses, thus clamping the saddle-bar in place. The post B may be adjusted vertically by any well-known means.

Interlocking Post and Socket.

In Fig. 12 the tubular post-socket is provided with alternating series of ridges and depressions on its inner surface, and the post B is provided with

a like series of ridges and depressions. A sleeve *C*, adapted to encircle the post, is provided with depending tongues *b*, preferably of a wedge shape, which tongues enter the depressions in the post-socket *A*. To insert the post it should be arranged so that its ridges register with the depressions in the socket. Having been introduced to the desired distance, a quarter turn is given so that the ridges in the post and the tube interlock, and on pressing down the sleeve the tongues *b* enter the despressions and prevent the post from turning. J. W. ANDERSON.

BICYCLE TRADE IN AUSTRALIA.

MELBOURNE, AUSTRALIA, Dec. 27.—Up to the present American manufacturers have been slow in recognizing Australia as a profitable market for their wheels. During the past eighteen months I have frequently called their attention to the colonies, but apparently the domestic demands have commanded the trade. My anticipation of the present cycle boom in our colonies has been fully realized. The cycle dealers here are simply besieged with orders, and appear to be at their wits' ends to keep up with the immense demand. The cycle boom here is no doubt augmented by the fact that the new governors of Victoria and New South Wales ride bicycles. This has caused the society folks of each colony to follow suit, and in their train follow hundreds of those who are not quite recognized in the world of fashion. They like to do what society does. This, together with the natural growth of cycling, is responsible for the heavy demand in wheels. Another cause likely to increase the impetus is the visit of foreign cyclists to the colonies, most notably A. A. Zimmerman and W. Martin, of America; A. W. Harris, of England, and C. Porta, of Italy.

Success of the Nimrod-Zimmy Company.

The English folks have always had a keen eye to the colonial trade and are rapidly developing their interests. During the past month the Nimrod-Zimmy Cycle Co. did a good stroke of business in Victoria alone. Previous to the visit of Zimmerman, Walford, and Justin, of the aforesaid company, the firm's business was very diminutive, but on reaching Australia they placed the agency with one of the wealthiest music warehouses in Melbourne, and successfully secured an order for 10,000*l.* sterling of their wheels. The Nimrod people were also fortunate in securing one of the wealthy ironmongers of Sydney to take up the agency for New South Wales, and they have also made excellent arrangements in the other colonies for their wheels. When I say that this firm alone negotiated with the colonials for 20,000*l.* sterling of their cycles, I am well under the estimate. In addition there are several new English makers who have introduced new machines into the colonies with satisfactory results.

Experience With American Wheels.

The only experience we have had of the American wheels is with the Sterlings, Ramblers, Columbias, and Remingtons. The Sterlings are sold by the Melbourne Sports Depot, whose enterprise is somewhat slow. The Ramblers have only just made their appearance in Sydney in a small way, while the Remington, which was practically the first American wheel on the colonial market, is badly represented. We have only seen a sample lot of Columbias, but every one who has seen the machine speaks very highly of it. Apparently the only thing that is likely to kill it here is the high price compared with English machines. The factory cost of high-grade bicycles is 15*l.* sterling, which, under our present duty of 25 per cent ad valorem, and 1 per cent primage, together with the shipping expenses of about 17½ per cent, makes the landed cost about 21*l.* 15*s.*, while the Beeston Humber is landed here for about 25 per cent less. However, the agency has been placed in good hands. I refer to Mr. C. Bown, of Melbourne, who is very popular, and acted at one time as one of our League handicappers.

Average Prices Paid.

The average price secured for high-grade wheels is about 30*l.* The Beeston Humber racer is sold at 32*l.*, and finds a ready market; the Raleigh racer, 32*l.*, Marriott and Cooper Humbers, Rovers, Whitworths, and Swifts, at 30*l.*, while the Nimrod-Zimmy racers are rapidly disposed of at 27*l.* 10*s.*

Ladies' bicycles have found eager purchasers, irrespective of make. The demand has considerably exceeded the supply. The ladies' wheels, as supplied by British makers, are far too heavy, the weight generally being about 35 pounds. The lightest ladies' wheel on this market is the Nimrod-Zimmy, which scales about 28 pounds. If Americans can supply the colonies with this line at their advertised weight of 23 to 25 pounds, I am confident a durable mount at these weights would find an immense market.

Buy on the Installment Plan.

The time-payment system has for years past played the most prominent part in the sale of wheels, but since the cycle boom started a little over half the business has been done for cash, thus showing that the "upper ten," in taking to the wheel, has made an appreciable difference to the cycle trade. The time payments are generally conducted on these lines: If the cash price is 27*l.* 10*s.*, and a purchaser desires time payments, 10 per cent is added to the cash price, and the buyer pays 5*l.* deposit, the balance being paid in twelve or eighteen months, by weekly or monthly payments.

Until quite recently the cycle trade has been confined to a few cycling enthusiasts whose business capabilities were much below the commercial standard, but there appears to be every indication of a big change. Many of our leading trading houses have directed their attention to cycles, and are investing capital in the wheel trade. I firmly believe that, now commercial enterprise has awakened to the importance of bicycle trade, we will find that the future cycle business will be carried on on a more legitimate basis and sounder lines.

Peculiarities of the Trade.

Unlike many other lines of business, the cycle trade is surrounded with many peculiarities and would not successfully operate if conducted on the recognized lines of ordinary trading. It is noteworthy that many of the commercial houses which have added the cycle trade as a new department have generally selected a popular wheelman with business tact to manage their new venture. In conducting a cycle business a good deal depends upon the individual who runs the concern, for I know of a few agencies here at which inferior wheels are sold, but at which the popularity of the individual wonderfully assists in the sales. A popular rider with good business abilities is a valuable man to the cycle trade.

The Biggest Order Ever Given.

Perhaps the biggest order ever given in the colonies for one single line of bicycles is that of Messrs. Sutton Bros., of Melbourne, for 10,000*l.* sterling to the Nimrod-Zimmy Cycle Co. The firm is one of the oldest and wealthiest in the colonial music trade (and by the way are no small traders in American goods), and I think would not be slow in recognizing the estimable qualities of the American wheel, if brought under their notice.

At present the Austral Cycle Agency, a branch of the John Griffiths Corporation, has practically the command of the Australian market, but how long it will remain at the head of affairs remains to be seen. The Nimrod-Zimmy Co. are apparently going to be very formidable opponents. As matters stand now, the Austral Cycle Agency has branches in all capitals of the Australian colonies, and sub-agencies in nearly all important towns. Still it does not appear to secure very profitable returns, this being to a very great extent due to the management, which could without a doubt be considerably improved. This firm sells chiefly the Beeston Humber, New Rapids, and the Raleigh.

Where Cyclists are the Only Messengers.

The west Australian cycle trade has been considerably enhanced by the opening of the immense Coolgardie gold fields. The bicycle has been invaluable to the great crowds who have rushed to the fields in search of gold. With many parts of the barren west the bicycle has been the only means of communication. For the carrying of messages the cycle has been highly important and very remunerative to the cycle messenger. The charge for carrying a message is one shilling per mile; sometimes even more. For instance, one message was carried thirty miles at the cost of 25*l.* Sterling. In consequence of the bicycle's utility and importance on the fields, the trade in cycles has been extensive. One agent alone at Coolgardie is reported to have made 6,000*l.* profit in less than twelve months.

Discreditable Methods in the Business.

The competition in the cycle trade in Melbourne has been very keen, and it has extended in some quarters to very discreditable methods of doing business. One firm here has sunk into such degradation as to exhibit another firm's wheels in a smashed-up state, while one of the largest firms is hawking another's bicycle in a wrecked condition round the country, and exhibiting the manufacturers' cost of their wheels. However, it is pleasing to chronicle that retribution is following such low methods of trading.

The Most Popular Tires.

The G. & J. tire, of American manufacture, is fast becoming a favorite in the colonies. Its simplicity and superior quality of rubber has highly commended it to colonial riders. The Morgan & Wright is making steady headway and will go well if pushed by smart agents. The Dunlop holds the greater part of trade at present. Wood rims are not finding much favor. In fact, I may say they have been a failure with us. The frequent faults found in the rim is likely to make it an outcast so far as the colonies are concerned.

On the 1st of January, 1896, the duty on cycles brought into Victoria will be reduced from 25 per cent ad valorem to 10 per cent ad valorem.

ENGLISH TRADE NOTES.

LONDON, ENG., Jan. 18.—The enlargement in the works of J. K. Starley & Co., at Coventry, has now been completed, and the new portion of the factory has been connected directly with the old. The actual manufacture will be continued at the old works, but the finishing will be done at the new premises. The factory as now constituted is one of the finest in Coventry.

The aluminum gear-case is now an accomplished fact, and I hear that a solder particularly suitable for the fixing and general construction of cases of this kind has been made. The *Ironmonger* gives the receipt as: Aluminium, 1 part; phosphor-tin, 1 part; zinc, 1 part; pure tin, 29 parts. While writing of gear-cases, I may remark that I notice that in your country the merits of these useful adjuncts to machines are being recognized. You are generally ahead of us in most things, and I wonder that the utility of the gear-case has so long escaped the notice of American cyclists.

The question of the amount of friction generated by an ordinary cycle chain has been dealt with most admirably by William Cross, of Newcastle, who, after a series of trials which can not be doubted, has arrived at the result of less than 1 per cent. Now the tests which Mr. Cross has made leave nothing to be desired except to the shareholders in the Simpson Chain Co. If the friction of an ordinary cycle chain be less than 1 per cent,

'96 Blue Grown. "Fenton" TRADE MARK. Mahogany Rims.

AT THE NEW YORK SHOW

'96 Blue Grown. "Fenton" TRADE MARK. Mahogany Rims.

the **Fenton** was the favorite. On all sides it was pronounced the finest and most up-to-date machine ever exhibited.

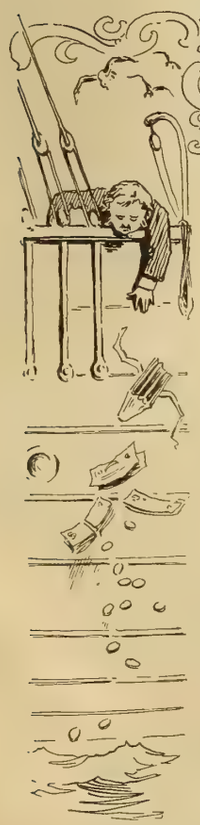
'96 Fentons are meeting with the most enthusiastic reception Everywhere

If you were one of those unfortunate beings who could not navigate through the jam that surrounded our New York exhibit, we would be glad to mail you our catalogue. There's a fund of cycling knowledge in it.

FENTON METALLIC MFG. CO., Jamestown, N. Y.

Mention The Bearings

DROP YOUR MONEY OVERBOARD



and you'll know where 'tis. Invest it in a "cheap" wheel —the thrown-together kind—and——well, a hint to the buyer who wants "something for something" is enough.

GET A... Peerless THE PERFECT WHEEL

We feel disposed to "talk big" about our new model. The wheel backs it all thro'—have you seen it? Send two-cent stamp for our new booklet, "The Story of the Bicycle."

The Peerless Manufacturing Co., Cleveland, Ohio,

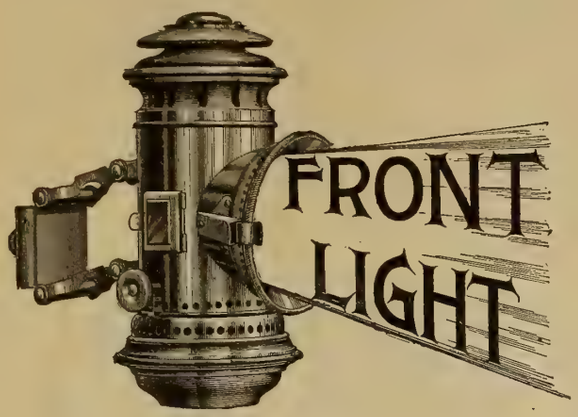
Makers of Peerless and Triumph Bicycles.

Mention The Bearings

CHEAPEST

HIGH-GRADE BICYCLE LAMP ON THE MARKET.

Burns Kerosene or Bicycle Lamp Oil.



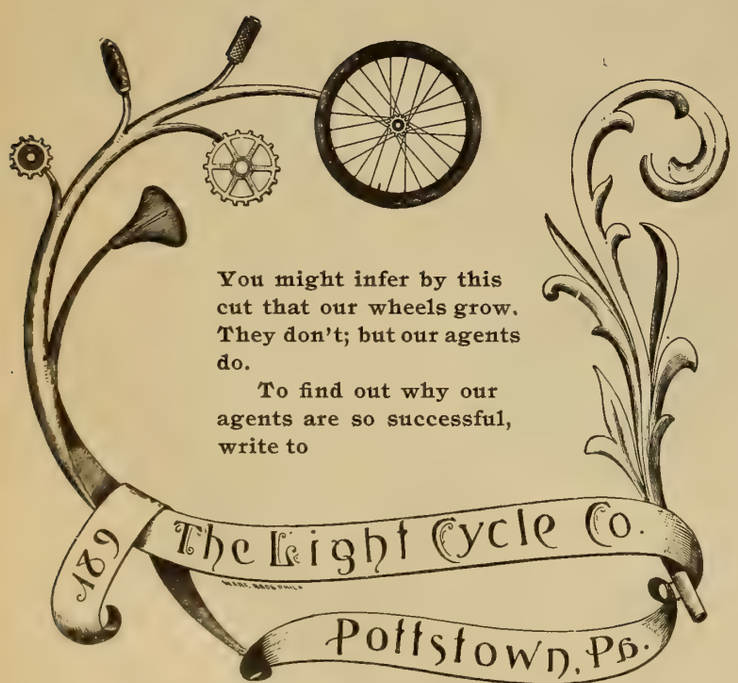
QUALITY AND PRICE make it a great leader for '96!

ELECTROTYPES SENT FREE.

MANHATTAN BRASS CO., SOLE MFRS.,

338 E. 28th Street, NEW YORK. ✠ 132-134 Lake Street, CHICAGO.

Mention The Bearings



Mention The Bearings

where does the gain of the Simpson chain come in? According to Mr. Simpson's own showing—and I am bound to admit that he has been rather reluctant to allow the fact—a chain can not increase power—even if it be a Simpson—but can only be arranged to reduce friction. Granted that this is so, and every engineer must allow the premise, it follows that the gain of Mr. Simpson's invention must be less than 1 per cent, assuming that his chain did away with all friction, which is an impossibility. Therefore the gain can not be much, even if his own claims can be upheld—yet this more than doubtful 1 per cent is said to be worth $6,250,000.

Good Trade in Second-Hand Wheels.

Owing to the present popularity of cycling among all classes, the trade in second-hand machines is large, but I regret that there are also a great many unscrupulous persons who are manufacturing cheap and utterly worthless cycles solely to sell to people who are just taking to the pastime. Last week I came across a glaring instance of this kind of trading, in which a new ladies' safety "by a well-known maker" was offered for $40. I don't say that the machine was not fair value for the money asked, but it was certainly not made by a well-known maker, and was, of course, a very inferior article. The matter is one of great importance to the trade, as the sale of such machines is calculated to disgust people, who, being novices, think that all cycles are alike.

The *Cycle Trade Journal* this month hints at the possibility of the adoption of wooden wheels for cycles, and refers to a patent which has been taken out for improvements in wheels of this material. I do not anticipate that the present suspension wheel is in any danger from the new invention, but I certainly think that the new wheels will be largely used by manufacturers of autocars in the near future. I have seen a sample of the wheel, and must say that it is immensely strong, while the construction is simplicity itself. I believe that a company will be formed for the manufacture of these wheels.

Keeping Tire Makers in Suspense.

The judgment in the case of the North British Rubber Co. vs. Gormully & Jeffery has not yet been given, and the delay certainly appears extraordinary. It seems a mistake that a learned judge should not be compelled to give his decision in a reasonable time. Why, he might die before he did so, under the present system. The trade await the judgment with interest. The other great tire case, the Pneumatic Tire Co., Ltd., vs. Casswell, will be resumed next week. Whichever way judgment goes, there will, I am told, be an appeal. I understand that there is a combination to fix the claims of certain patents within their limits, once for all.

I hear that a new cycling paper is about to be published. It is to be a half-penny daily, and, according to all accounts, Messrs. George Newnes, Ltd., are to run it. I also believe that other important changes in one or two cycling journals will shortly take place. WILL O' THE WISP.

NEW AGENCIES IN PHILADELPHIA.

PHILADELPHIA, PA., Jan. 26.—It was definitely announced on Thursday that W. M. Brewster would accept the management of the new branch house of Davidson & Sons, of Chicago, shortly to be located in this city, and that the firm of Garden & Brewster would be dissolved. The store will be located at 1622 Chestnut Street, and will be one of the largest and best equipped cycle stores in the city, being 141 feet long and fully 30 feet wide. It is expected that everything will be in readiness for opening about February 1. The Twentieth Century wheel and others of the Davidson make will of course be the leaders, but Mr. Brewster will also handle the Crescent line, made by the Western Wheel Works, whose wheels have become so popular in this city. Mr. Brewster has been a resident of this city only a little more than a year and a dealer for the same time, but he has gained friends and experience, and success will undoubtedly be his.

Union Cycle Company's Branch Store Opened.

The Union Cycle Mfg. Co. has opened its new branch house at 814 Arch Street, and the place is now being besieged daily by riders of the Union who have waited so long for a glimpse of the Union '96 models. T. G. Melville is the manager of the new store, W. J. Greer, the former manager, having been promoted to the position of superintendent of Union agencies and also traveling representative in the middle Atlantic and southern states. Mr. Melville was formerly anditor of the company for many years and is exceptionally well fitted for the duties he has entered upon.

A. G. Spalding & Bros. tendered a banquet to the heads of the departments of their Chestnut Street store at the Lafayette Hotel last night. Covers were laid for about twenty-five guests. Speeches were made, and a general good time was enjoyed by all.

Jacob Gump, of Baltimore, is responsible for the introduction of a new article that will only have to be called to the attention of the cyclist to meet with his approval. The article in question is a new form of garter fitted with an ingenious buckle, invented by Mr. Gump. This buckle is so constructed that it will permit of rapid adjustment to any degree of tightness and at the same time it is out of the question for it to come loose of its own accord. The idea of this device is to permit adjustment to the exact requirements of each person, so that the wearer will neither be bothered with a garter that is too loose, nor, on the other hand, one that is tight enough to impede the circulation of the blood. It can also be worn either above or below the knee.

100,000



was the number of persons that inspected the "AMERICA" at the New York Show, and we've yet aught to hear but praise. After the success that we've met with at both shows, we feel fully warranted in asserting that the

'96 AMERICA

will prove the winner of the year. We make but one grade (and that the highest) and can, as a consequence, make a clean score. We advertise thoroughly in all the cycling papers, and the magazines and illustrated papers as well; and, with the goods right and thoroughly backed, we can say, without the least hesitation or egotism, that "AMERICA" agents have a veritable bonanza. If you are not in line, then

WHY NOT?

INTERNATIONAL MFG. CO.,

73-75-77 FULTON ST., CHICAGO.

AMERICAN BICYCLES IN GREECE.

A Market That Offers Good Opportunities to American Manufacturers—The King Imported the First Wheel.

WASHINGTON, D. C., Jan. 27.—United States Consul George Horton, at Athens, under date of December 31, writes to the state department on the above subject as follows:

"There are at present about 400 bicycles in Athens. They are mostly of English make, the Raleigh and Quardrant varieties being preferred. The average price at which a wheel sells here is 700 drachms, or $78.65. The average weight of the wheels used is 26 pounds. The character of the roads renders a lighter make impracticable, unless of high grade and with a wide base. The duty on bicycles is insignificant, none being manufactured here.

"Bicycles Were Introduced by the King.

"The history of bicycling in Greece is interesting. The first machine was brought here many years ago by the king. It is an all-wood affair, of the variety known as boneshaker. Naturally, His Majesty did not appear in public on this machine, as bicycles were regarded for many years by the natives as supernatural and uncanny. The pioneer bicyclists of Greece were subjected to many inconveniences and even dangers. They were hooted and laughed at, even in the streets of Athens, and were sometimes stoned and tumbled from their wheels. At the present day the rustic generally crosses himself and utters a prayer when a bicyclist passes him.

"Dates Back Eight Years.

"Bicycling may be said to have commenced here in earnest about eight years ago, with the founding of several clubs and its adoption as an amusement by leading Greeks. It is safe to predict a craze in the near future, as the royal family and many of their leading diplomats are now enthusiastic. The Crown Prince, and the English, American, and German ministers, among others, may be seen on the streets every day mounted upon wheels. Such leadership has more weight in Greece than it would have in America.

"American Wheels Sold Readily.

"Last year one of the dealers here brought over five Columbia wheels from the United States. He had no difficulty in selling them immediately at 1,000 drachms apiece. They were lighter than the English machine ordinarily used here, and were very much admired. Although there has since been a demand for an American wheel, the Athenian dealer has not been able to handle other Columbias, as the firm about this time appointed a general agent in Germany, and refused to supply him directly. The Athenian merchant says that he can not deal with this German agent, although his relations with the American firm were very satisfactory to all concerned. It seems a pity that some arrangement should not be made for supplying American wheels to Greece, as they are no doubt the best in the world, and give the best satisfaction here.

"Dealers Should Handle Two Grades.

"A German firm has recently opened a store here with a stock of cheap wheels. This firm is not meeting with the highest success, as people seem to be suspicious of articles of this nature of German manufacture. An American firm doing business here should place both a high-priced wheel and a good cheap one—the latter for boys and people of limited means—on the market.

"The greater portion of Greece is passable for bicycles, and the climate is especially favorable for bicycling. There being a wet and a dry season, one knows before starting what weather to expect. In summer excursions are possible if one avoids the heat of the day, and in winter the heavy rain storms are sure to be followed by pleasant days. In spring the climate is charming.

"Effect of the Olympian Games.

"Bicycling will be an important feature of the Olympian games to be held in April, 1896. These games will, in themselves, give a great impetus to bicycling here, and their influence is already being felt. Great activity is noticeable among the various clubs in view of the coming event. American wheels should be represented at the Olympian games. Any of our manufacturers who will send a competent representative over to the games, or before they take place, will no doubt be able to make profitable arrangements. The firm that has sold the most wheels here is known as M. T. Sourmely & Philon, Athens. They express themselves as willing to handle a good American wheel."

MILWAUKEE'S SHOW A SUCCESS.

MILWAUKEE, WIS., Jan. 27.—The cycle show given by the North Side Cycle Club came to a close last evening, a decided success. The show, although not given on a large or elaborate scale, pleased all those who attended, and the dealers and manufacturers seem to be well pleased with the results, claiming that "even if the show was a small one it was a good one for their business."

Terhorst & Donnelly.

Even the cyclorama was on exhibition at the show. In other words, the "only" bicycle academy of this city was represented. Mr. Donnelly, who had charge of his space, and who is agent for the Sherman, the Chicago bicycle, had on exhibition a cycle baby carrier, Common Sense saddles, and the Sherman wheel. W. H. Donnelly is quite an artist and his space was covered with signs, advertising the only bicycle academy in Milwaukee.

Miami Cycle Co.,

One of the finest exhibitions at the show was the Racycle wheels. Among the wheels exhibited by C. Niss & Son, the Milwaukee agents, was a ladies' wheel, the rims, spokes, and other trimmings being gold-plated, and the frame of white enamel. The saddle was of white celluloid. C. Niss, Jr., was in charge of the stand.

Bolte Cycle Mfg. Co.

Five models of the League were exhibited by the Bolte company including a combination tandem. The racer and roadster for '96 is well spoken of by local cyclists, and they will no doubt be in great demand. The tubular hub and the new one-piece crank-shaft have been objects of praise by all those who have seen them.

Stover Bicycle Mfg. Co.

The John Meunier Gun Co.'s exhibition of the Phoenix wheels was a very nice one. The stand was decorated with flowers and bunting, and made a natty appearance. Beautiful catalogues were given away by John Traudt, who had charge of the booth.

Telegram Cycle Co.

The Telegram exhibit was in charge of M. S. O'Brien, Jason Church, and Edward Roth, who had all they could do to answer questions regarding the make of the wheels, and all the new points about them. The feature of the exhibit was the Sanger racer, which has a cross-bar connection, which is also used on a tandem. Five models, including a tandem, were shown, and the space allotted the company was far too small to show all the fine points of the Telegram wheels.

Julius Andrae & Sons Co.

The exhibits of the Andrae company consisted of a light roadster, ladies,' racer tandem, combination frame, and a tandem. It was impossible for the company to get out its annual catalogue in time for the show. The tandems are fitted out with large tubing throughout, the main frame being 1¼-inch thick. Morgan & Wright tires are used on nearly all the wheels; the cranks are of the light pattern, made of the best crucible spring steel.

Union Cycle Mfg. Co.

Five Unions were on exhibition at the show, and photographs of Sanger, Tyler, and other fast riders who have ridden Unions were placed in the stand, helping to make it a pretty and neat exhibition. Racers, roadsters, and tandems were on exhibition.

Anchor Cycle Co.

A ladies' wheel, a roadster, and a racer constituted the exhibition of the Anchor Cycle Co. Although only three wheels were on exhibition, people were satisfied that the Anchor is "all right" and will be ridden by some of the fast ones the coming season, and a number of records are liable to be demolished. The Anchor has a small but very neat catalogue for '96.

The Ariel Cycle Mfg. Co.

Combination tandems, Gazelle and men's roadsters are on exhibition at the Ariel stand, which is in charge of W. L. Candee, who is well-known as a bicycle dealer and rider in this city and state. The exhibition is a very neat one, the stand being decorated with pictures of well-known riders. Mr. Candee is well pleased with the results of the show.

All the members of the North Side Cycle Club are satisfied with the results of the show and through their hard work it proved a success.

Ethical Society Will Have a Show.

At a meeting in one of the reception rooms of the Ethical Society a few nights ago, it was decided to hold a cycle show during the first week in March and last for six days. The meeting was called to order by President Cassius M. Paine, of the Ethical Society, and delegates from all the local clubs were present. Several of the delegates expressed themselves highly pleased with the determination of the society to give a show, and assured President Paine that they would do all they could to assist in such an undertaking. M. C. Rotier, R. S. Baird, and P. H. Cambier were appointed a committee to take charge of the show.

The Ethical Building is a model place for holding a show such as proposed. There are thirty large spaces for exhibits, and this is considered a sufficient number to display the best features of the cycling world from the mechanical point of view. Clauder's orchestra will be engaged for the week, and the building will be resplendent with floral decorations and bunting. Preparations for the show will begin at once. Milwaukee will have the choice, and some of the larger Chicago manufacturers will have space.

An Attractive Poster.

The Buffalo Wheel Co., of Buffalo, N. Y., is sending out to the trade a lot of lithographic prints which are not only pretty but are very pertinent to the line of bicycles made by the concern. In the central foreground appear a young man and a lady mounted on two Niagara bicycles, the former, with extended hand, calling the latter's attention to the steaming Falls of Niagara in the background. Disposed around this main scene are smaller views taken about the famous falls, such as the newly-constructed gorge electric railway, which follows the river bank for miles and gets its power from the great falls themselves; the "Maid of the Mist" steamer, working her way up almost into the great wall of falling water; the Tower Hotel and the islands and bits of the river about the falls. All are printed in several bright colors in imitation of water-color work.

SOUVENIR BICYCLES.

AGENTS WANTED.

SOUVENIR COMPANY

HIGH GRADE, NOTHING ELSE.

WHEEL

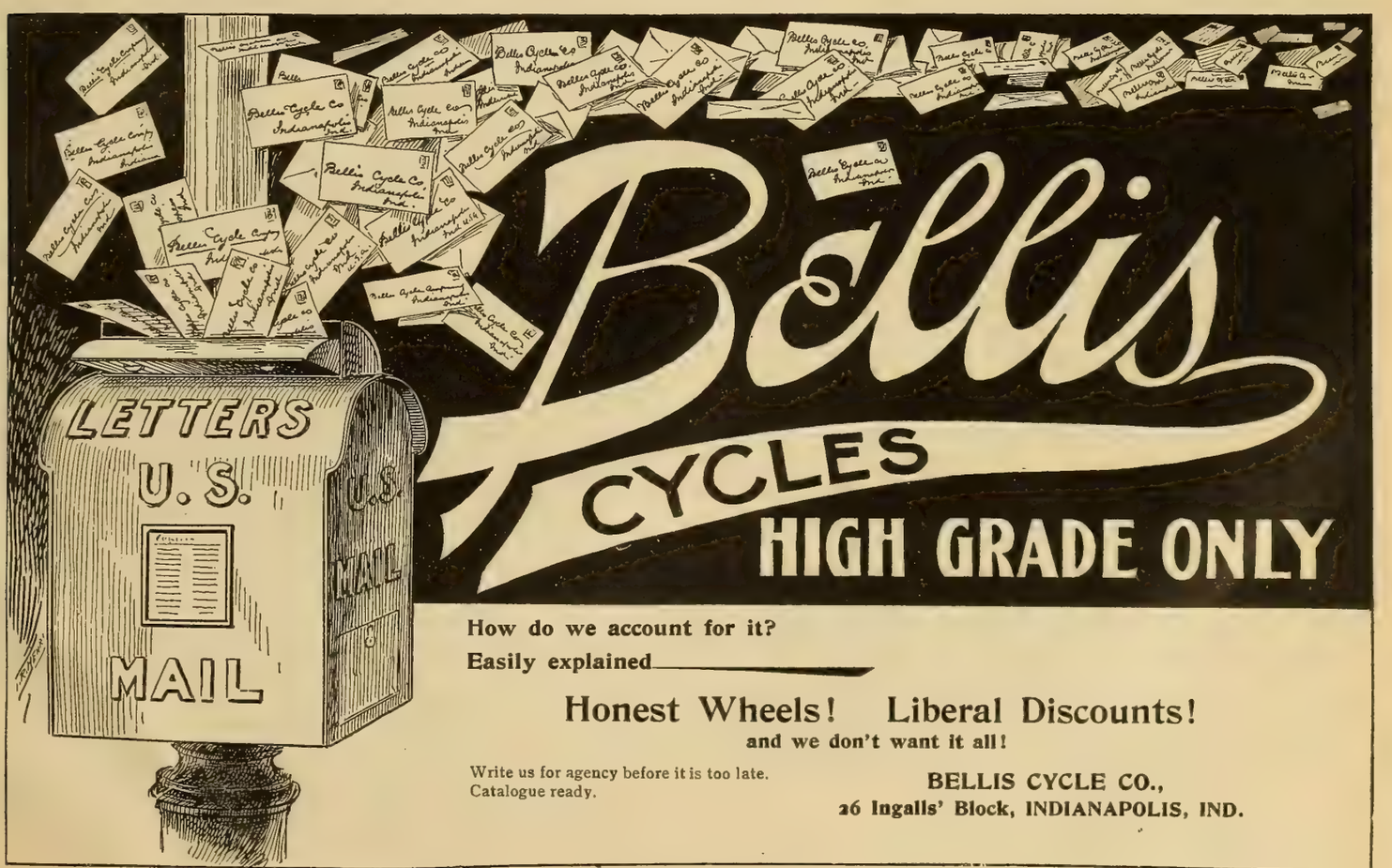
OUR CURVES ARE ALL RIGHT.

SOUVENIR COMPANY

GRAND RAPIDS, MICH.

SUCCESSORS TO GRAND RAPIDS BICYCLE MFG. CO.

Mentiom The Bearings



How do we account for it?

Easily explained

Honest Wheels! Liberal Discounts!

and we don't want it all!

Write us for agency before it is too late.
Catalogue ready.

BELLIS CYCLE CO.,
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Mention The Bearings

THE CYCLE TRADE IN TEXAS.

The Dealers of Houston and Waco are Making Active Preparations for Brisk Business During the Coming Season.

HOUSTON, TEX., Jan. 25.—From the present outlook, there is hardly any doubt that the season of 1896 will be one of the best for the sale of bicycles that has ever been known in Houston, which has always been one of the best trade points in the state. The established tradesmen are well pleased, and, in addition to the dealers already in the business, quite a number of hardware and furniture houses are putting in lines of bicycles, the success of which is largely problematical; but if well organized bicycle departments are conducted, there is no reason why these firms can not do a fair share of the business, and create a lot of new business as well.

Selling Depends on the Weather.

Judging from the past, the amount of business done in the bicycle line in Texas is largely gauged by the successful starting off at the first of the year. If the weather is good during January and February the trade gets a good start which the bad weather in March does not affect as it might otherwise; but if the first three months of the year are not favorable the trade seems to get a setback which it does not recover from during the whole season.

The trade during the latter part of December and so far this month has been exceptionally good, and the dealers are very much encouraged.

The Only Exclusive Bicycle House.

There is but one exclusive bicycle house in the city at present, it being conducted by Roy Spore, who handles Ramblers. He perhaps sells more Ramblers than any other dealer in Texas, although there are several who push him rather close. He has already sold a few '96 wheels, and has sale for others as soon as they can be received. His trade in tires is almost exclusively for the G. & J. on high-grade wheels, but on medium-grade and cheap wheels M. & W. are most used. He has not as yet decided positively to handle anything but Ramblers and a line of cheap and medium-grade wheels of the Featherstone make, but may possibly add some Sterlings.

Handle Six Lines.

Wilson, Myers & Co. have completed their line for 1896, and a customer who can not be suited with the Stearns, Falcon, Syracuse, Barnes, Avery, and the Crescent to choose from, will be indeed hard to please. The Western Wheel Works' line is a particularly winning one, and Mr. Eyers, manager of the store, is very proud of the line of Crescents. The firm started in a year ago to handle bicycles exclusively, but has since added a complete line of sporting goods. During 1895 it did an exceedingly large business in bicycles, selling more Stearns and Western Wheel Works wheels than any others, and it is largely on these two lines that it expects to make the best showing in the future.

Cleaned out the '95 Stock.

In December it had what looked like an exceedingly large stock of 1895 wheels to carry over, but a brisk trade during the latter part of the month almost cleaned out all the 1895 wheels on hand. As yet the concern has only received the Avery of its '96 line of samples, but is having an active trade in what few '95 wheels are left, at good prices. A couple of Stearns racers have been sold for delivery as soon as possible.

"There are Others."

Other concerns which will handle wheels are: C. L. & Theo. Bering, hardware dealers, who have the Waverley; E. K. Dillingham, a furniture dealer, who has the Columbia and Hartford; Frank Illg, handling Daytons and Imperials; and Jos. Myer, a large hardware dealer, who expects to handle the Columbus Buggy Co.'s line of wheels. W. L. Foley started in to make a big run on a so-called high-grade wheel for $48.98, but did not have much of success, which might have been due, however, to the lateness of the season. It is also reported that the J. R. Morris Hardware Co. will handle the Monarch.

Taken all together, the outlook for a big trade in bicycles in Houston during 1896 is very bright.

AUSTIN'S CYCLE TRADE.

AUSTIN, TEX., Jan. 28.—As a general thing there are conditions in most capital cities which should have a tendency toward making them cycling centers. There are, however, some notable exceptions, and Austin has been among the number. She has maintained a position of very little importance in the bicycle business, as compared with other Texas cities. The season of 1895 was a little better than those previous, and there is every indication that '96 will be far better. On the 25th inst. a three-days' race meet closed, which, while not a great success from the most important standpoint from which race meets are usually viewed, still its good effects will be felt no doubt throughout the entire season, and the interest in racing and cycling in general which this meet has engendered, if properly followed up by local trade, will make the sale of bicycles a more profitable business in the future than it has been in the past.

An Enterprising Lot of Dealers.

Austin is naturally suited to bicycle riding, and there can be no question that when the trade does get the proper start, the business will be good. The dealers who will handle wheels in Austin during 1896 are in the main an enterprising lot of good solid business men, and the efforts that they are already making go to show that if there is any lack of business it will not be because they have not done their part.

The Oldest Agency in the Town.

Geo. C. Bengener & Bro. are among the oldest bicycle dealers in the state, having handled wheels in connection with their retail and wholesale hardware business for many years. They have been handling Ramblers for the past six years, and there are any number of the old-style spring frames to be seen in Austin and its vicinity still in use, which goes to show that they are hustlers when there is any business in sight. Until 1896 they had also included the Victor in their line of wheels, but in future will push the Rambler exclusively as their high-grade line, to be supplemented by the Crescent medium-grade machines. Their house ranks among the most solid hardware establishments in the state, and they do a large business in sporting goods as well.

Expect an Immense Trade in Sterlings.

Petmecky & Co., whose principal business is sporting goods, also carry a large line of bicycles, and have one of the best equipped repair shops in this part of the state. There is no better posted man in the bicycle business in Texas than Fred Petmecky, who is also the patentee of some of the most useful articles used by sportsmen, notably among which is a gun-cleaner known all over the country. This firm has been doing a good business in bicycles for the past few months, having sold a large quantity of Eagles. It also handles a full line of Featherstone wheels bought through the Simmons Hardware Co., of St. Louis, and has lately added the Sterling, on which wheel preparations are making to have a run of trade that will be a surprise to the manufacturers.

When "The Bearings" Arrives.

Petmecky & Co. are hustlers, and their store is headquarters for the wheelmen of Austin, where they congregate in greatest numbers about the time THE BEARINGS is expected to arrive.

There are several new firms anticipating handling wheels during 1896 in Austin, and W. H. Richardson, who will handle the Dayton, expects to be felt from start to finish as a factor in the local cycle trade. Mr. Richardson's success as a bicycle dealer is yet to be seen, but if outward appearances go for anything, he has nerve and pluck that will land him a good share of the trade.

THE DEALERS OF WACO.

WACO, TEX., Jan. 23.—Texas will be one of the leading states in the south this year in cycling, as the Texans are just now beginning to realize that the bicycle is made to use and not for a plaything. The ladies have also taken to cycling, which will do more to advance cycling than any other agency.

Several new firms will open up here for business in the cycling line soon, one of which is the Texas Bicycle Co. This firm will open a large wholesale and retail establishment about February 1, selling wheels of its own design called the Texas Flyer, Fisher Special, and Hodge Roadster, besides several other leading makes, which the company will have the state agency for. The new concern will be quite an acquisition to the cycling trade.

Has Opened a Riding School.

The Southern Cycle Co. has opened a riding school, employing the trolley system as used in the larger cities. It seems to be doing a nice business and will help greatly to increase the local interest in cycling.

Austin will hold the first race meet in Texas this year, the dates selected being January 23 and 24. Several of the state's crack riders will attend.

CINCINNATI TRADE NEWS.

CINCINNATI, O., Jan. 27.—The new firm of Harris & Clermont finished its first bicycle last week. The wheel is called the Clermont, and is a beauty. Mr. Clermont manufactured wheels on a small scale last year, but a short time ago he took Mr. Harris in as a partner. The firm will now enter into business upon a large scale. The partners have quite an extensive factory on 9th Street, between Elm and Plum streets.

Edward H. Miller has just returned from Chicago, where he obtained the agency for the Adlake wheel. He has already made three sales, although he has not as yet even received a model of the wheel. A nice catalogue is a great advertiser.

Neat cards have been sent to all the wheelmen by the new firm of Conklyn & Ackerman, calling attention to the Dayton and Fenton bicycles.

Will Sell Booths at Auction.

The dealers are very much elated over the extra additions to the new track. With these new attractions and the complimentary puffs given by the daily papers, renewed interest is given to cycling. All the dealers will contribute liberal prizes toward the first week's racing. It has been decided to hold a bicycle show at Chester Park during the same week of the bicycle carnival, May 2. The plans for the building are nearly completed, and the construction will be pushed forward rapidly to completion. Its dimensions will be 100x180 feet. In order to disarm even a suspicion of favoritism, the best booths will be sold at auction, on a date which will be sufficiently advertised. The experience of the show held last New Year's Day at the Y. M. C. A. Building has caused them to do this.

"Bearings" magazine form appears February 6.

AUSTRALIANS LIKE AMERICAN WHEELS.

EAST MELBOURNE, AUSTRALIA, Dec. 17.—I was quite amused at the tone of your New Zealand correspondent's note in one of the last mail's issues of THE BEARINGS. He says there is a great prejudice against American-made wheels, and, from his way of writing, I take it that he means it to refer to Australia as well as New Zealand. Now, New Zealand is some 2,000 miles from Australia, which may in some degree account for any little discrepancies. Now, in regard to Victoria (and Victoria has as many cyclists as all the rest of the colonies put together), I can honestly say that there is no prejudice there. In fact it is the other way about. We have a couple of makes of your machines here already and more to come shortly. The Columbia and Syracuse are the ones with which we are in touch, and I've no hesitation in saying that their appearance and finish, their lightness and apparent strength, have gained them many friends. I think there is a big future here for the Yankee-made wheels.

You have, of course, seen the result of our great Austral. Same old story—long start man winning; back men nowhere. Big prizes may be right enough, but somehow I think they are out of place in handicap events.

Martin, the Yankee, started in the Austral along with Porta, the Italian crack, but neither made any show in that event. Martin, however, won the one-mile international "in a very masterly fashion," beating our very best men in an easy manner. In the events of the second day was a five-mile scratch international, but owing to the poor pacing arrangements (one triplet for twelve competitors) Martin was unable to clear himself of the crowd before Parsons got away with the big machine. The competitors took matters easy until Parsons, with the trip's aid, had lapped them, when they all hung on until the finish, when a good race for second resulted—Martin gaining it, Porta third.

Twelve hundred and fifty dollars hard cash! That's the first money of the great world's prize at the Australian Natives Association's gathering on January 26, '96. And this for a two-mile handicap event, which is to be competed for on a five-lap track only eighteen feet wide. (There's a poor chap lying unconscious—perhaps dead, ere this—in the city hospital, through having a fall on this same track last evening. There were about a dozen following a triplet, when somehow he fell sideways. Result—compound fracture of base of skull.) If the entry is as large as is anticipated, the contestants will have to ride three times for their money; ten riders on this track in a handicap is any amount; five for a first-class scratch race would be a crowd. The banking should be five feet higher at the ends, so Zim says.

Two New Companies.

Two cycle manufacturing companies have recently been formed in New Zealand, the chief of which is the Oates Zealandia Cycle Co., Ltd., with a capital of $125,000. This company has been formed for the purpose of purchasing the works of N. Oates, of Christchurch, who has worked his business up to such an extent that at present it occupies the premier position among the factories of Australasia. The rapid increase of cycling here brought such a demand for his wheels during the last and present season, that he was unable to keep pace with his orders, and now that the company has been successfully floated a full outfit of up-to-date machinery is to be imported. The shares were eagerly sought after by commercial men, while small parcels of shares have been allotted among wheelmen all over the colony. The other company is the Collier Two-Speed Co., which for a time will import machines fitted with the Collier two-speed gear, and afterward will manufacture them in Wellington. This company took considerable working up, but I believe it is now on a firm footing, and will commence operations during next year.

A Tire Famine.

A tire famine is upon us, and many agents can not supply machines solely owing to this cause. There is now a splendid opportunity for some of the good American tires to be placed here, and I am pleased to see that some of them are taking advantage of this opportunity, the pioneers being the G. & J. and the M. & W.

Big as has been the increase of cycling in these parts this year, it will be infinitely larger in the coming year. Following the lead of a number of society ladies attached to Australian governors' households, the ladies are taking to the wheel at such a rate that now there is a scarcity of ladies' mounts. Our agents are making up large orders for ladies' wheels next year, being sure that it will see the ladies mounting the wheel as ducks take to the water. But here the difficulty will occur. The demand will be equally great in England, and doubtless in America, so that there will be delay in filling orders for these parts. But there is no reason why Americans should not lay themselves out to help supply the demand, and herein lies another golden opportunity.

The Sterlings which have come to hand in this city are being very highly spoken of, and they are the lightest wheels that are being used on the road here. During the Christmas holidays one of our riders is going on a tour on one of them over one of the roughest journeys in New Zealand.

H. T. Dekker is no longer connected with the Remington Arms Co., his short engagement with this firm having been discontinued at the close of the Chicago show.

THE BEARINGS' CIRCULATION.

☞ All Receipts in this book Must be Accounted for. Return ALL defective sheets to Auditor.

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Last week THE BEARINGS sent out nearly seven and one-half tons of papers through the postoffice. On this page are fac-similes of the postoffice receipts. The number of papers can be readily figured. The following is the operation:

A single number of THE BEARINGS of last week weighs 24 ounces. Divide the total number of ounces by the weight of each paper as follows, and the result is the total number of papers sent out at second-class rates:

2,939	pounds
2,862	"
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16	
88,584	
14,764	
24)236,224	ounces
9,842+	papers

To the number sent out as second-class matter must be added the foreign circulation which is sent out under stamps, papers sold through the news companies, papers distributed by boys in Chicago, papers sold from THE BEARINGS' office, and papers reserved for files and future orders. The numbers are as follows:

Foreign circulation, news companies, distributed in Chicago, and reserved for office use and future orders, about	3,500
Sent out at second-class rates	9,842
	13,342

WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

FOR SALE—New novel bicycle cuts. WILLIAM STRONG, Cincinnati, Ohio. 2

WANTED—Several traveling salesmen. State experience and salary expected. Address KIMBALL, care of "The Bearings."

WANTED.—Three nundred to seven hundred medium-grade wheels by reliable concern. Price must be low. Send us full particulars as soon as possible to PURCHASER, care "The Bearings."

CAPITAL WANTED.—Capital or a manager with either wheels or capital wanted for our riding school. Own the building, 60 x 120 feet, on the best street in a city of 50,000 population. GALVESTON CYCLE CO., INC., Galveston, Tex.

$100 BICYCLE FREE $100

In order to introduce our matchless "EMPRESS" 1896 wheel we will ship free of charges to any part of the United States one of our famous $100 ladies' or gentlemen's bicycles, to each of the three persons obtaining the greatest number of words out of the letters contained in "The Empress Bicycle Company."

For conditions of competition send stamped addressed envelope to Empress Bicycle Co., 79 Dearborn St., Chicago, Ill. Mention The Bearings

Allerton's Chain Compound

The high-grade Chain Lubricant. Unlike all others. Keeps the Chain bright as well as lubricated. Will not soil hands or clothes. Will not collect dust and dirt. Price per tube, 25 cents.

Sample free to dealers who send business card. Electros furnished. Manufactured only by

ALLERTON LUBRICANT COMPANY,

Mention The Bearings. **710 Old Colony Building, CHICAGO, ILLS.**

A TRUE BENEFACTOR

Is he who puts before the world an article which will benefit the human race. Such is W. J. White, the inventor of WHITE'S YUCATAN GUM. This little article is within the reach of all and can be obtained anywhere within the civilized world. It cures heartburn, seasickness, and various forms of indigestion. Five cents a package.

Photo Colortype Co.

High Class Color Work, especially adapted for the Bicycle Trade.

87-91 PLYMOUTH PLACE, CHICAGO.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

HIGHEST GRADE OILER.

Does not leak.
Regulates supply of oil to a drop.



25c.

"STAR" OILERS (second only to the "Perfect") 10c.
Oiler Holders or Pump Holders, 25c. each.

CUSHMAN & DENISON, 172 Ninth Ave., New York.

AN EXPLANATORY LETTER.

EDITOR THE BEARINGS:—Our esteemed friend, the Niagara Cycle Fittings Co., has issued a circular to the bicycle trade, in which occurs the following sentence: "In view of the recent failure of a large manufactory of sheet steel connections, and the fact that the Supreme Court has thus far refused to sanction the continued operation of the works." Now, without ascribing any other than the most honest motives to this concern, I desire to counteract the impression its circular gives. The judge stated the law did not permit him to issue the order until the schedules and bond were filed by the assignee, but he added that it was entirely within the discretion of the assignee to keep the factory going. The assignee felt that it was of vital importance to the creditors as well as the customers of the company, and the factory is being run by him at his personal risk. Tomorrow, however, his bond and schedules will be filed, and thereafter he will be under the direction of the court. I am pleased to say the proposition submitted to a large proportion of our creditors yesterday was accepted without a dissenting voice, and, as soon as papers can be drawn up and signed, a corporation will be formed, to which the entire property will be re-transferred by the assignee at a very early date. I hope you will say what you can to offset the effect of the above circular, because, at this season of the year bicycle makers are in a constant state of nervousness regarding their source of supplies. In view of the fact that it was generally known in town that the factory had not shut down, and would not shut down, it would appear that the motives of the writer of the above circular might be open to question. However, it will be a great favor if you will emphasize the fact that we are running, and will continue to run full time.

Yours truly, SPAULDING MACHINE SCREW CO.
BUFFALO, N. Y., Jan. 21. William H. Crosby, *Manager*.

KEATING COMPANY MAY MOVE.

HOLYOKE, MASS., Jan. 27.—No definite plans for the removal of the Keating Wheel Co. have yet been made, says President Rood. It is known that the Keating Wheel Co. has received some fifteen offers with inducements to locate elsewhere. One of them was from Illinois and another from Meriden, Conn. At the latter place, it is said the company is offered a site for a factory and exemption from taxation for a term of years.

TRADE NOTES.

A. L. Collins, well known in Chicago trade circles, will represent the Continental Cycle Co. in the east.

T. A. Donler, secretary of the Bolte Cycle Mfg. Co., exhibited the League at the Park Avenue Hotel in New York, where six models were shown. Secretary Donler did a large business.

It is said that at a test made during the Chicago show, the regular chain made by the Indiana Chain Co. showed the greatest strength over all others, the hard chain breaking at 1,645 pounds.

The Indiana Novelty Mfg. Co. owns patents covering the use of metal eyelets in the spoke-holes of wood rims. These patents were taken out by Frank L. Goodrich, of Belvidere, Ill., and sold by him to the company, which proposes to protect its patent rights.

Henry Gautschi & Sons, of Philadelphia, the well-known music-box manufacturers and importers, has closed with Arnold, Schwinn & Co., to represent the World in Philadelphia and vicinity. This concern is also looking for a good medium-grade machine.

The Richmond agency is the latest addition to Chicago Cycle Row, Judson A. Tolman, 282 Wabash Avenue, having been appointed agent for Chicago and Cook County. The Richmond will doubtless soon become very popular among the frequenters of the row.

It is said that the Jenkins Cycle Co. did $27,000 worth of business, that the Lindsay company, of La Fayette, sold 1,000 of its multiple geared wheels, that 5,000 of the Turney electric lights were disposed of, and that 1,000 of the Holson Speed Indicators were sold at the Chicago show.

The J. J. Warren Co., of Worcester, Mass., has entered suit against H. M. Rosenblatt & Co. for infringement of the company's patent bicycle luggage carrier. The patent covers luggage carriers set in the frames of bicycles. The Warren company proposes to prosecute all infringers.

President Crespo, of Venezuela, recently instructed his New York agent to purchase for use in his family "two of the finest bicycles made in America," to quote from the president's letter. On the steamer which sailed from New York, January 13, for South America were two Monarchs, Model 40, in fulfillment of the above order.

The *Universal*, a monthly journal devoted to cycling and allied trades, made its appearance in the firmament of bicycle literature coincident with the birth of the new year. It is the size and shape of THE BEARINGS and contains some very readable matter. Its auspicious start would portend a star of the first magnitude in the course of time.

The exhibit of the Stockton Cycle Co., at New York, was held at the Putnam House, where eight models were shown—two juveniles at $50, a 26-inch ladies' wheel at $75, and five other models listing at $85. The features of these wheels are wooden handle-bars, screwed on front sprocket, no cotter pins, and a ball-retaining hub. G. H. Gorwood and E. L. Wilson were in charge.

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